



Knowsley Council



Knowsley Replacement Unitary Development Plan

Adopted June 2006





Foreword

The Unitary Development Plan is part of our long term efforts to improve the choice of housing, jobs and services in Knowsley. The Plan also explains how important aspects of our environment will be protected and improved. The next few years will be important in our continuing efforts to improve the Borough for all who live or work here.

The Council is committed to partnership working. This final version of the plan has been prepared following extensive consultation with the local community and other stakeholders. It will guide the development of the Borough over the period to 2016. We would like to invite all people with an interest in the future of Knowsley to join with us in developing a safe, clean and attractive environment with a good range of jobs and quality housing.

A handwritten signature in black ink that reads "Graham Morgan".

Councillor Graham Morgan
Cabinet Member for Regeneration and Neighbourhoods
Knowsley Council



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CHAPTER 1

Introducing the Plan

WHAT IS THE UNITARY DEVELOPMENT PLAN AND WHAT DOES IT DO?

1.1

The Unitary Development Plan (or “UDP” as it is often called) sets down:

- The Council’s strategy for the physical development of the Borough; and
- Where development is likely to take place, and which areas are to be protected from development.

1.2

Unitary Development Plans can involve difficult choices about the future of individual pieces of land. Any planning application for development will normally need to be determined in accordance with the Plan. For example, if the Plan allocates land next to your home for development, it is likely that the development shown will eventually occur. Also, if you want to carry out development yourself, the policies of the Plan will help to determine what will be permitted.

1.3

It is therefore important that the Plan is prepared in consultation with others, generating maximum ownership of the Plan’s proposals amongst the community as a whole.

FORM AND CONTENT OF THE PLAN

1.4

The Plan contains a Written Statement (this document) and a Proposals Map.

THE WRITTEN STATEMENT

1.5

The Written Statement is split into Sections A and B:

- Section A identifies (in chapter 2) the key issues and influences concerning land use and development in Knowsley. Chapter 3 “Vision and Objectives” and chapter 4 “Core Policies” establish the overall vision and objectives of the Plan, and the broad principles governing the nature and location of proposed new development in Knowsley over the period to 2016.
- Section B identifies (in chapters 5-14) how the strategy will be delivered in relation to individual topic areas such as housing, the economy etc. Each chapter contains a range of policies against which proposals for new development will be assessed. Each policy is marked in bold in the text. Underneath each policy there is an explanation, which clarifies the background and terms used in the policy. The policies fall into two types:
 - Part 1 policies are broad policies, which set the overall strategy for a particular topic. For example, policy H1 (“Strategic Housing

Land Requirements and Supply”) in the housing chapter sets the overall amount of housing development that needs to be accommodated in Knowsley.

- Part 2 policies are more detailed. Some Part 2 policies determine the precise location of new development (for example policy H2 in the housing chapter lists specific sites for new housing). Other Part 2 policies provide guidance on how proposed developments in different parts of the Borough or for specific types of development will be determined (for example, policy H5 in the housing chapter provides guidance on new development affecting existing residential areas).

1.6

To help you understand which policies in section B will relate to any specific development proposal or planning application, there is a standard heading “Policy Links” at the end of the explanation for each policy. This identifies any other policies in the Plan which are most likely to be relevant.

1.7

A further chapter (Chapter 15) describes how we will monitor progress and the arrangements for future review of the Plan.

THE PROPOSALS MAP

1.8

The Proposals Map covers Knowsley in two sections (north and south) and identifies:

- Areas which are to be protected from most forms of development e.g. Green Belt;
- Areas which are allocated for development e.g. new sites for housing or industry;
- Areas which are designated for existing uses e.g. existing Primarily Residential or Primarily Industrial areas; and
- Action Areas within which the Council proposes that comprehensive development or redevelopment should take place (on which more detail is given below).

1.9

The “land use” designations and allocations on the Proposals Map link to specific policies in Section B of the Plan, which explain how proposals for development will be considered in that area.

IMPORTANT NOTE: INTERPRETATION OF THE PLAN POLICIES

It is important to stress that in making decisions on any individual planning application the Council must consider the consistency of the proposals with the Plan as a whole. Proposals that may comply with one policy may not necessarily comply with others. In assessing such cases, the Council will need to weigh up the factors involved, to ensure that a balanced decision is made in accordance with the overall interests of the community.

HOW WILL THE UDP BE IMPLEMENTED?

1.10

The UDP will be implemented:

- Through the assessment of planning and related applications for development; and
- By guiding and influencing the development activities and use of regeneration funding by the Council and its partners.

1.11

A major emphasis will be placed on working in partnership with others - see list of key partners in Appendix 1.

IMPLICATIONS OF NEW GOVERNMENT PLANNING LEGISLATION

1.12

The government has recently (in September 2004) introduced new statutory provisions in the Planning and Compulsory Purchase Act 2004. As a result of this new legislation, the policies of the UDP will (once

adopted) be “saved” for up to three years, and possibly (subject to the approval of Government Office for the North West) longer if they are still considered to be up to date. During this three year period the Council will prepare a range of new Local Development Documents, including a new Core Strategy, Statement of Community Involvement and a number of Supplementary Planning Documents. These will progressively supplement and in some cases replace the policies of the UDP. The timetable for the production of new Local Development Documents, and the scope of each document is set down in the Council’s Local Development Scheme, dated March 2005. The Local Development Scheme will be reviewed annually and any alterations published in a revision to the Scheme.

1.13

Together with the Regional Spatial Strategy for the North West (see chapter 2 “Key Issues and Influences”) the UDP will form the statutory Development Plan for Knowsley.

ACTION AREAS AND DEVELOPMENT BRIEFS

1.14

There is likely to be considerable change in some parts of Knowsley over the next few years as the Council continues its drive to regenerate the Borough. The Plan identifies some of the areas of greatest likely change as “Action Areas”. The Council has also prepared Development Briefs, which explain in greater detail the proposed development of individual sites, or groups of sites (these can occur either within the Action Areas or elsewhere - see list in Appendix 2). Where necessary, the Council will prepare further Development Briefs to help to implement the policies of this Plan.

1.15

The Council and its partners have already carried out extensive public consultation concerning the options for development in two of the Action Areas (at North Huyton and South Prescott). Further consultation will be carried out by the Council and its partners with

regard to the regeneration of specific parts of the Borough, and also the content of individual Development Briefs.

COMPULSORY PURCHASE POWERS

1.16

The Council is very keen to work in partnership with landowners to implement the proposals set out in this Plan. From time to time, however, it may be necessary to make use of compulsory purchase powers to bring land forward for development. These powers are set out in the planning legislation and enable the Council to acquire land compulsorily where this is necessary to secure the carrying out of development, redevelopment or improvement of land, in the interests of promoting the economic, social or environmental wellbeing of the area.

SUPPLEMENTARY PLANNING DOCUMENTS

1.17

This Plan sets down policies governing how the Council will assess planning applications for various forms of development. However, the Council takes the view that it would be helpful to provide additional guidance with further technical detail explaining how some of the policies will be implemented. This advice will be provided in Supplementary Planning Documents (or SPDs).

1.18

The Council has already produced advice notes to cover some types of development (e.g. extensions to houses). It is intended to produce SPDs covering these and other forms of development. The SPDs will themselves be made subject to consultation with local people and others to ensure that interested parties can put their views forward to be considered, before the relevant SPD is finally published. For information on the various Supplementary Planning Documents (SPDs) the Council proposes to produce, please refer to the Local Development Scheme (LDS), approved March 2005.

HOW CAN I FIND OUT MORE?

1.19

A glossary is included in Appendix 3 which describes some of the more technical terms used in the Plan. Please feel free to contact the following for further details:

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CHAPTER 2

Key Issues and Influences

INTRODUCING KNOWSLEY

2.1

Knowsley comprises a belt of small towns, suburbs and countryside, lying to the east of Liverpool. The total population of the Borough is approximately 150,000 and the largest urban areas are Kirkby, Huyton, Prescot, Whiston and Halewood. Approximately 55% of the Borough is countryside. Each of Knowsley's communities has its own quite different historical background and particular characteristics.

2.2

The communities within Knowsley are, probably more so than almost any other metropolitan area, a creation of the 20th century. With the exception of Prescot and a few other smaller older settlements, the majority of the existing development in the area now known as Knowsley took place between the 1920s and the mid 1970s. Much of this expansion was as a result of Liverpool over-spill development. The expansion of the Borough's population, however, ceased in the early 1970s.

KEY ISSUES

POPULATION, THE ECONOMY AND HOUSING MARKET

2.3

The recession of the 1970s and early 1980s hit Knowsley very hard. Over 20,000 jobs were lost from within Knowsley Industrial Park alone and thousands of local people faced unemployment. At the same time, Knowsley's relatively poor choice of housing to buy, at a time of unprecedented growth in the demand for owner-occupation, combined with the economic crisis to create one of the country's highest rates of population out-movement. Between 1971 and 1991, Knowsley's population declined to 156,850 - a decrease of nearly 40,000.

Table 2.1: Population Figures for the Metropolitan Borough of Knowsley

	1981	1991	2001
Knowsley Population: (Number)	172,991	152,091	150,459

Source: National Census statistics

2.4

Population loss can severely hamper the regeneration of local communities, by making services (such as schools, health services etc.) less viable and making it more difficult to attract new shops and leisure facilities to the Borough. To address the reasons for population decline the Council embarked upon an ambitious "stabilisation strategy" in 1991. Over 6,000 dwellings were constructed in the ten years leading up to 2002. Population loss has been slowed but not halted. Since 1995 a number of major inward investments have been made and over 4,500 jobs created.

2.5

The population of the Borough is still falling, albeit at a slower rate than in the 1970s and 1980s. Due to demographic trends and increased rates of house demolition there is a risk that decline could accelerate again. Loss of population causes local schools and other services to become less viable and the use of existing infrastructure to become less efficient.

2.6

Despite recent progress, unemployment is still higher than the regional and Merseyside averages. The Borough is under represented in target growth sectors such as knowledge-based industries. According to the Government's Index of Multiple Deprivation for the year 2000, 18 of the Borough's 22 wards were within the most deprived 10% nationally.

2.7

The Plan cannot directly control population change. However, it can address some of its underlying causes by:

- Allowing for the remodelling of the housing market. This will mean dealing with areas of low demand through housing clearance and renewal, and introducing a range of high quality housing sites to meet current needs; and
- Providing land to improve local job opportunities, shopping, recreational and service provision.

THE ENVIRONMENT**2.8**

The Borough of Knowsley contains many important environmental assets, including: an extensive network of green spaces within the urban area; large areas of countryside (designated as Green Belt in the UDP); and areas of attractive landscape such as Knowsley Safari Park. The built and natural heritage of the Borough includes a number of Conservation Areas, Listed Buildings and Sites of Biological Interest. These assets are valued by local communities, and play an important role in making the Borough a more attractive place to live.

PUBLIC CONSULTATION**2.9**

The Council consulted the public on the key issues to be addressed in this Plan in the summer of 2002. A variety of consultation methods were used including the Knowsley Voice Citizens Panel, which includes over 2,000 local people. The consultation exercise has had a significant influence on the Plan. The findings are explained in a separate document entitled "Knowsley MBC: Replacement Unitary Development Plan: Key Issues - Report of Consultation".

SUSTAINABLE DEVELOPMENT AND LOCAL AGENDA 21**THE UK STRATEGY FOR SUSTAINABLE DEVELOPMENT****2.10**

In May 1999, the Government published the UK Strategy for Sustainable Development ("A Better Quality of Life"). Achieving "sustainable development" will mean ensuring a better quality of life for everyone now, and for generations to come. The strategy requires society to meet four objectives in the UK and in the world as a whole. These are:

- Social progress which recognises the needs of everyone;
- Effective protection of the environment;
- Prudent use of natural resources; and
- Maintenance of high levels of economic growth and employment.

2.11

The North West Regional Assembly has produced a framework called "Action for Sustainability", which shows how sustainability objectives can be achieved in the North West.

LOCAL AGENDA 21 STRATEGY FOR KNOWSLEY "KNOWSLEY'S TOMORROW"**2.12**

The Earth Summit in Rio de Janeiro, 1992, produced an international action plan Agenda 21 (Agenda for the 21st Century). This is implemented at the local level through Local Agenda 21 strategies. In Knowsley this strategy is called "Knowsley's Tomorrow" and shows how the Council and its community partners will implement "sustainable development" principles at the local level.

SUSTAINABILITY APPRAISAL**2.13**

In order to ensure that the new UDP is truly sustainable, the Council has carried out "sustainability appraisal" as an integral part of the process in drafting this Plan. This has been carried out by a working party of officers from the Council, the Environmental Advisory Service and Liverpool University. The appraisal has used a methodology based on the "Action for Sustainability" toolkit and has heavily influenced the Plan. The appraisal is also being published as a separate document.

NATIONAL PLANNING POLICY**2.14**

The Government has issued a series of Planning Policy Guidance Notes, Planning Policy Statements and Minerals Planning Guidance Notes (PPGs, PPSs and MPGs). These cover a comprehensive range of planning policy areas. The Council has had regard to these in formulating the Plan and, where relevant, they are referred to in chapters 5-14 covering the individual topics.

2.15

National planning legislation requires the Plan to have regard to the resources that are likely to be available to implement the Plan and to economic, environmental and social considerations. The resources that are likely to be available (such as those contained in the regeneration programmes outlined below) have been fundamental to influencing the Plan's proposals. Economic, environmental and social considerations are central to the vision and objectives of the Plan - see chapter 3.

2.16

In accordance with new government guidance (which accompanied the reforms to the planning system implemented through the Planning and Compulsory Purchase Act 2004) the Plan is slimmer than the previous UDP. The policies in the new Plan are both fewer in number and of a more general nature than in the previous adopted UDP for Knowsley.

THE NORTH WEST CONTEXT REGIONAL SPATIAL STRATEGY (RSS)**2.17**

Regional Planning Guidance for the North West (RPG) was published by the Secretary of State in March 2003. By virtue of the Planning and Compulsory Purchase Act 2004, Regional Planning Guidance now has statutory status as the Regional Spatial Strategy. A fundamental aim of RSS is to promote an urban renaissance, to be focused within the North West Metropolitan Area (of which Knowsley is part). RSS places particular importance on regenerating the city centres of Liverpool and Manchester/Salford, together with their surrounding urban areas.

2.18

RSS has a number of significant implications for Knowsley. For example, it determines the amount of house building that should take place in the Borough. Under the requirements of RSS a strategic study of Green Belt across Merseyside and Halton has been carried out to determine whether there will be a need

to change its boundaries to accommodate long-term development needs to 2021 and beyond. Relevant issues arising from RSS are described in the individual chapters of the Plan.

2.19

The Regional Spatial Strategy forms a part of the statutory "Development Plan" for all the North West (including Knowsley). The North West Regional Assembly (NWRA) has recently started to prepare a new Regional Spatial Strategy, which will replace the current RPG/RSS. It is expected that the NWRA will submit a draft of this document for approval to the Secretary of State in 2006.

2.20

To avoid confusion, all references in subsequent chapters of this Plan to the 2003 version of RPG refer to the document by its new title of Regional Spatial Strategy (or RSS).

NORTH WEST REGIONAL ECONOMIC STRATEGY

2.21

The new Regional Economic Strategy was launched by the North West Development Agency in March 2003. The strategy aims to improve the region's performance in terms of: business development; regeneration; skills and employment; infrastructure; and image. It also encourages the growth of "business clusters" in targeted growth sectors.

2.22

The Regional Economic Strategy identifies Kings Business Park in Huyton as one of 25 strategic regional sites for economic development. These sites are at various locations across the North West and are considered to be critical to the effective implementation of the Strategy. They should act as flagship development sites, accommodating the needs of the region for inward investment and indigenous business. Because Kings Business Park also meets the criteria set down in the Regional Spatial Strategy, it is identified as a "Regional Investment Site" in this Plan – see chapter 6 "Economic Development".

NORTH WEST REGIONAL HOUSING STATEMENT

2.23

The North West Regional Housing Statement 2001 was developed by the Government acting in partnership with others. It aims to ensure that every part of the North West offers everyone a choice of good quality housing in successful, secure and sustainable neighbourhoods. For Merseyside, the statement identifies a need for a strategic approach to counter longstanding problems of unfitness and obsolescence in the housing stock, and declining population.

2.24

The Government's Sustainable Communities Plan, issued in February 2003, makes provisions for the establishment of a Regional Housing Board in each region (including the North West), which will be responsible for overseeing the development of a Regional Housing Strategy. The first housing strategy for the North West (prepared in 2003) was, due to the short timescale, of a fairly interim nature with that being developed in 2004 being more substantial and comprehensive.

THE MERSEYSIDE CONTEXT

THE MERSEYSIDE OBJECTIVE 1 PROGRAMME 2000-2006

2.25

The European Union has designated Merseyside as an Objective 1 area for a period running from 2000 until 2006. This is likely to result in up to 3 billion Euros being available (including EU sources, UK and private sector matched funding) to support regeneration activities. The programme aims to develop business, people, locations and communities.

2.26

The Objective 1 programme identifies eight areas (known as Strategic Investment Areas), which have the greatest potential to generate further employment and economic growth. Knowsley contains all or part of three of these, located at:

- Huyton/Prescot;
- Kirkby/Gilmoor (known as "Approach 580"); and
- Halewood/Speke.

2.27

The Huyton/Prescot and Approach 580 Strategic Investment Areas lie partly within the Green Belt in Knowsley. The specific sites affected include Cronton Colliery, the Walton Farm/Axis Site (Adjacent to the A580 and M57); and sites to the east of Knowsley Industrial Park (both north and south of the A580). These areas have considerable economic potential, but their Green Belt designation (see chapter 9 "Green Belt and the Rural Economy") means that proposals for new industrial, office or warehouse development on these sites could only be permitted if exceptional circumstances are demonstrated in the planning application.

2.28

Areas of greatest economic need are identified as Pathways Partnership Areas. Within these areas, funding will be used to encourage capacity building and training, to enable the local workforce to take advantage of the opportunities, which are provided. Within Knowsley, the Pathways Partnership Areas are at Halewood, Huyton, Kirkby and Lickers Lane (Whiston).

2.29

Each Strategic Investment Area and Pathways Partnership Area has its own delivery programme, which sets priorities for how Objective 1 moneys will be spent in that area.

ACTION PLAN FOR THE CITY REGION 2002-2005

2.30

The Mersey Partnership (TMP), which represents over 350 businesses, six local authorities, Government agencies, and universities on Merseyside, published the "Action Plan for the City Region" in October 2001.

This establishes the priorities for regeneration across Merseyside and includes 2 "flagship" projects:

- A Mersey Waterfront Regional Park - This will seek to tap the historic, tourism, industrial and environmental potential of both sides of the Mersey estuary; and
- A National Centre for Biotechnology at Speke.

Although these two projects fall outside the boundaries of Knowsley, the Council is supportive of their implementation, which will benefit Merseyside as a whole.

MERSEYSIDE LOCAL TRANSPORT PLAN (LTP)

2.31

The Merseyside Local Transport Plan (LTP) is a statutory plan prepared by the five Metropolitan Councils on Merseyside and Merseytravel. Close liaison is maintained with transport companies and other stakeholders. The LTP influences how Government funding is allocated and it aims:

- To ensure that transport supports sustainable economic development and regeneration;
- To moderate the upward trend in car use and secure a shift to more sustainable forms of transport such as walking, cycling and public transport;
- To secure the most efficient and effective use of the public transport network; and
- To enhance the quality of life of those who live, work in and visit Merseyside.

2.32

The LTP includes a detailed investment programme for new transport infrastructure provision up to 2006, and a 10-year Transport Strategy for the period up to 2011, key elements of which are described in chapter 8 "Transport". It is proposed to publish a new Local Transport Plan in 2005, which will carry the investment programme and strategy further forward into the future. The UDP will need to be closely integrated with the LTP, to ensure that planning decisions will facilitate the transport schemes proposed in the LTP, and that the transport needs of new development are properly taken into account.

MERSEYSIDE HOUSING MARKET RENEWAL INITIATIVE

2.33

Within Merseyside as a whole there has been significant depopulation and out-migration over the last 3 decades. Under the Government's Sustainable Communities Plan, a Housing Market Renewal Initiative (HMRI) has commenced within Merseyside, which will bring a renewed emphasis on housing clearance and regeneration, using millions of pounds of Government money. The "pathfinder" area for the Merseyside HMRI is within the inner conurbation areas of Liverpool, Sefton and Wirral. Given the ten-year timescale of the initiative and the extent of clearance and regeneration proposed, the initiative will also impact on neighbouring authorities including Knowsley.

THE LOCAL CONTEXT

THE KNOWSLEY COMMUNITY PLAN 2002-2012

2.34

The Knowsley Community Plan, 2002-2012, has been developed by Knowsley's Local Strategic Partnership (known as "The Knowsley Partnership"), and six Local Community Area Forums. The Knowsley Partnership includes representatives from the police, health and education providers, the Schools Council, community groups, business, and the voluntary sector, as well as Council Members and officers. The Community Plan sets out a vision, together with specific actions and targets, arranged within the key themes of: Community Safety; Economy and Employment; Education and Training; Housing and Environment; and Health and Healthy Living.

Important note: The Unitary Development Plan must be closely aligned to the Community Plan. Chapter 3 of the UDP "Vision and Objectives" explains the overall vision of the Community Plan and identifies a range of objectives for the UDP which will guide how decisions about land use and development will contribute towards meeting the Community Plan vision.

KNOWSLEY MBC CORPORATE PLAN

2.35

The Council has prepared a Corporate Plan which explains how the delivery of Council services will be prioritised to help deliver the Community Plan vision and which provides a framework for individual services provided by the Council.

KNOWSLEY MBC HOUSING STRATEGY

2.36

The Council produces a Housing Strategy each year. This document regularly reviews housing needs and priorities and will influence planning decisions relating to housing development over the Plan period.

KNOWSLEY MBC ECONOMIC DEVELOPMENT PLAN

2.37

Proposals for promoting the economic development of the Borough are set down in the Council's Economic Development Plan. This is produced annually and contains proposals, which aim to: promote opportunity and social prosperity; foster enterprise, sustainable economic and environmental development; and encourage life-long learning.

KNOWSLEY MBC CRIME AND DISORDER REDUCTION STRATEGY

2.38

The Knowsley MBC Crime and Disorder Reduction Strategy identifies a range of actions to be taken by the Council and its partners to encourage citizenship and reduce incidences of crime and disorder in the community. The Unitary Development Plan has an important contribution to make to this, for example by requiring developers to take on board "Designing Out Crime" principles in new developments.

THE KNOWSLEY SCHOOLS REVIEW

2.39

In January 2002, an independent Schools Commission was set up, at the request of the Council, to fundamentally review the provision of schools in the Borough against likely future demand for places. The report of the Commission (dated March 2003) recommended that there should be a fundamental restructuring of school provision in Knowsley, involving amalgamation of many of the existing primary and secondary schools in the Borough.

2.40

The Council has yet to determine which of the recommendations will be taken forward, and any changes will be dependent on further consultation with the community. As a first stage, the Council is seeking government approval (under the Building Schools for the Future Programme) to replace the 11 secondary schools with 8 new learning centres. Changes to schools provision in the Borough could heavily influence future land use and development in Knowsley.

THE NEIGHBOURHOOD RENEWAL STRATEGY FOR KNOWSLEY

2.41

18 of the 22 wards in Knowsley (covering the great majority of the built up area within the Borough) qualify for assistance under the Government's Neighbourhood Renewal Fund (NRF). The aim is to improve economic performance and employment provision, crime rates, educational attainment, health and housing. The Council, working in partnership with others through 6 Local Community Area Forums, has prepared a Neighbourhood Renewal Strategy. This covers the whole Borough and identifies issues and actions to be addressed within each Community Forum area.

NORTH HUYTON NEW DEAL FOR COMMUNITIES

2.42

The North Huyton area (including the estates of Hillside, Woolfall Heath, Finch House and Fincham) is one of the more deprived areas of Knowsley, and is being regenerated under the Government's New Deal for Communities (NDC) programme. This programme will run until 2010 and will invest £55.8m of Government funds, with the aim of tackling unemployment, poor examination results, ill health, poor housing and crime and disorder. The area is designated in this Plan as an Action Area within which major clearance will take place, and up to 1,450 new dwellings will be provided, together with associated new employment, community and open space uses to meet local needs.

SINGLE REGENERATION BUDGET PROGRAMME AREAS

2.43

The Single Regeneration Budget (SRB) initiative provides financial support for local projects, which will promote job creation, economic development, education, training, housing, environment, community safety, leisure and community development. There is one remaining SRB programme within Knowsley (for Kirkby - previous programmes for Huyton and Halewood having recently been completed). The programme for Kirkby should generate up to £35 million of investment but will end in 2006.





CHAPTER 3

Vision and Objectives

THE UDP VISION - SUSTAINABLE DEVELOPMENT

3.1

A key purpose of the UDP is to promote the creation and maintenance of sustainable communities in Knowsley. This means pursuing a mixture of economic, social and environmental objectives. In defining what needs to be achieved, it is essential to take into account the views and aspirations of people who live or work in, or visit Knowsley. The Knowsley Community Plan states:

“Our vision for Knowsley is to encourage community well-being by developing an economy that is vibrant, with a wide range of job opportunities, where being a citizen is valued and lifelong learning and education is promoted.

We wish to develop a Borough where the environment is safe, clean and attractive, where opportunity, health and social prosperity is available to all”

DELIVERING THE VISION

3.2

The UDP, as the Council's land use strategy, must pick up on the Community Plan aspirations, and identify objectives that are deliverable through the planning system. Given the Borough's past history of population loss and economic decline, it is inevitable that regeneration objectives will take a high priority. This should not be at the expense however of damaging the Borough's environmental assets. The Plan will therefore pursue a balanced approach that will promote the regeneration of the Borough whilst protecting and enhancing the environment.

3.3

19 strategic objectives have been identified for the UDP - these are set out below and establish the strategic direction for the policies that follow in the rest of the Plan.

STRATEGIC OBJECTIVES

Objective 1

To provide additional housing in a range of locations consistent with the requirements of the Regional Spatial Strategy for the North West.

Knowsley's history of depopulation and out-migration since the early 1970s (see chapter 2 "Key Issues and Influences") has been linked to a lack of choice and low demand within the housing market. The Regional Spatial Strategy for the North West establishes that new housing development within Knowsley should be at an annual average rate of 230 dwellings per year (net of demolition replacements). Due to falling household sizes, this rate of house-building is unlikely to be sufficient to maintain a stable population over the period to 2016. Within these constraints, however, the Council will maximise the opportunities for retaining population by providing for a range of new housing sites which is attractive to the market and to serve the different townships within the Borough.

Objective 2

To provide a better choice of housing in terms of tenure, type and market sector which will meet the needs and aspirations of the community.

The Council has identified an increasing "lack of fit" between the types of housing which are available in the Borough and that which is needed to meet the needs and aspirations of the community (see chapter 5 "Housing"). The Plan therefore makes provision for the remodelling of the housing stock, including:

- The clearance of up to 4,000 unpopular or unsuitable dwellings (mainly within the social rented sector) and their replacement with new housing of other types and tenures which are better suited to current needs; and
- The comprehensive remodelling of areas of particular need including North Huyton and Tower Hill, Kirkby.

Objective 3

To provide a comprehensive range of employment sites and premises of different sizes, types and locations, and to safeguard existing employment land and buildings that are needed.

The economy of Knowsley and Merseyside has recovered considerably since the recession of the 1970s and 1980s. However, the unemployment rate in Knowsley is still higher than it is for Merseyside, which in turn is higher than it is for the rest of the North West. The UDP therefore identifies a range of sites for employment development, of different locations, sizes, and types, to meet the need for new development.

Objective 4

To facilitate development that safeguards or creates employment, particularly in the North West Development Agency's target growth sectors.

Target economic growth sectors have been identified by the North West Development Agency, and are described in chapter 6 "Economic Development". There is an under-representation of these sectors in Knowsley - the range of sites identified in the UDP for economic development will therefore aim to meet the needs of these target growth sectors, as well as other more established sectors.

Objective 5

To improve the provision of shopping, leisure and other uses normally associated with town centres, consistent with local needs, whilst protecting and enhancing the viability and vitality of town, district and local centres in Knowsley.

Government policy requires that new shopping and leisure uses should preferably be located in existing town or smaller centres, and should be appropriate to the scale and role of the centre concerned. The UDP identifies current shopping needs, together with a range of sites for new shopping and other town centre uses within existing centres at Kirkby, Huyton, Prescot, and smaller district centres including Ravenscourt (Halewood). The Plan discourages out of centre development for these uses unless it is clearly established that the need for the development cannot be met within existing centres.

Objective 6

To accommodate improvements to the transport network (consistent with the proposals set down in the Merseyside Local Transport Plan), which will support the regeneration objectives of the Plan.

Transport linkages are seen as integral to the Council's regeneration and development objectives. The UDP (in chapter 8 "Transport") contains a number of strategic proposals, such as the improvement to junction 6 of the M62 and the proposed Merseytram scheme which will support these.

Objective 7

To protect and where possible increase opportunities for education, recreation, exercise and play for people in the borough where a need is demonstrated.

Following the review of schools provision in Knowsley (see chapter 2 "Key Issues and Influences"), proposals are being developed to transform school provision within Knowsley. The precise location of new schools has yet to be determined. The UDP will aim to ensure that new schools, as well as sporting, recreational community, health and cultural facilities, are built in sustainable locations that best serve the local area.

Objective 8

To locate major new development where it is accessible by a choice of walking, cycling and public transport, thereby minimising the need to travel by car.

The rate of traffic growth in Knowsley is currently higher than in many parts of the country. The UDP will therefore, in conjunction with the Merseyside Local Transport Plan, seek to:

- Minimise adverse environmental effects from this traffic growth; and
- Ensure that people have the choice of using good quality public transport, walking or cycling to access new development.

Objective 9

To make efficient use of previously developed land and buildings in providing land for new development.

An important role of the UDP is to ensure that the use of greenfield land for new development is minimised. This will be achieved by focussing new development primarily towards previously developed (brownfield) land and buildings in the urban area. The sites identified in the UDP for new development (e.g. for new housing, industry or town centre uses such as shopping) are therefore mainly on brownfield sites.

Objective 10

To ensure that waste management, minerals and energy production proposals accord with strategic sustainability objectives for Merseyside and the region as a whole and comply with best environmental practice.

A major priority in Knowsley is the need to increase the proportion of waste that is managed by sustainable means (through reduction, re-use or recycling). A strategy to facilitate this is currently being prepared at the Merseyside level. The UDP will also seek to ensure that minerals extraction and energy production proposals (such as oil or gas exploration proposals, or wind farms) are considered in the context of strategic needs in Merseyside and the North West.

Objective 11

To protect the openness and character of the Green Belt from inappropriate development.

The designated Green Belt covers approximately half of Knowsley, and contains some areas of high quality landscape. It is regarded as a key environmental asset, providing a physical break between the Borough's townships and opportunities for countryside recreation. The UDP therefore seeks to protect the openness of the Green Belt and to protect and enhance its environmental quality.

In preparing this Plan, minor changes have been made to Green Belt boundaries to ensure they more accurately follow the current boundary of the built-up area. Any future changes to Green Belt boundaries, to accommodate new housing or economic development to 2021 and beyond, shall be determined within a future review of this Plan. This shall be informed by a strategic study of Green Belt across Merseyside and Halton in accordance with the Regional Spatial Strategy for the North West.

Objective 12

To support the rural economy by encouraging appropriate forms of rural diversification, and protecting agricultural land of the best and most versatile quality from permanent loss.

Much of the land within the Green Belt is high quality agricultural land. There are also considered to be opportunities to diversify the economy in the Green Belt, for example by introducing more forestry or open recreational uses. The UDP therefore seeks to protect the stock of high quality agricultural land, and encourage the diversification of the rural economy.

Objective 13

To protect and where possible enhance the contribution made by open space to visual and residential amenity, ecology, culture, communities, health, access and strategic functions of space.

The townships of Knowsley contain an extensive network of parks and other green spaces - this is considered to be one of the Borough's most important environmental assets. The UDP sets standards that will ensure that an adequate quantity and quality of greenspaces is protected from development, and that opportunities will be sought to enhance existing greenspace networks.

Objective 14

To protect and manage Knowsley's sites and species of nature conservation importance (including those identified as requiring protection in the North Merseyside Biodiversity Action Plan) and encourage a net gain in the biodiversity resource.

The North Merseyside Biodiversity Action Plan sets priorities for the protection of habitats, sites and species of nature conservation importance. The UDP therefore identifies Sites of Biological Interest, and policies which will protect these sites, along with other important habitats and species, from unacceptable harm from development.

Objective 15

To ensure that new development protects or enhances the Borough's stock of trees, hedges and woodland.

The stock of trees, hedges and woodland (which is currently lower than in many areas in the North West) forms another important environmental asset. The UDP will ensure that new development will either protect existing trees or, where appropriate, ensure the planting of new trees and other landscaping to offset the impact of new development.

Objective 16

To ensure that buildings and features which represent the best of Knowsley's historic heritage are preserved or enhanced.

Knowsley contains 15 Conservation Areas, together with a number of Listed Buildings which are of recognised historic and/or architectural merit, as well as a number of important archaeological remains. The UDP will seek to protect these from unjustified harm or loss.

Objective 17

To ensure that new development protects or enhances the quality of air, land and the water environment in Knowsley.

An important role of the planning system is to work in conjunction with other legislation to prevent pollution or hazard arising from new development (e.g. arising from air pollution, noise, water pollution, land contamination or flooding, or from the storage of hazardous substances). The UDP will seek to prevent pollution or harm resulting from these causes where the responsibility for this falls within the planning legislation.

Objective 18

To stimulate a high design quality in new development which will:

- a) Help to create a sense of place and pride in Knowsley and its constituent communities.
- b) Respond to and enhance the character of the townscape and landscape; and
- c) Make the Borough a more attractive place to live and invest in.

A key emphasis of Government policy is to promote good quality design. Knowsley is currently responding to this challenge by preparing a Design Guide which will help to shape the design of new development in the Borough. Key issues in Knowsley include a relatively uniform built environment with few examples of really high quality or innovative urban design. The Plan will therefore aim to ensure that all new development is of the highest design quality and strengthens the character of individual townships.

Objective 19

To ensure that the design of new development:

- a) Provides for good levels of amenity and does not cause harm to amenities that ought to be protected in the public interest;
- b) Provides a good level of accessibility to the whole community (including the less mobile) making appropriate and safe provision for vehicle parking, walking, cycling and public transport; and
- c) Discourages criminal activity.

Crime and the fear of crime and anti-social behaviour are significant issues in Knowsley and the Council is implementing a number of "Designing Out Crime" initiatives. The UDP will also ensure that new development protects the amenity of existing residents and the wider environment, and is also safely accessible by a choice of transport (including the less mobile).

**CHAPTER 4****Core Policies****4.1**

To put the Plan objectives into effect, three core policies have been identified. These are set out below and will:

- Guide the broad location and nature of future regeneration and development in Knowsley;
- Ensure that key environmental assets are protected or enhanced; and
- Specify the key qualities to be attained by new development.

4.2

The three core policies establish the underpinning priorities and principles of the Plan. They will apply to all development types, and their implications for individual topics are then developed in greater detail in subsequent chapters.

POLICY CP1: REGENERATION AND DEVELOPMENT PRIORITY AREAS

1. New development and regeneration activities shall be guided principally towards the following locations (shown on the Key Diagram):
 - Existing residential areas;
 - The town centres of Kirkby, Prescott and Huyton, together with the smaller district and local shopping centres; and
 - The Strategic Employment Locations.
2. Within the residential areas priority will be given to securing a better choice of housing and improved schools, health and other community infrastructure. Particular emphasis will be given to securing regeneration and improved levels of social inclusion within the residential regeneration areas shown on the Key Diagram.
3. The town centres of Kirkby, Prescott, and Huyton, together with the smaller district and local centres shall be the preferred location for new shopping and leisure development. These centres shall also be appropriate locations for a range of other uses appropriate to a town centre such as the uses listed in appendix 7. Development of these uses must be of a scale and nature which is appropriate to the role and function of the centre concerned.
4. Within the Strategic Employment Locations shown on the Key Diagram the main priority will be the provision of new industrial or business uses which will safeguard or provide jobs (including but not solely limited to those within target economic sectors), or which will make these areas more attractive to potential new development for these purposes.
5. The following areas shall be designated as Action Areas, where the Council will (in partnership with others) seek to comprehensively redevelop or improve the area in accordance with policies set out elsewhere in this Plan:

North Huyton
Tower Hill, Kirkby
South Prescott
Kirkby Town Centre
Ravens Court (Halewood)

This is a part 1 policy

EXPLANATION CP1

4.3

Policy CP1 identifies the broad priorities for the location of new development over the period to 2016.

EXISTING RESIDENTIAL AREAS

4.4

The majority of new residential development over the Plan period will take place within the existing residential areas of Kirkby, Huyton, Stockbridge Village, Prescott, Whiston, and Halewood. Other priorities within these areas will include the provision of new and improved schools, sporting, recreational, health and other community facilities to meet local needs. Outside these areas, for example within the smaller villages of Knowsley Village and Cronton, development will be of a much smaller scale.

RESIDENTIAL REGENERATION AREAS

4.5

The most deprived of Knowsley's residential areas suffer from levels of social and economic deprivation which are amongst the highest in the country. They include North Huyton, Huyton Quarry, South East Huyton, parts of Kirkby, Stockbridge Village, the Lickers Lane area of Whiston and South Halewood. These areas, which are indicated on the Key Diagram, coincide with the areas which are covered by the existing Objective 1 Pathways, and the North Huyton New Deal for Communities programmes (see chapter 2 "Key Issues and Influences") and will be priority areas for regeneration.

KIRKBY, PRESCOT AND HUYTON TOWN CENTRES

4.6

Within Knowsley's three town centres (at Kirkby, Prescott and Huyton) the main land use priorities (set out in chapter 7 "Town Centres and Shopping") will be the provision of:

- New retail uses which are of a scale and nature which is appropriate to the centre concerned; and
- A wider range of other town centre uses, such as leisure uses (including cinemas etc.), health facilities, and financial and professional services.

STRATEGIC EMPLOYMENT LOCATIONS

4.7

The Strategic Employment Locations provide jobs for Knowsley residents and for Merseyside as a whole. They each fall within Strategic Investment Areas in the current Merseyside Objective 1 programme, and are located at Huyton Business Park, South Prescott, Halewood, Knowsley Business Park, Knowsley Industrial Park and Kings Business Park. They are suitable areas for new job creation which will enhance their important role in the Merseyside economy. Specific priorities for these areas are identified in chapter 6 "Economic Development".

ACTION AREAS

4.8

The UDP identifies 5 areas as Action Areas, which are suitable for comprehensive development, redevelopment or improvement. These are at:

- North Huyton
- Tower Hill, Kirkby
- South Prescott
- Kirkby Town Centre
- Ravenscourt (Halewood)

POLICY CP2: ENVIRONMENTAL ASSETS

1. All development should seek to either preserve or where possible enhance (both quantitatively and qualitatively) the following environmental assets within Knowsley:
 - The openness and character of areas designated as Green Belt;
 - The network of greenspaces within and adjacent to Knowsley's urban areas;
 - Knowsley's stock of Sites of Biological Interest, Nature Reserves, Sites of Local Geological Interest, and other sites, habitats and species which are identified as being of importance in the North Merseyside Biodiversity Action Plan;
 - Knowsley's stock of trees, woodland, hedges, rivers, streams, lakes and ponds; and
 - The buildings, features and areas, together with archaeological remains which represent the best of Knowsley's historic heritage.
2. New development will be required to contribute to the management and maintenance of environmental assets where this is necessary either to avoid long-term harm to the asset concerned or to ensure that environmental benefits associated with the development are achieved.
3. Development that would damage the above assets will only be permitted in exceptional circumstances where there is a clear and documented over-riding benefit arising from the development. In such cases, the Council will require mitigation measures to be implemented which will counter any loss in the environmental resource.

This is a part 1 policy

EXPLANATION CP2

4.9

The Planning Act 1990 requires UDPs to contain strategic policies in respect of the conservation of the natural beauty and amenity of land and the improvement of the physical environment. Policy CP2 identifies the key environmental assets of Knowsley which must be preserved, and gives policy effect to objectives 11-17 of the Plan. The overall aim is to ensure that there is no net loss, and indeed a net gain, in the environmental resource in Knowsley. The principles set by this policy are to be implemented primarily through more specific policies set down elsewhere in the Plan.

POLICY CP3: DEVELOPMENT QUALITY

All development proposals should seek to:

1. Provide an efficient use of land and buildings, which will minimise the need to build on undeveloped greenfield sites to meet overall development needs;
2. Provide a high design quality which will respond to and enhance the characteristics of the site and its surrounding area;
3. Protect and enhance the environment and amenities of people who live, work in and visit Knowsley;
4. Avoid causing unacceptable levels of pollution of air, land or the water environment;
5. Avoid causing hazard from flood risk, the storage or use of notifiable hazardous substances, or land contamination or instability;
6. Include provision for safe and convenient accessibility to new development by a choice of transport, including walking, cycling and public transport; and
7. Reduce the threat of global warming, for example through environmentally efficient building design and the encouragement of the use of renewable energy sources.

This is a part 1 policy

EXPLANATION CP3

4.10

The government (through its “By Design” initiative) and the Regional Spatial Strategy (through its Core Development Principles) both encourage an improved design quality in new development. Policy CP3 identifies the key qualities that the Council will seek in new development. The policy will be implemented primarily through the more detailed policies found in subsequent parts of the Plan - see table 4.1 below.

Table 4.1: Links to other chapters of the Plan

Policies CP1 to CP3 will be implemented through the more detailed, topic specific policies which are contained in subsequent chapters. The links set out below should in particular be noted:

Core Policy	Related chapter areas
Policy CP1: Regeneration and Development Priority Areas	Chapter 5 Housing Chapter 6 Economic Development Chapter 7 Town Centres and Shopping
Policy CP2: Environmental Assets	Chapter 9 Green Belt and the Rural Economy Chapter 10 Urban Greenspace, Sport and Recreation Chapter 11 Development Quality and the Built Environment Chapter 13 Environmental Protection and Nature Conservation
Policy CP3: Development Quality	Chapter 8 Transport Chapter 11 Development Quality and the Built Environment Chapter 13 Environmental Protection and Nature Conservation

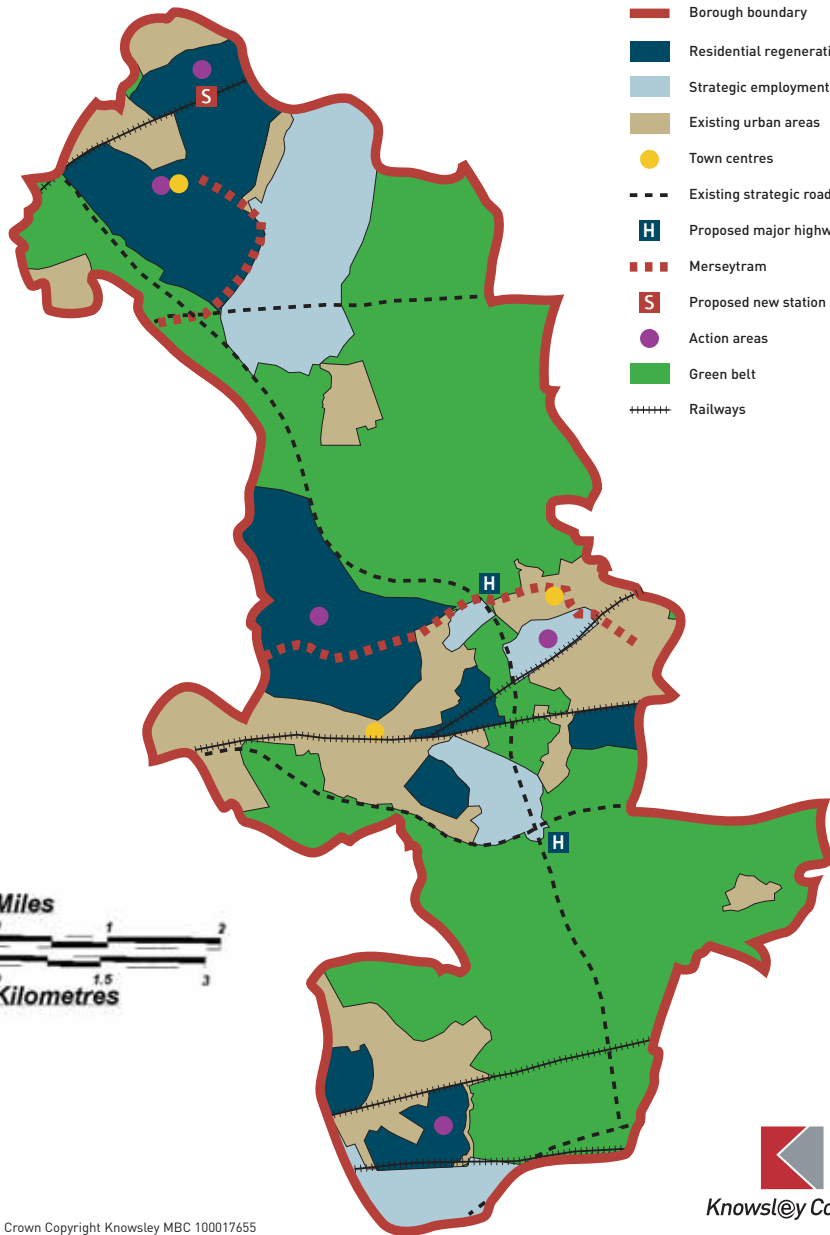
4.11

Some of the policies in chapters 5-14 are themselves of a strategic nature. Government legislation requires these to be identified as “Part 1” policies. A list of these is set out below:

- Policy H1
“Strategic Housing Land Requirements and Supply”
- Policy EC1
“Strategy for Provision of Employment Land”
- Policy S1
“Retail and Town Centre Development Strategy”
- Policy T1
“An Integrated Transport System”
- Policy OS1
“Strategy for Urban Greenspace and Sport”
- Policy MW1
“Protection, Winning and Working of Minerals Resources”
- Policy MW4
“Waste Management Strategy”

Key Diagram

- KEY**
- Borough boundary
 - Residential regeneration areas
 - Strategic employment locations
 - Existing urban areas
 - Town centres
 - Existing strategic road network
 - Proposed major highway schemes
 - Merseytram
 - Proposed new station
 - Action areas
 - Green belt
 - Railways



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CHAPTER 5

Housing

STRATEGIC OBJECTIVES

- To provide additional housing in a range of locations consistent with the requirements of the Regional Spatial Strategy for the North West.
- To provide a better choice of housing in terms of tenure, type and market sector which will meet the needs and aspirations of the community.
- To make efficient use of previously developed land and buildings in providing land for new development.

5.2

The overall amount of housing development which may take place within Knowsley in future years will be guided by the Regional Spatial Strategy for the North West (see policy H1 below). Due to falling household sizes, the housing figures set by the Regional Spatial Strategy are unlikely to be sufficient to maintain a stable population over the Plan period. The Council will work within the requirements set by the Regional Spatial Strategy in planning for new housing development - the policies set out below, however, seek to maximise the opportunities for retaining population and tackling low demand. This will be achieved by providing land for new housing and also allowing for the demolition and replacement of unpopular stock with new housing which will more effectively meet the needs of the community.

INTRODUCTION

5.1

Planning Policy Guidance Note 3 (see glossary) advises that local authorities should, through their Development Plans, provide a sufficient amount of land for new housing and also a choice of housing which meets all the needs of the local community. In meeting housing needs, they should make efficient use of previously developed "brownfield" land and existing buildings (particularly if these are vacant or under-used). The provision of a good choice of housing is also seen as key to achieving the Council's wider population stabilisation and regeneration objectives (see chapter 2 "Key Issues and Influences").

IMPROVING HOUSING CHOICE

5.3

The housing stock within Knowsley is heavily influenced by the Borough's history as a post war overspill area for Liverpool. Approximately 30% of the stock (about 17,000 dwellings) was until 2002 owned by the local authority - a much higher proportion than in any other Merseyside authority. Much of the former local authority stock dates from the period between the Second World War and the 1970s. Vacancy levels over the stock as a whole are below those in the North West. However, vacancies within the former

local authority stock are much higher than in other tenures and are considered to be in danger of rising further. Problems of low demand are concentrated in particular types of unpopular housing, such as multi-storey flats and some terraced properties, and within specific parts of the Borough. The whole of the former local authority stock was transferred to a new registered social landlord (the Knowsley Housing Trust) in 2002, with plans for significant investment and removal of stock for which there is no demand.

5.4

Within the private sector there is also a predominance of modern housing. Approximately 45% of the stock within this sector has been built since 1964, and only 5% built before 1919, compared to a national average of 21% (source of information: "Knowsley MBC Private Sector Stock Condition Survey, 2004").

CURRENT HOUSING NEEDS

5.5

In 2002, the Council commissioned a study of housing needs and demand in the Borough (ref: "The Knowsley MBC Housing Need and Market Demand Study: April 2002"). Key issues arising from this study included:

- A demand for 1,960 new owner occupied dwellings over the period to 2007, spread across the Borough;
- Strongest demand for semi-detached, with an additional demand for detached properties and bungalows;
- Strong demand for three bedroomed properties, in addition some demand for larger four bedroomed accommodation; and
- A contracting market for the former Council stock.

5.6

The study found that, in overall terms, there is sufficient affordable accommodation (see glossary) in Knowsley. However, the bulk of this provision is within the former Council stock. This is not the preferred tenure of many residents and the study found that it will therefore be necessary to provide up to 1,000 affordable dwellings over the period to 2007 in other tenures. A further issue for Knowsley is that there is a shortage of land which is considered suitable to accommodate executive housing attractive to workers in the Region's target growth industries (see footnote¹).

5.7

In 2003 and 2004, there were substantial upswings in the North West housing market, which have been particularly noticeable in Knowsley. Average house prices in the Borough increased by 43% between June 2003 and June 2004. The effect of the increases in the cost of housing has been that some lower income households were unable to purchase properties on the open market, implying a further need for provision of affordable housing.

DELIVERY OF AFFORDABLE HOUSING

5.8

The essential issue concerning the provision of affordable housing is considered to be an imbalance in supply with surpluses in the social rented sector being accompanied by shortages in other sectors. The Plan therefore aims to address this by allowing for the demolition of unpopular former local authority stock and its replacement (often in the same area) by affordable units in other tenures and of a more suitable type to meet current needs. It is anticipated that opportunities for this will be available in North Huyton, Tower Hill (Kirkby) and other existing residential areas. The Council and the Knowsley Housing Trust will be able to use their powers as landlord and through the relevant funding agencies

and regeneration partnerships, to ensure that new development in these areas is of a type which meets current housing needs. Given the substantial opportunities that exist for the provision of new owner occupied and shared ownership affordable housing in these areas, as well as the transfer of stock between tenures, it is not considered necessary to include in the Plan a policy requiring the provision of affordable housing as a matter of course in housing development sites across the whole Borough.

FUTURE REVIEW OF HOUSING NEEDS

5.9

In 2004, the Council commissioned further work to identify housing needs and demand, the findings of which are expected to be finalised late in 2004. The Council will monitor the need for and supply of affordable housing. Depending on future trends, a planning policy which encourages the development of intermediate forms of private housing such as shared or low cost home ownership, and which promotes greater integration of affordable and private housing, may be introduced in a future Development Plan Document for Knowsley.

HOUSING FOR THE ELDERLY AND FOR SPECIAL NEEDS

5.10

The "Housing Need and Market Demand Study: April 2002" also found that across Knowsley 24% of residents are aged 60 or over. This proportion is likely to grow in the future leading to a requirement for the adaptation of existing housing and provision of new accommodation specifically to meet their needs. In addition, 38.2% of households in Knowsley included a person who has an illness or disability. The Council will, through the policies of this Plan and through its Housing Strategy (see Chapter 2 "Key Issues and Influences"), aim to ensure that the needs of the elderly, less mobile, and also groups such as young vulnerable people and the homeless are met.

POLICY H1: STRATEGIC HOUSING LAND REQUIREMENTS AND SUPPLY

1. Land will be released for new housing development sufficient to provide an average of 230 new dwelling completions per year over the period 2002 to 2016.
2. In addition to the above, sufficient land will be provided to replace all demolition losses.
3. Land for housing development shall be released for development in a phased and orderly manner to meet the following requirements:
 - During any five year period, there shall be no significant net under- or over-provision;
 - Demolition losses shall be replaced within or near to the demolition site, or where this is impractical within other sites in the existing urban area;
 - The housing needs of the Borough as a whole;
 - Priority shall be given to sites which contribute to urban regeneration, particularly within the Action Areas listed in table 5.1;
 - Priority shall be given to the release of brownfield sites in preference to greenfield sites; and
 - An efficient use of land shall be achieved, with the average density of new development being at least 30 dwellings to the hectare.
4. Decisions on planning applications for housing development will ensure that there shall be no significant net over-provision within the Borough over the period commencing 1st April 2002 and ending at a date which is five years following the date of the decision. In circumstances where it is considered that a particular development proposal would cause or significantly exacerbate such over-provision, planning permission will only be granted where the immediate release of the site is essential either to:

¹Source of information: "North West Development Agency: Interim Response to Mersey Belt Study" 2003

- Provide a significant social, environmental and/or economic regeneration benefit (for example where the development is required as part of comprehensive proposals to regenerate one of the Action Areas listed in table 5.1); or
 - To meet a specific and urgent housing need.
5. "Windfall" housing development on greenfield sites will not be permitted except in exceptional circumstances where the development forms an essential and supporting element of wider regeneration proposals that will bring significant social, environmental and/or economic regeneration benefits for the community as a whole.

This is a part 1 policy

EXPLANATION H1

HOUSING LAND REQUIREMENTS

5.11

The Regional Spatial Strategy for the North West (RSS) requires that Knowsley should provide for an annual average of 230 new dwellings starting at 1 April 2002. This figure is in addition to new dwellings that are needed to replace dwellings lost through demolition. The housing land requirements identified in policy H1 reflect the RSS requirement, and will cover the whole period from 1 April 2002 to 2016.

HOUSING CLEARANCE AND RENEWAL

5.12

The demand for public sector housing in Knowsley has fallen dramatically since the mid 1990s. This long-term trend is associated with demographic changes and the enhanced aspirations of residents for improved standards and choice of housing. Although the transfer of the former local authority stock to Knowsley Housing Trust in 2002 has provided additional resources to manage the stock in a sustainable way, there is a need for further decisive action to address fundamental problems of low demand for some parts of the stock.

5.13

To address these problems, the Knowsley Housing Trust embarked upon an extensive demolition programme in 2002. By September 2004, the Trust had already demolished approximately 600 dwellings and decommissioned approximately a further 900 in readiness for demolition. The precise scale, location, phasing and mix of the dwellings that are still to be demolished is subject to on-going review by Knowsley Housing Trust, and could therefore change as the Plan period progresses. It is anticipated that up to a further 2,500 dwellings are likely to be demolished in the period from 2004 to 2012.

5.14

The Council proposes that dwellings that are lost through demolition should be replaced on a 1:1 basis. This is justified by the current low rates of vacancy over the stock as a whole and will allow for the introduction of new housing of types and tenures which are better suited to local needs and aspirations. It will also slow down population loss and thereby preserve the viability of local services.

5.15

In most cases, it is expected that the demolition sites will be subsequently made available for redevelopment as housing sites. This recycling of the stock, to provide new housing that is better suited to current needs, will be a major priority over the Plan period. The dwellings which have been demolished, and those which may be demolished in the future, include a significant number of high-rise or walk up flats (of up to 18 storeys in height) and other forms of high-density housing. Given the very high density of many demolition sites, it will not always be possible (even if re-building takes place at 30 dwellings to the hectare or higher) to provide all the replacement dwellings on the same sites (some recent examples have achieved a "replacement ratio" of little more than 25% i.e. for every four dwellings lost on a site only one is put back).

OVERALL REQUIREMENT AND SUPPLY OF HOUSING LAND

5.16

The total housing land requirement for the period 2002-2016 will comprise 3,220 dwellings to meet the requirements of the Regional Spatial Strategy. In addition it is anticipated that (on the basis of the current and anticipated clearance rates) up to approximately 4,000 demolition losses will need to be replaced. It is therefore expected that a total of up to 7,220 new dwellings will be needed over the Plan period. These needs will be kept under review, particularly having regard to any variations which may occur in the demolition programme.

5.17

Table 5.1 indicates the estimated sources of supply for housing development as at 1st April 2004. The sources of supply include existing completions up to 31st March 2004, planning permissions granted but unimplemented as at 1st April 2004, sites allocated in policy H2, and provision within the proposed Action Areas at North Huyton, Tower Hill, Kirkby and South Prescot (see policies H3 and EC5). In the case of North Huyton and Tower Hill, the precise sites will be identified following the completion of emerging master planning exercises for these areas. In the case of South Prescot, the number of dwellings will be partly dependent on the mix of uses for this site - however an outline planning permission has subsequently (in early 2005) been granted for 395 dwellings. A further site (that currently occupied by the Kirkby Sports Stadium) will, it is expected, become available following the opening of replacement leisure facilities in a more central location in Kirkby. The site of the current stadium (at a "gateway" location on the approaches to Kirkby from the M57) is identified as a Development Opportunity Site within which housing will (once the site becomes available) be considered appropriate either on its own or as part of a mix of other uses (see policy H4).

5.18

In interpreting table 5.1, it is important to stress that the numbers for proposed "new build" dwellings are "gross" and should be offset against demolitions which have or are expected to occur in the Plan period. For example, of the housing completions which occurred between 1st April 2002 and 31st March 2004, and the existing planning permissions as at 31st March 2004, 376 were on sites which previously had dwellings on them. Within the sites allocated for development in policy H2, 307 dwellings have either recently been demolished or are scheduled for demolition in the near future. Within North Huyton, the plans include over 1,150 demolitions, meaning that the net provision proposed in this area is expected to be no more than 300 new dwellings. Within Tower Hill Action Area in Kirkby approximately 50 existing dwellings have been demolished.



Table 5.1: Estimated sources of housing land supply as at 1st April 2004 (including demolition replacements - see para. 5.18)

Commitments	
Completions 1.4.02 to 31.3.04	897
Existing planning permissions as at 31.3.04 (* see note 1 below)	1,534
Allocations	
Allocations on the Proposals Map (see policy H2)	822
North Huyton Action Area (see policy H3)	1,450 (source of information: North Huyton New Deal - New Future)
Tower Hill, Kirkby Action Area (see policy H3)	300
South Prescot Action Area (see policy EC5)	400
Development Opportunity Site - Valley Road, Kirkby (policy H4)	225
Windfall allowance	
Allowance for "windfall" provision (including recycled demolition sites and other sources of windfall provision outside the above areas) (* see note 2 below)	1,500
Total supply	7,128

* Notes:

1. Sites with planning permission as at 1st April 2004 are listed in Appendix 4.
2. "Windfall" sites are defined for the purposes of this Plan as sites which are: not specifically allocated in the Plan (i.e. in policy H2 or H4); which are outside the Action Areas (policies H3 and EC5); did not have planning permission for housing development as at 1st April 2004; and which are completed between 1st April 2004 and 31st March 2016.

5.19

Table 5.1 also includes an allowance of 1,500 for "windfall" provision. Some of this allowance will, it is anticipated be taken up by redevelopment of future demolition sites and it is therefore not easy to predict precisely what this allowance should be. However, the figure of 1,500 is considered reasonable given recent rates of windfall provision on brownfield sites in past years and the anticipated scale of the demolition programme outside the Action Areas.

RELEASE OF HOUSING SITES

5.20

The release of sites for housing development will be guided by the principles set down below.

AVOIDING AN OVER- OR UNDER- SUPPLY

5.21

This will mean ensuring that the rate of development, when averaged out over the period 2002 to 2016 (or any five year period within it), does not significantly differ from the rate of 230 per year net of demolition replacements. In assessing any planning application for housing development, the Council will have regard to the rate of development and demolitions that have taken place from the 1st April 2002 and the volume and nature of the land supply (in sites which are allocated and/or with planning permission), and how these compare with Regional Spatial Strategy requirements and the other priorities listed in policy H1.

PROVISION OF A GOOD CHOICE OF SITES TO MEET HOUSING NEEDS

5.22

The Council will seek to ensure that, at any one time, an adequate stock of land is available to meet different housing needs, at the right time, in terms of tenure, type, affordability and location. Planning applications which meet an identified need (e.g. for the elderly or for special needs housing) will in many cases be supported. With regard to point 4 in Policy H1, the Council would - subject to compliance with other development plan policies - favourably consider

a proposal to meet a specific and urgent housing need if it would provide housing for the elderly, less mobile or other special needs group in accordance with the Council's Supporting People, Homelessness and/or Housing Strategies.

PROMOTION OF REGENERATION WITHIN EXISTING RESIDENTIAL AREAS AND ACTION AREAS

5.23

Two of the most significant areas of change in the housing stock will be at North Huyton and Tower Hill, Kirkby (see policy H3). As referred to above, these areas are designated as Action Areas in this Plan, within which current master planning exercises are aiming to transform the built form. In North Huyton, for example, approximately 1,150 dwellings will be demolished and 1,450 new dwellings provided. Regeneration of the housing stock is also a priority in other regeneration areas with similar but less severe problems, including other parts of Kirkby, Stockbridge Village, parts of Huyton, Whiston and South Halewood, and as part of the regeneration proposals for South Prescot. The release of land for housing will therefore be managed in such a way as to support and encourage the regeneration of these areas.

A SEQUENTIAL APPROACH TO SITE RELEASE

5.24

In accordance with Planning Policy Guidance note 3 "Housing", the sources of land supply identified primarily use existing buildings or previously developed ("brownfield") land, in preference to greenfield land. The Council has carried out an urban capacity study, which together with similar studies produced by other authorities on Merseyside (see footnote²) identifies the potential capacity of brownfield development land across Merseyside as a whole (as at April 2003). Taking account of the findings of this study (and of the other sources of land identified above), the Council considers that there will be sufficient land from primarily brownfield sources to meet housing needs through to 2016.

²References: "Knowsley Metropolitan Borough Council: Urban Housing Capacity Study: Final Report, 2004" White Young Green and "Merseyside Sub-Region: Urban Housing Potential Study: 2004" White Young Green

5.25

Greenfield housing developments will only be permitted where it has been clearly established that they would form a necessary and supporting element of wider regeneration proposals which would bring significant economic, social or environmental benefits for the community as a whole. Examples of where this may be the case are the proposed Action Areas in North Huyton and Tower Hill, Kirkby. It is anticipated that the emerging master planning exercises for these areas (described elsewhere in this chapter) could include, in the context of the overall proposals for demolition and rebuild, a relatively limited amount of development on surplus greenfield areas. This is likely to be necessary to enable the comprehensive remodelling of the housing stock, and the transformation of the design and layout of these areas that is considered to be needed. It is anticipated that any loss of existing poor quality open spaces in these areas will be offset by significant investment in and enhancement of the greenspace network.

5.26

In the 1990s (prior to the publication of Planning Policy Guidance note 3 "Housing" in 2000) a significant proportion of the planning permissions granted for residential development in Knowsley were on greenfield sites. At the start of the Plan period (1st April 2002), much of the land supply committed by existing permissions was still greenfield. This meant that in the two-year period up to 31st March 2004, only approximately 50% of completions have been on brownfield sites. However, as the Plan period progresses, it is expected that the other, primarily brownfield, sources of provision will become more dominant, and that, over the Plan period as a whole, at least 65% of new development will be on brownfield sites. This would be consistent with the Regional Spatial Strategy, which requires that across Merseyside (excluding Liverpool) at least 65% of all new homes should be on "brownfield" land.

MAKING EFFICIENT USE OF LAND

5.27

Planning Policy Guidance Note 3 "Housing" requires that (to ensure an efficient use of existing land and buildings) new dwellings should normally be provided at a minimum density of 30 units to the hectare. In considering any planning applications for housing development, the Council will expect this overall average to be maintained. It should be stressed however that:

- For some sites (e.g. within or near town centres) higher densities of up to 50 or 60 dwellings per hectare will be appropriate;
- In some exceptional circumstances, developments at lower densities may be required. Examples of where this may be the case include where the surrounding highway network constrains the number of dwellings to be accommodated, or in some circumstances where higher density development would damage the character of a Conservation Area.

REGULATING WINDFALL PROVISION

5.28

Although table 5.1 anticipates considerable provision from windfall sources over the Plan period, it will be important to ensure that excessive releases from these sources (as defined in table 5.1) do not occur which could threaten the overall strategy in this chapter. Windfall releases on greenfield sites will be particularly discouraged unless (as referred to above) they form an integral part of wider regeneration proposals bringing significant social, economic or environmental benefits.

5.29

Sources of brownfield windfall development can include the following:

- The re-use or conversion of empty dwellings or other existing buildings;
- The sub-division of existing dwellings to form flats;

- The provision of dwellings to replace demolition losses on the same site;
- The re-use or redevelopment of vacant industrial or commercial properties;
- Housing or live / work development as part of wider regeneration schemes in town centres.

5.30

In some parts of Merseyside, there has been significant recent pressure for various forms of windfall development, such as the demolition of single or semi-detached pairs of dwellings or of existing uses such as public houses, often in suburban areas, and replacement by high-density development such as blocks of flats. Such development can be regarded as an efficient use of land and therefore in some respects compliant with Planning Policy Guidance note 3. However, if it takes place to an excessive and unforeseen degree it can have the effect of prejudicing the overall achievement of the Plan strategy.

5.31

Therefore, as part of its overall monitoring of the rate of new housing development as a whole, the Council will monitor the rate of release of windfall sites from brownfield sources. If it appears that windfall development is occurring at a rate which is threatening an over-provision, or diverting development pressures away from other priorities such as the regeneration of the Action Areas, constraints will be placed on the nature and the rate of release of "windfall" sites.

PROCEDURES

5.32

The Council will monitor and manage the release of sites for housing development through decisions on planning applications. The way in which this is done must be sensitive to changing circumstances, such as variations in the rate of demolitions or of the rate of release of different types of housing development. To help it make decisions on planning applications,

and to inform its wider regeneration functions, the Council will keep an up to date assessment of housing land availability and development trends. This will identify factors such as:

- The overall rate of new development and demolitions (compared to RSS requirements);
- Current site availability differentiated by type, location, market sector, quality etc.
- Likely future trends in building and demolition rates;
- The degree of "fit" between current site availability and the regeneration needs of the Borough.

5.33

The Council will produce a Supplementary Planning Document which will describe in detail the mechanism for controlling the release of housing land in accordance with the principles set out above.

POLICY LINKS

Policy H2

"Sites allocated for housing development"

Policy H3

"North Huyton and Tower Hill, Kirkby Action Areas"

Policy H4

"Development Opportunity Site - Valley Road, Kirkby"

Policy EC5

"South Prescott Action Area"



POLICY H2: SITES ALLOCATED FOR HOUSING DEVELOPMENT

1. The sites listed below are allocated for housing development in the period up to 2016 and are shown on the Proposals Map:

Site Ref	Location	Size (Hectares)	Estimated capacity (No. of dwellings)
H1	Former Bridgefield Forum site, Cartbridge Lane, Halewood	8.3	250
H2	Former flats at 62-100 Kipling Avenue, Huyton	0.71	25
H3	Former Wingate Towers site, Alamein Road, Huyton	2.3	70
H4	Land at Thingwall Lane, Huyton	18.0	350
H5	Land adjacent to St Andrew's Church Hall, Boundary Drive, Halewood	0.9	30
H6	Quarryside Drive, Kirkby	0.58	17
H7	Land at Delph Lane/ Two Butt Lane, Whiston	2.2	60
H8	Trecastle Road, Kirkby	0.6	20

Total for period up to 2016 **822**

2. The Council will monitor and manage the release of these sites having regard to overall trends in housing supply and in accordance with the principles for the release of land for housing set by policy H1. If necessary (for example to ensure the focussing of available development within the Action Areas) the timing of release of the sites will be varied.

EXPLANATION H2

5.34

Policy H2 lists housing sites which are allocated for development over the period to 2016. The list of allocated sites forms just one of the sources of housing land identified earlier in the chapter.

The timing of release of the sites allocated in this policy (as with sites from other sources) will be governed by the principles set by policy H1.

This means that there could be variations in timing depending on factors such as how quickly the Knowsley Housing Trust's clearance programme proceeds, and how quickly provision from other sources comes forward to meet the overall housing requirements of the Borough.

5.35

Site H1 ("Bridgefield Forum" Halewood) was until recently occupied by a major indoor sports centre serving the Halewood area. Following the construction of replacement sports facilities elsewhere in Halewood (off Baileys Lane) the site has become surplus to leisure requirements in the area and the building demolished. In addition to the substantial building footprint the site contains former car parks and a former playing field (now disused). The site would form an extension to recent housing development on neighbouring land immediately to the south, which has broadened the housing choice at the upper end of the market in Knowsley.

Sites H2 and H3 are the sites of blocks of flats which have either been demolished or are programmed for demolition.

5.36

Site H4 (land at Thingwall Hall, Huyton) has been subject to extensive waste tipping in the past and has been accepted by the Secretary of State to be a previously developed site. There is likely to be a long period of remediation and post-remediation monitoring before housing development can proceed. In recognition of the need to remediate the site and in accordance with the plan, monitor, manage mechanism in policy H1, the Council would be

prepared to grant an early planning permission for the site provided that the number of dwellings completed before 2011 does not exceed 150.

Part of site H7 is currently occupied by a road haulage company, but is considered suitable for residential development.

CAPACITY OF THE SITES

5.37

The estimated capacity of the sites listed in policy H2 assumes (for most of the sites) a net density of at least 30 dwellings to the hectare. The only exceptions to this are:

- Site H4 ("Land at Thingwall Lane, Huyton") which has been initially assigned a capacity of 350 dwellings based on previous planning applications. Any proposal for a larger number of dwellings would need to be accompanied by a transport assessment that demonstrates the surrounding transport network (including any improvements) can accommodate the development; and
- Site H7 ("Land at Delph Lane/Two Butt Lane, Whiston") which has been assigned a reduced capacity due to the need to include an open space element within an area of deficit against current standards (it is likely that a planning contribution will be sought from the developer to provide either open space or woodland planting at the western side of this site).

DEVELOPMENT BRIEFS

5.38

For all housing sites, considerable care will need to be taken to ensure a high quality design and layout. For some sites, Development Briefs will be prepared providing advice on the phasing of development, design, layout, transport provision, landscaping etc. The Council has already adopted a Development Brief for the land at Bridgefield Forum. Briefs may be prepared for other housing sites as and when necessary, which will be treated as material considerations in the determination of planning applications.

POLICY LINKS

Policy H1

"Strategic Housing Land Requirement and Supply"

Policy DQ1

"Design Quality in New Development"

Policy T8

"Transport Assessments"

POLICY H3: NORTH HUYTON AND TOWER HILL (KIRKBY) ACTION AREAS

North Huyton and Tower Hill (Kirkby) are designated as Action Areas and are indicated on the Proposals Map.

1. These areas are suitable for comprehensive development, redevelopment or improvement including the following:
 - a. Improvement, clearance and redevelopment of existing unpopular and/or substandard housing;
 - b. Provision of a wider choice of housing accommodation and improvements to local shopping, open space, leisure, health and other community facilities.
2. In the case of North Huyton, the regeneration proposals will also include the provision of new schools and the provision of a jobs, education and training centre/managed work-space facilities.
3. The amount of new housing development and demolition within the two areas shall be approximately as follows:

North Huyton - up to 1,450 new dwellings (including 1,200 demolition replacements)

Tower Hill, Kirkby - up to 300 new dwellings (including 50 demolition replacements).
4. The Council and its partners will carry out master planning exercises for these areas which will identify:
 - The parcels of land to be developed or redeveloped for the different uses listed above;

- The phasing of each part of the development;
 - The design standards to be adopted (which shall be of high quality);
 - The location of proposed new and/or enhanced public open spaces and community infrastructure; and
 - Proposals for road layout, public transport provision and provision for walking and cycling.
5. Developments will be expected to provide new areas of greenspace or significant qualitative improvements to greenspace; and in order to secure a successful regeneration of the area it is likely that the housing development will include some land which is currently redundant or poorly used urban greenspace, some of which has had development on it in the past.

EXPLANATION H3

5.39

Two of the areas of most significant proposed change (at North Huyton and Tower Hill, Kirkby) are identified as Action Areas. It is proposed that significant parts of these areas will be subject to comprehensive development and re-development over the Plan period.

NORTH HUYTON ACTION AREA

5.40

The North Huyton area (including the estates of Hillside, Woolfall Heath, Finch House and Fincham) is one of the more deprived areas of Knowsley, and is being regenerated under the Government's New Deal for Communities (NDC) programme. This programme is one of the key elements of the Government's National Strategy for Neighbourhood Renewal, and aims to strike a balance between physical developments and social projects.

5.41

The North Huyton programme began in 2001, runs until 2010 and will invest £55.8m of Government funds. Plans for the regeneration of the area are being developed by extensive consultation with local people and other partners who continue to play a leading role in the development, appraisal and approval of projects. These will be focussed on tackling unemployment, poor examination results, ill health, poor housing and crime and disorder.

5.42

The regeneration of the area is likely to entail major physical land use changes and development proposals, including:

- The improvement and (where necessary) clearance and renewal of existing housing stock; and
- The provision of more jobs and better community and leisure facilities.
- The provision of new schools.

5.43

A range of options is currently being developed, which could involve the demolition of approximately 1,150 dwellings and replacement by approximately 1,450 new dwellings which are better suited to local needs. It is expected that the new housing development will focus primarily on the redevelopment of cleared areas. Within later phases of the development (and as part of the general remodelling of the area) it may be necessary to incorporate some areas of existing greenspace. However new areas of greenspace are also likely to be provided, and the development will be expected to provide significant qualitative improvements to greenspace provision. Under the schools review (see chapter 2 "Key Issues and Influences") the Council has issued a Statement of Intent which indicates that the secondary school in this area will be replaced and also that proposals will be developed for replacement of primary schools.

TOWER HILL, KIRKBY ACTION AREA

5.44

Similarly, the Tower Hill area in Kirkby is the subject of a master-planning exercise which will set out the options for regeneration of housing and the environment. A central purpose of the master plan will be to diversify the quality and choice of housing. In order to secure a successful regeneration of the area it is likely that the housing development will include some areas which are currently redundant or poorly used urban greenspace (some of which has had development on it in the past).

PROCEDURES

5.45

The master plans for the two Action Areas at North Huyton and Tower Hill will, once finalised, be adopted by the Council as Supplementary Planning Documents. Any master planning exercise will need to take into consideration the requirements of and the need to integrate into the planning process a full Sustainability Appraisal and Strategic Environmental Assessment. This will ensure that sustainability factors are built in at the start of the process. The Supplementary Planning Documents will guide the subsequent determination of planning applications in these areas.

POLICY LINKS

Policy H1

"Strategic Housing Land Requirements and Supply"

Policy DQ1

"Design Quality in New Development"

Policy OS3

"Quantitative Standards - Public Open Space for general amenity use and children's play"

Policy T8

"Transport Assessments"

POLICY H4:
DEVELOPMENT OPPORTUNITY SITE
(VALLEY ROAD, KIRKBY)

1. The Development Opportunity Site at Kirkby Stadium, Valley Road, Kirkby (marked on the Proposals Map) would, if it became available for redevelopment during the Plan period, be suitable for redevelopment for residential use or for a mix of residential and small-scale community or commercial uses to serve the local area.
2. Release of the site (in whole or part) for housing development will be required to comply with the overall principles governing the phasing and release of sites identified in policy H1.

EXPLANATION H4

5.46

The Council has recently carried out a review of leisure provision in the Kirkby area as a result of which the existing leisure facilities at Kirkby Stadium are likely to become surplus to requirements for their current use. Planning permission has been granted for the construction of a replacement leisure centre on another site closer to Kirkby town centre (at Cherryfield Drive). Completion of the new leisure facilities is expected in 2007 and the site of the existing leisure centre and stadium will become available for redevelopment. The Council considers that this would be suitable for redevelopment for housing, or for a mix of housing and small-scale community or commercial uses which could appropriately be located in a residential area and outside a town centre. Any potential release of the site for housing development would need to come at a time when it is needed and is in accordance with the overall land release mechanism provided by policy H1.

POLICY LINKS

Policy H2

"Sites Allocated for housing development"

Policy S1

"Retail and Town Centre Development Strategy"

Policy T8

"Transport Assessments"

POLICY H5:
DEVELOPMENT WITHIN PRIMARILY
RESIDENTIAL AREAS

1. The Primarily Residential Areas are indicated on the Proposals Map.
2. New development within the Primarily Residential Areas (or proposals for the change of use or redevelopment of existing buildings) which is for uses appropriate to a residential area will be permitted provided that the development (either by itself or in conjunction with other developments) would not:
 - a) Have an unacceptable impact on the amenity of neighbouring occupiers by reason of noise, disturbance, overlooking, visual intrusion, smells, fumes, on-street parking or other causes; or
 - b) Adversely affect the character or street scene of the area.
3. Windfall housing provision in Primarily Residential Areas will be acceptable in principle if it is for the replacement on a one-for-one basis of housing units which have been demolished and accounted for under the terms of policy H1. Further new "windfall" houses will only be permitted if the release of the site is considered to be appropriate having regard to the requirements of policy H1 and the monitoring of overall housing land supply.

EXPLANATION H5

5.47

The Council values the character and environmental qualities of the established residential areas and will protect and improve their physical environment. A major consideration in determining proposals in these areas will also be the need to protect the residential amenity of the occupiers of existing and proposed properties.

5.48

Some non-residential development and uses, such as corner shops, and local services, may be appropriately sited within Primarily Residential Areas. In many cases such uses are indeed needed to provide facilities close to where people live. Such uses should be carefully sited and designed to avoid causing loss of amenity for neighbours, and planning conditions (see glossary) will be imposed where necessary (for example covering opening hours or parking facilities) to ensure that such uses do not adversely affect occupiers of neighbouring property.

5.49

Proposals for new housing development on previously developed "windfall" sites in primarily residential areas (as defined in table 5.1) can in some cases be granted, provided they meet all relevant design requirements, for example by avoiding causing overlooking, are designed to a high quality and can be safely accessed from the highway. The Council will however monitor the amount of such windfall provision and may constrain the supply from such sources if this is considered necessary to ensure that available housing development meets the priorities set by policy H1.

POLICY LINKS

Policy DQ1

"Design Quality in New Development"

Policy ENV1

"Control of Pollution in New Development"

POLICY H6: TREATMENT AND REDEVELOPMENT OF HOUSING CLEARANCE SITES

1. Proposals for the redevelopment or treatment of cleared former housing sites will be required to achieve the comprehensive redevelopment or treatment of the site and avoid prejudicing the redevelopment of any adjacent site or sites.
2. In considering any proposals which involve the demolition of existing housing, the Council will require that a satisfactory site management plan shall be submitted which should contain proposals for maintaining the vacant land until such time as redevelopment commences.

EXPLANATION H6

5.50

Proposals for the demolition of existing housing can be submitted to the Council as Local Planning Authority in the following ways:

- If the demolition is associated with a scheme for rebuilding, as part of the planning application; or
- If no redevelopment is proposed at the time of demolition, an application must be submitted (under the terms of the General Development Order - see glossary) for approval of the detailed method of the demolition works

5.51

The Council considers it reasonable that a management plan for the treatment of the resultant vacant land shall be submitted as part of such proposals. This should include a timescale for redevelopment; maintenance of the vacant sites free of litter or any other nuisance; and (where the timescale for redevelopment is uncertain) interim treatment such as low-maintenance planting schemes.

5.52

It is important that, when redevelopment does eventually take place, this is done on a comprehensive basis without prejudicing the redevelopment of other land e.g. by leaving a site which is inaccessible from the public highway or which is too small to be of realistic interest to developers.

POLICY LINKS

Policy H1

"Strategic Housing Land Requirements and Supply"

Policy H3

"North Huyton and Tower Hill (Kirkby) Action Areas"



POLICY H7: PROVISION OF FLATS, NURSING AND RESIDENTIAL HOMES, HOSTELS, AND HOUSES IN MULTIPLE OCCUPATION (HMOs)

1. Proposals for the provision of flats, nursing or residential homes, hostels or Houses in Multiple Occupation (either within new build development or as a result of the change of use of existing property) will be permitted provided that:
 - a) There would be no unacceptable increase in the level of noise or disturbance, or loss of privacy, for occupiers of neighbouring property;
 - b) Any necessary vehicle parking areas would be adequate to meet the needs of the development, safe and screened and/or landscaped so as to avoid causing loss of visual amenity in the area;
 - c) Bin stores, fire escapes and clothes drying areas would be adequately screened or designed so as to avoid causing loss of visual amenity;
 - d) In the case of proposals to convert existing property, the property would be suitable in terms of its size and character to accommodate the development proposed; and
 - e) In the case of proposals for nursing or residential homes, hostels or Houses in Multiple Occupation, the proposals would not result in:
 - An existing dwelling having a nursing home, residential home, hostel or HMO on both sides; or
 - More than 2 adjoining properties being used as a nursing home, residential home, hostel or HMO.
2. For the avoidance of doubt, proposals for flats (whether through new-build or change of use of existing property) will be regarded as windfall housing provision and will only be permitted if this complies with the overall principles governing the release of housing sites identified in policy H1.

EXPLANATION H7

5.53

The provision of flats (either through the conversion of existing properties or the conversion of existing single dwellings) can provide a valuable addition to the stock of housing. Nursing homes provide a high degree of nursing and medical care and are registered by the St. Helens and Knowsley Health Trust. Residential homes provide more routine care (mainly for elderly people). Hostels and Houses in Multiple Occupation provide accommodation, often for people in need, and sometimes with a degree of rehabilitation e.g. from drugs or other personal problems.

5.54

All these uses have a legitimate role to play in meeting housing needs. However, as a result of their intensity and nature they can have a greater impact on the surrounding area than other forms of residential development. The cumulative impact of several of these uses on residential areas can be particularly great. The criteria set by policy H7 are intended to ensure that such uses will only be permitted where they would have an acceptable impact on the character of the area and the amenity of the occupiers of neighbouring property.

5.55

The provision of flats is a form of windfall housing provision. This means that the amount of such development will be monitored (along with other forms of windfall housing development) to ensure that they do not have a disproportionate effect on the overall supply of housing which could prejudice the achievement of the priorities set by policy H1.

POLICY LINKS

Policy H1

"Strategic Housing Land Requirements and Supply"

Policy H5

"Development within Primarily Residential Areas"

Policy DQ1

"Design Quality in New Development"

Policy T6

"Ensuring Choice of Travel to serve New Developments"

POLICY H8: EXTENSIONS AND ALTERATIONS TO RESIDENTIAL PROPERTIES

Proposals for extensions to dwellings, or for the erection or enlargement of domestic garages and outbuildings, will be permitted provided that:

- a) The proposals would not (due to their scale and massing) result in a disproportionate addition to the original dwelling;
- b) The design and materials to be used would reflect those used on the original dwelling;
- c) The proposal would not adversely affect the amenity or privacy of occupiers of adjacent dwellings;
- d) The proposal would not create potential hazards to highway users by obstructing visibility for pedestrians or drivers of motor vehicles; and
- e) Adequate parking and garden space would remain for use by the residents of the extended property.

EXPLANATION H8

5.56

A very high proportion of planning applications received by the Council relate to extensions to dwellings. Policy H8 relates to extensions to all forms of dwelling, including houses, bungalows, dormer bungalows and flats. Although most proposals for such extensions are relatively small in scale, they can have a significant impact on the street-scene and on the privacy and the amenity of neighbouring residents.

5.57

New extensions to dwellings should generally be smaller than the original dwelling and designed as a subordinate element. Larger or more dominant extensions may be permitted where this would enhance the overall appearance of the dwelling. The Council will adopt a Supplementary Planning Document which will explain in detail the implications of this policy for the different types of domestic extensions and alterations and detached garages.

POLICY LINKS

Policy DQ1

"Design Quality in New Development"

POLICY H9: SITES FOR GYPSIES, TRAVELLING SHOW PEOPLE AND OTHER ITINERANTS

Proposals for the use of land as temporary caravan sites for gypsies and travelling show people and other itinerants will be permitted provided that:

- a) The site is suitable for short term use for a mixture of business and residential uses;
- b) The proposals would not cause detriment to visual amenity;
- c) The site is readily accessible from shops, schools, medical facilities, public transport and other community facilities;
- d) The site can accommodate within its curtilage the parking and manoeuvring of all vehicles associated with the use;
- e) The proposal would not prejudice the implementation of development which is proposed within or adjacent to the site; and
- f) The site is not situated:
 - Within the Green Belt,
 - Close to or within the curtilage of a Listed Building,
 - Within or adjacent to a Conservation Area, or
 - Within a designated site of international, national or local importance for nature conservation.

EXPLANATION H9

5.58

Government policy (set down in Department of the Environment Circular 1/94 "Gypsy Sites and Planning"), requires Councils to address the potential need for accommodation of gypsies within their Development Plans. The requirement for sites to be suitable for mixed residential and business use reflects the wide variety of uses which can take place on land which is occupied by gypsies or travelling show people. Unless suitably sited, these uses can harm the amenity of neighbouring properties due to

noise, visual intrusion and other disturbances from the business activities themselves and related coming and going of vehicles. For this reason the preferred locations for these uses are outside existing residential areas, but within a reasonable distance of local services and facilities. To reduce the risk of visual intrusion, sites should have natural screening or adequate landscaping, both for the caravans themselves and areas used for parking and storage e.g. of fairground equipment and rides.

POLICY LINKS

Policy H5

"Development within Primarily Residential Areas"

Policy EC3

"Primarily Industrial Areas"

Policy G1

"Development within the Green Belt"



CHAPTER 6

Economic Development

STRATEGIC OBJECTIVES

- To provide a comprehensive range of employment sites and premises of different sizes, types and locations, and to safeguard existing employment land and buildings that are needed.
- To facilitate development that safeguards or creates employment, particularly in the North West Development Agency's target growth sectors.

INTRODUCTION

6.1

A thriving and diverse local economy is an essential part of efforts to stem population decline and tackle Knowsley's remaining problems of deprivation and social exclusion. It is important to provide a good range of employment land and buildings to meet the differing needs of employers, small and large, new and long established, local and multinational. This should help to create a variety of different jobs, accessible to a wide range of people with different skills. It is important also to ensure that they are in locations which are easily accessible by public transport, and that local people have the skills to take the jobs which are provided. The Council aims to deliver the former through land use planning and the latter through education and training in collaboration with public and private sector partners.

THE ECONOMY OF KNOWSLEY

6.2

Over 2,000 firms are based in Knowsley. 25.6% of jobs in Knowsley are based on manufacturing compared to 15.1% in the North West and 13.4% nationally, while 68.1% of jobs are in the growing service sector compared to 79.1% in the North West and 80.4% nationally (Annual Business Inquiry employee analysis, 2002). Major international companies include Ford Jaguar, Kodak, BASF, QVC, Delphi Delco Automotive Systems, and Baker Petrolite. The Borough also boasts a large pool of labour, highly competitive land values and low business rates, good communications facilities, and access to a range of European Union and UK funding regimes.

6.3

The main industrial areas in Knowsley include: the Ford Jaguar plant at Halewood; Knowsley Industrial Park; Huyton Business Park and the Pirelli (formerly BICC Cables) complex in Prescot. Knowsley Business Park has been developed as a high quality location for growing businesses in a landscaped setting, and work has commenced at Kings Business Park. Kings Business Park is identified in this chapter as a Regional Investment Site, reflecting its status as a strategic regional site in the North West Development Agency's Regional Economic Strategy 2003.

CURRENT ISSUES

6.4

Over recent years significant progress has been made in tackling the legacy of economic decline from the 1970s and 1980s. Over 4,500 jobs have been created in new developments since 1995, and the Council and its partners have carried out significant work in upgrading the environment of the industrial areas in Knowsley. However, a number of significant issues remain as follows:

- The Borough has an under representation of growth industries, such as information and communications technology, biotechnology, financial and professional services and creative industries;
- The unemployment rate (at 4.0% - see footnote³) is higher than the average for Merseyside as a whole (3.7%), and is significantly higher than the North West and national averages (2.4% and 2.3% respectively). Male unemployment is approximately three times the female rate (6.2% and 1.9% respectively) and a high percentage of unemployment claimants are under 25 years of age (34.0%). Second and third generation unemployment is not unusual;
- Unemployment is particularly high in certain areas; Cantril Farm ward (now known as Stockbridge) has a rate of 8.3%, while Princess ward has a rate of 7.3% (see footnote⁴) (over three times the North West average); and
- The number of people claiming Incapacity Benefit (IB) and Disability Living Allowance (DLA) was more than two and a half times the number of people claiming Job Seekers Allowance in 2001, with rates for claiming IB and DLA both over twice the national average. IB and DLA claimants generally cannot work full time and this illustrates that the amount of non-employed people in Knowsley is larger than the Job Seekers Allowance rate.

TACKLING THE ISSUES

6.5

The Council intends to strengthen the local economy by promoting new employment generating uses, particularly within the target growth sectors identified by the North West Development Agency's Regional Economic Strategy (2003), and by meeting the needs of established employers. The Council has identified the following priorities and needs:

- To provide more high quality sites and premises;
- To improve "gateways" to the Borough and transport corridors;
- To implement physical regeneration strategies for the Industrial Parks, incorporating improvements to the landscape, provision of services to development sites, better security, and improvement/remediation of vacant sites;
- To improve and provide new tourism and leisure facilities;
- To improve business start up rates and create a more vibrant enterprise culture; and
- To improve public transport linkages between employment areas and non-employment areas to improve access to jobs for those without cars and to encourage use of more sustainable forms of transport for those currently using cars.



³All unemployment figures given are the Jobseekers Allowance claimant rate. Source: NOMIS, July 2004

⁴This information is only available based on the old Knowsley ward boundaries (dating before the re-organisation of the Borough's wards in 2003)

KEY ECONOMIC SECTORS AND "CLUSTER" DEVELOPMENTS

6.6

Key economic sectors, identified by the North West Development Agency in the Regional (Economic) Strategy (2000)⁵, are now listed in the Regional Spatial Strategy for the North West.

These sectors include:

- Established target sectors, which are important because of their existing scale and contribution to the regional economy, and
- Target growth industries, which have the greatest potential for growth.

The sites identified in this chapter of the UDP are capable of meeting the likely need for the former to expand or relocate to more appropriate premises and to attract the latter to the Borough.

6.7

The update of the Regional (Economic) Strategy, published in 2003, encouraged the provision of clusters. Clusters are geographically concentrated groups of industries that trade with each other or which share the same infrastructure, customers or skills base and whose linkages enhance competitive advantage. This critical mass provides the right operating environment for growth companies and provides opportunities for new start-up companies and inward investment. The industries which are suitable for cluster development are identified in figure 6.1. An opportunity for cluster development in Knowsley exists with the Jaguar plant in Halewood and the possibility of attracting suppliers to Knowsley. Potential provision for this is made with the allocation of land adjacent to the factory for employment use.

Figure 6.1: Established Target Sectors

- Chemicals;
- Textiles;
- Aerospace;
- Mechanical and other engineering industries, including marine industries;
- Energy;
- Automotive;
- Food and drink; and
- Land-based industries (primary agriculture and forestry and diversification of the rural economy).

Growth target sectors:

- Environmental technologies;
- Life science industries (biotechnology and pharmaceuticals);
- Medical equipment and technology;
- Financial and professional services;
- Tourism;
- Computer software and services/internet based services (Digital industries); and
- Creative industries, media, advertising and public relations.

Industries suitable for "cluster" development

Aerospace, Automotive, Aviation, Chemicals, Construction, Creative Industries, Digital Industries, Energy, Environmental Technology, Financial and Professional Services, Food & Drink, Healthcare (including Biotechnology), Maritime, Sport, Textiles, Tourism.

Source: North West Development Agency Regional (Economic) Strategy (2000) cited in the Regional Spatial Strategy for the North West (March 2003) and Regional (Economic) Strategy 2003.

⁵The Regional (Economic) Strategy (RES) was published by the North West Development Agency in 2000. The RES was updated in 2003, with certain changes such as a change in emphasis from supporting established business (target) sectors and growth target sectors to a strategy for encouraging clusters of businesses. The Regional Spatial Strategy for the North West (published in 2003) was adopted in March 2003, and supports key economic sectors and clusters.

6.8

The Knowsley Managed Workspace Study 2002 identified a need for more managed workspace schemes. These should include the provision of more small workshop units of up to 200 square metres, a major new managed workspace scheme of up to 8,370 sq metres to be located in the Huyton/Prescot Strategic Investment Area, and two new neighbourhood centres of up to 1,860 sq metres each at the Ravenscourt centre in Halewood and in North Huyton New Deal for Communities area. Such schemes are designed to help smaller businesses by providing a variety of sizes of centrally managed offices and light industrial units for rent on flexible leases, often with maintenance, 24 hour security, shared secretarial services and business advice included.

6.9

A number of existing plans, programmes and strategies will assist in dealing with these issues, including:

- The Objective 1 and Single Regeneration Budget programmes (see chapter 2 - "Key Issues and Influences");
- The emerging "New Approaches" strategy (in partnership with the North West Development Agency) under which funding will be made available for the treatment of derelict, under-used or neglected sites in "gateway" locations for soft end uses;
- The A580 Corridor Improvement Strategy;
- The Council's Financial Assistance to Industry programme, under which businesses can apply for funding for works such as security fencing and improvements to buildings; and
- The Local Transport Plan and projects contained within it, particularly Lines One and Two of Merseytram.

POLICY EC1: STRATEGY FOR PROVISION OF EMPLOYMENT LAND

1. Employment development will be primarily located within the following Strategic Employment Locations:
 - Huyton Business Park
 - Roscoe's Wood
 - South Prescot Action Area - area A and C
 - Halewood
 - Knowsley Business Park
 - Knowsley Industrial Park
 - Kings Business Park
 - Kirkby, Prescot and Huyton Town Centres

Smaller scale employment development will be permitted in the Action Areas of North Huyton (Page Moss District Centre) and Ravenscourt (Halewood District Centre).

2. Major office developments should follow a sequential approach to location, with Town Centres being considered first, then edge of Town Centres and then Strategic Employment Locations well served by public transport.
3. The change of use or redevelopment of existing employment land and premises to other uses will be resisted unless either: there is no current or likely future demand of the land or premises for employment use; or the proposal would bring over-riding regeneration, environmental or amenity benefits.
4. The redevelopment or change of use of existing employment land or premises to other employment uses will in most cases be permitted as will applications for the renewal of existing planning permissions for employment development.
5. All proposals for employment uses and for other uses within employment areas will be required to be consistent with any approved regeneration strategy for the area concerned.

This is a part 1 policy

EXPLANATION EC1

DEFINITION OF "EMPLOYMENT USES"

6.10

Whilst other forms of development such as retail, leisure and tourism can provide significant amounts of employment, employment uses are defined in the planning legislation as:

- Business uses (Class B1) - includes offices (not including financial and professional services available for visiting members of the public), research and development uses and light industrial uses appropriate in a residential area;
- General Industrial uses (Class B2); and
- Storage or distribution (Class B8).

Some "Sui Generis" uses (i.e. uses which fall outside a defined Use Class and are therefore not in the B1, B2 or B8 Use Classes) such as waste transfer stations and car dismantlers share characteristics with B2 and B8 uses and can be appropriately located in some parts of Knowsley's industrial areas. However, the location and design of these facilities needs to be carefully considered - see policy EC3 for more details.

6.11

The re-use of employment sites for other employment purposes often does not require planning permission due to permitted development rights. Where planning permission is required, continued use for employment uses will be favoured, especially in the strategic employment locations. Planning permission may not be granted where the new use would have significant adverse impacts on other neighbouring uses in terms of amenity, traffic, etc. Policy EC3 deals with changes from employment to non-employment uses.

MAINTAINING AN ADEQUATE SUPPLY OF LAND AND PREMISES FOR EMPLOYMENT USES

6.12

A key requirement of the Plan is to ensure that there is at all times an adequate supply of sites and premises of a variety of types and sizes available across the Borough for a range of different employment uses. A total of 164.8 hectares has been identified for development in the period to 2016 for employment uses. This overall total includes land which already (as at 30.6.05) had planning permission (34 Ha), allocations in policy EC2 of this Plan (105.2 Ha) and additional land at Kings Business Park and South Prescot Action Area (Area A and C) which is allocated in policies EC4 and EC5 of this Plan (25.6 Ha). Sites with planning permission are listed in Appendix 5.

Figure 6.2: Employment Land uptake 1986 - 2003

1986 - 2003: 183.42 Ha / 18 years = 10.19 Ha p.a.

1986 - 1995: 8 Ha p.a.

Source: Economic Land Availability on Merseyside, April 1996

1996 - 1999: 19.45 Ha p.a.

Source: Greater Merseyside Authorities Land Assessment Final Report, Business Environments Group, January 2001

2000 - 2003: 6.41 Ha p.a.

Source: planning application and building regulations records (reviewed September 2004)

6.13

Various studies have indicated that between 1986 and 2003, an average of 10.19 hectares of land per annum was developed for employment uses in Knowsley (see figure 6.2). Theoretically the overall land supply that is now available will be sufficient to maintain this rate of development over the plan period (to 2016) and beyond. However, the decline in the land uptake experienced over the period 2000-2003 when

compared to the period 1996 to 1999 indicates how most of the largest and most easily developed sites have now been developed. Possibly reflecting the more restricted supply of larger sites with good ground conditions and without ownership, contamination, access and infrastructure problems, the rate of development in the period 2000 to 2004 has been much less than that which occurred previously. The currently available sites also do not include any sites within the largest size range (over 20 hectares).

6.14

Several sites suffer from being a small or irregular size, have inadequate accommodation or are contaminated. However, it is not appropriate to allocate land currently outside of the urban area (i.e. Green Belt land) for employment uses given the findings of the Merseyside Green Belt study (see chapter 9, "Green Belt and the Rural Economy"). During the plan period employment land will be monitored in terms of the supply and demand of different types, sizes and locations of land and buildings and this will be taken into account by the Council in producing successor documents to this UDP.

STRATEGIC EMPLOYMENT LOCATIONS

6.15

The Strategic Employment Locations, within which employment uses will be concentrated in the Plan period, are identified in section 1 of policy EC1. They are the most sustainable locations for employment uses as they have good existing infrastructure, particularly public transport and strategic road links, are within or adjacent to the urban area and mostly constitute brownfield land. Furthermore, they are appropriate for employment use due to their segregation from residential areas, which reduces impacts on residential amenity. They all fall within the Objective 1 Strategic Investment Areas in which Objective 1 funding will be concentrated in the period to 2006.

6.16

Each of the Strategic Employment Locations provides its own specific opportunities which are summarised below:

- **Huyton Business Park**
Business or industrial uses which would enhance a gateway location near to the M62/M57 interchange.
- **South Prescott Action Area - Areas A and C**
Re-development in area A to provide B1, B2 and/or B8 uses and in area C to provide one or more of the following uses: business and residential uses.
- **Halewood**
New large-scale industrial or warehousing uses, particularly those which would benefit from proximity to Liverpool John Lennon airport, the railway and/or strategic road freight networks.
- **Knowsley Business Park**
New business, industrial or storage uses which are compatible with a high quality landscaped Business Park.
- **Knowsley Industrial Park**
New business, industrial and/or storage uses, particularly those which would benefit from proximity to the strategic road freight network, and/or to the Knowsley Rail Freight Terminal.
- **Kings Business Park**
New business or hotel uses, and suitable industrial uses, which are compatible with a high quality Business Park setting and with the designation of the site as a Regional Investment Site.

6.17

Although most opportunities for new employment uses are located in the Strategic Employment Locations, the Council considers that some new smaller scale employment uses could be located

outside such areas. Appropriate locations for small-scale managed workspace schemes to encourage the establishment of new businesses may include town, district and local shopping centres. Specific opportunities have been identified for the provision of managed workspaces in North Huyton New Deal for Communities area, South Prescott, Kings Business Park and the Ravenscourt district centre in Halewood. Such uses would however need to comply with Plan policies regarding these locations. Employment uses falling within Use Class B1 (see "definition of employment uses" above) are the most appropriate for any location which is close to primarily residential areas, having, by definition, no impact in terms of visual appearance, noise, vibration, odour, atmospheric pollution or other nuisance.

6.18

Offices can create a large amount of traffic and increase the vitality and viability of town centres. A sequential approach to their location should be taken, with town centre sites being considered first, then edge of centre, and finally Strategic Employment Locations. A proposal for an office development in an out of centre location must be accompanied by a supporting statement providing evidence that a sequential approach to site selection has been taken. Policy S8 (Location of Development for Town Centre Uses) provides more information about the sequential approach to the location of development.

6.19

Change of use or re-development of a site or premises currently in employment use to a non-employment use will generally be resisted. Exceptions may be made, however, if it is demonstrated that there is no current or likely future demand of the land or premises for employment use, or that there would be significant regeneration, environmental or amenity benefits. In the case of the former, the applicant will need to provide evidence that the land or premises has been actively marketed at a realistic market rate for a period of at least six months.

6.20

Proposals that conflict with a regeneration strategy approved by Knowsley MBC will not be permitted. The A580 Corridor Improvement Strategy, for example, includes environmental improvements such as new hard and soft landscaping in an effort to improve the physical environment of the A580 in order to attract new investment. Development that would detract from these efforts will therefore not be permitted.

6.21

Compulsory Purchase Orders may be necessary to assemble the land or obtain properties required for a regeneration or development scheme. Land and/or buildings may be required for various reasons, such as allowing comprehensive development, to ensure that a scheme is large enough to be viable or to enable access to another site.

6.22

All development needs to be appropriate in terms of other Plan policies, and in the case of employment development, the following policy areas are particularly important:

- Design quality - Building design, site layout, effect on the amenity of neighbours;
- Transport - ensuring choice of travel to new developments and impact on road traffic;
- Environmental protection and nature conservation.

POLICY LINKS

Policy EC2

"Sites allocated for employment development"

Policy EC4

"Regional Investment Site: Kings Business Park"

Policy DQ1

"Design Quality in New Development"

Policy T5

"Ensuring a choice of travel to serve new developments"

Policy T6

"Location of Major Traffic Generating New Development"

Policy T8

"Transport Assessments"

Policy T9

"Travel Plans"

Policy ENV1

"Control of Pollution in New Development"

Policy ENV2

"Noise and Vibration"

POLICY EC2: SITES ALLOCATED FOR EMPLOYMENT DEVELOPMENT

- The following sites are allocated on the Proposals Map for development for business (Class B1), industrial (Class B2), or storage and distribution (Class B8) uses unless otherwise stated below:

Site Ref	Location	Size (Hectares)
Sites in Halewood		
E1	Eastern Compound Land, Speke Boulevard, Halewood	18.5
Sites in Huyton Business Park		
E4	Plot 5, Whiston Enterprise Park, Fallows Way	1.1
E30	Land at junction of Wilson Road / Stretton Way	0.7
E41	Land adjacent to BASF Coatings and Inks Ltd, Ellis Ashton Street	0.9
Sites in Knowsley Industrial Park		
E6	Perimeter Road / Acornfield Road	18.5
E7	Depot Road	3.2
E8	Marl Road	0.5
E9	Arbour Lane	1.4
E10	Hornhouse Lane	3.0

Site Ref	Location	Size (Hectares)
E12	Britonwood	6.6
E13	Moss End Way (East)	2.1
E14	Moss End Way (West)	4.2
E15	North Perimeter Road / Moss End Way	5.3
E25	Part of Dairy Crest / Kraft site, A580	3.6
E26	Land off Arbour Lane	1.2
E28	Land at junction of Gores Road / Acornfield Road	0.7
E29	Land at Webber Road	1.1
E31	Land adjacent to Knowsley rail freight terminal, Depot Road	1.0
E33	Land at corner of A580 / Moorgate Lane	3.3
E35	Land adjacent Delphi Delco, Hornhouse Lane, adjacent to junction with South Boundary Road	1.9
E38	Land north of Kodak, Acornfield Road	3.3
E40	Part of Yorkshire Imperial Metals off Coopers Lane	1.5
E42	Land adjacent 2 Gladeswood Road, Kirkby Industrial Park	0.5
Sites in Knowsley Business Park		
E17	School Boys Plantation, Randles Road	0.5
E18	Ainsworth Lane / Penrhyn Road	2.9
E19	Gellings Lane / Randles Road	0.9
E20	Davis' Pits, Randles Road	0.7
E23	Land at junction of Penrhyn Road / School Lane	0.6
E24	Land Between Randles Road and School Lane	1.2
E27	Penrhyn / Villiers Road	2.1
E32	Land adjacent to Ethel Austin Site, Ainsworth Lane	2.3

Site Ref	Location	Size (Hectares)
E36	Land between Villiers Court and Overbrook Lane	0.5
E37	Land to the east of Cross Huller, Randles Road / Gellings Road / School Lane	1.0
E39	Land adjacent News International, Penrhyn Road	0.6
2. The following site would be suitable for development for B1 and B2 uses of a nature which would enhance a gateway location near to the M62/M57 interchange:		
E2	Land east of Roscoes Wood, Tarbock Road, Huyton	7.9
Total Provision in allocated sites:		105.2
3. Developments within all the above sites must provide good quality buildings and landscaping. Particularly high standards will apply to those sites which are within Knowsley Business Park or in "gateway" locations (such as sites E1 and E2 and on the A580). Policy DQ3 (Gateway Sites and Corridors) applies in such cases.		

EXPLANATION EC2**6.23**

Policy EC2 lists sites which are allocated for new development for employment uses in the period to 2016. The sites are almost all in the Strategic Employment Locations and are shown on the Proposals Map. The sites are in addition to those sites for which planning permission has already been granted (see appendix 5). Many of the individual sites are freely available for development. Where any works are required, e.g. to remediate contamination, provide services or infrastructure, the Council is very active in using regeneration funding to enable the sites to be brought forward for development. Compulsory Purchase Orders will be used where necessary to assemble sites and to facilitate access to these sites.

6.24

Development on sites E7, E14, E15 and E31 has the potential to be linked to the activities of the Knowsley rail freight terminal. Development proposals on these sites should, wherever possible, take advantage of the rail terminal either through expansion of the terminal, links to the terminal or utilisation of the terminal's services.

POLICY LINKS**Policy T8**

"Transport Assessments"

POLICY EC3: PRIMARILY INDUSTRIAL AREAS

- Primarily industrial areas are identified on the Proposals Map and are appropriate locations for Business (Class B1); General Industry (Class B2); and Storage and Distribution (Class B8) uses.
- Proposals for development for other uses in these areas (either on sites which are allocated for development or on other land or buildings) will only be permitted where they would:
 - Be complementary to and compatible with the surrounding employment uses;
 - Be consistent with any approved regeneration strategy for the area;
 - Preserve or enhance the image of the industrial area; and
 - Avoid causing an unacceptable loss of land available for industrial development.

EXPLANATION EC3

6.25

The Proposals Map designates a number of areas as Primarily Industrial Areas. These are where industrial, business or warehousing uses are the predominant existing land uses. These areas have a key role to play in providing jobs for the residents of Knowsley and of Merseyside. However, other uses can be appropriately located within these areas, provided they are complementary in scale and nature and address identified needs of the area.

6.26

In some cases, for example, small shops or petrol stations are needed within industrial areas to provide a local service to occupiers of the area. Other uses which can sometimes be most appropriately carried out in industrial areas include builders merchants, tyre and exhaust centres, waste transfer stations, etc. However, such uses must be well sited and designed to avoid causing harm to the environment and image of industrial areas, the processes carried out by neighbouring industrial occupiers or neighbouring non-industrial uses. Such uses are generally not appropriate for high quality B1 business parks due to the impact of noise, fumes, dust and so on but may be acceptable in industrial areas allocated for B2 or B8 uses.

6.27

Most of the Primarily Industrial Areas are within the existing Objective 1 Strategic Investment Areas, for which there are current strategies for the improvement of the environment. In assessing any planning applications for uses other than for industry or warehousing, the Council will take into account whether the new use would be compatible with any approved regeneration strategy for the area, and also whether there would be an adverse effect on the supply of land for industrial uses.

POLICY LINKS

Policy MW5

"Waste Management and Treatment Facilities"

Policy ENV1

"Control of Pollution in New Development"

Policy ENV2

"Noise and Vibration"

Policy DQ1

"Design Quality in New Development"

Policy DQ2

"Security in the built environment"

Policy EC1

"Strategy for provision of employment land"

POLICY EC4: REGIONAL INVESTMENT SITE - KINGS BUSINESS PARK

1. Kings Business Park meets the criteria for a Regional Investment Site and is considered to be suitable for employment uses which support the Region's Target Economic Sectors.
2. Outline planning permission has been granted for the following uses:
 - Business uses (Use Class B1);
 - Suitable forms of industrial use (Use Class B2); and
 - Hotel use (Use Class C1).
3. The Council will approve detailed applications for the development of the site for the above purposes, and for subsequent extensions, infilling or alterations, provided that the development would:
 - a) Provide a high quality of design and layout which reflects the status of the site; its landscape and ecological value; and its setting close to the Grade II Listed Building at Hazels House;
 - b) Not have a materially greater impact on the openness or purposes of the Green Belt than the existing approved development; and
 - c) Secure the long-term management and maintenance of any existing landscape features to be retained within the site.

EXPLANATION EC4

6.28

Kings Business Park at Huyton is identified as a strategic regional site in the Regional (Economic) Strategy (2003) published by the North West Development Agency. Furthermore, the Council believes that it meets the criteria set out in the Regional Spatial Strategy to enable it to be identified as a Regional Investment Site. The site scores highly in terms of regeneration priorities and regional planning guidance criteria. It is a sustainable site, being a major previously developed site, accessible by public transport, close to housing, employment areas and supporting services and is well landscaped. It has good access via motorway and 'A' roads to rail freight terminals inside and outside of Knowsley and it is suitably located for international access from Liverpool and Manchester airports. The entire site has outline planning permission, with various phases either having been completed or having detailed planning permission. There are no impediments to the development of the rest of the site in terms of flooding, land condition and availability, ownership, infrastructure or capacity. There is easy access to Higher Education Institutes in Liverpool.

6.29

The site was occupied until the 1980s by the CF Mott Teacher Training College, and contained a number of very substantial buildings, which have subsequently been demolished. The development would incorporate a mix of business, hotel and industrial uses (the latter of which must be of a type which is appropriate to the environmental setting of the site and its proximity to residential properties). Conditions on the outline permission specify which plots may be used for which purposes.

6.30

A guiding principle behind the approved redevelopment of the site has been that the new business park should not have a materially greater impact on the openness of the Green Belt than the previous teacher training college.

Other environmental constraints that will need to be taken into account include the need to preserve or enhance the setting of Hazels House (a grade II Listed Building) and the landscape within the site which includes a lake, natural grassland, woodland and trees which are covered by Tree Preservation Order. Part of the site is designated as a Site of Biological Interest.

POLICY LINKS

Policy EC1

"Strategy for Provision of Employment Land"

Policy G1

"New Development in the Green Belt"

Policy DQ1

"Design Quality in New Development"

Policy DQ2

"Security in the built environment"

Policy T6

"Ensuring a choice of travel to serve new developments"

Policy T8

"Transport Assessments"

Policy T9

"Travel Plans"

POLICY EC5: SOUTH PRESCOT ACTION AREA

1. Land in South Prescot is designated as an Action Area and is indicated on the Proposals Map.
2. The area is suitable for comprehensive re-development as follows:

Area A - The Pirelli plant and adjacent former industrial land

The redevelopment of this area shall take account of future development needs associated with the continued use of part of the site for copper cable and rod manufacture, and is also suitable for a range of new buildings to be used for Business, Industrial, and/or Storage/Distribution uses falling within Classes B1, B2 and/or B8 of the Town and Country Planning (Use Classes) Order 1987.

Area B - The former Prescot Sewage works (northern portion), Carr Lane, Prescot

This area is suitable for sports and recreation uses and/or open space/landscaping.

Area C - Land bounded by Manchester Road, Station Road, the Liverpool/Wigan railway line, Warrington Road, and Steley Way

This area is suitable for redevelopment for all or some of the following uses: Residential or Business uses falling within Classes C3 or B1 of the Town and Country Planning (Use Classes) Order 1987, and a Park and Ride site.

6.32

The Council undertook a consultation exercise in the summer of 2002, during which the views of local people were sought on a range of options for the future development of the area. Whilst a mixture of views were expressed, the broad conclusion was that the area was in need of significant redevelopment.

6.33

The sites which are or could become available for development are all brownfield and suitable in principle for mixed-use redevelopment. However, to provide better access to the M57 (and therefore the strategic road freight network), the Council is seeking funding to construct a new link road. This would provide improved access from the area of Huyton Lane/Wood Lane/Liverpool Road, approximately along the current line of Carr Lane. Planning permission has already been granted for this new road.

6.34

The Council and its partners have also identified the need to improve Prescot station and facilities for buses in the area. It will seek funding (including where appropriate through the use of legal agreements with developers) to secure the necessary improvements.

6.35

Area A is partly vacant and partly occupied by Pirelli Ltd for industrial uses. Policy EC5 will allow the continuation of the existing Pirelli operations (possibly within a reduced area) and the redevelopment of the remaining areas for employment uses. Target growth sector uses (see figure 6.1) will be particularly encouraged in this location due to their future growth and employment creation potential.

6.36

Area B comprises the northern part of the former Prescot sewage works. It is proposed that the bulk of this part of the site will comprise sporting or recreational uses, landscaping or open space to provide a buffer between the proposed employment development in area A and the neighbouring public open space at "Browns Field". Part of this parcel will also be occupied by the new road.

6.37

Area C comprises land which was vacated by BICC Ltd in the 1980s and which has subsequently remained vacant. This area is located adjacent to the new Cables Retail Park and also adjacent to Prescot station.

6.38

Area C would be suitable for residential development and outline planning permission has recently been granted for new housing across most of the site. In addition to the uses specified in the policy, part of area C has recently been subject to two alternative proposals for substantial retail development, to form an extension to Cables Retail Park. Planning permission was refused by the Council, partly due to the impact of the scheme on Prescot town centre. The developer appealed to the Secretary of State, who dismissed the appeals.

POLICY LINKS

Policy EC1

"Strategy for Provision of Employment Land"

Policy T4

"Major Highway Schemes"

Policy H1

"Strategic Housing Land Requirements and Supply"

Policy H2

"Sites allocated for housing development"

Policy DQ1

"Design Quality in New Development"

Policy DQ2

"Security in the built environment"

Policy T6

"Ensuring a choice of travel to serve new developments"

Policy T8

"Transport Assessments"

Policy T9

"Travel Plans"

Policy ENV1

"Control of Pollution in New Development"

Policy ENV2

"Noise and Vibration"

Policy ENV5

"Contaminated Land"

POLICY EC6: TOURISM AND CULTURAL DEVELOPMENT

1. Proposals for new tourist and cultural facilities, extensions to or redevelopment of existing facilities and ancillary facilities will be permitted, provided that they would:
 - a) Not cause any unacceptable transport or environmental problems;
 - b) Be of a scale and type which is compatible with other land uses in the surrounding area; and
 - c) In the case of new facilities that could be located in a town centre or edge of town centre, a sequential approach to site selection has been undertaken, with suitable sites sought in town centres, edge of town centres, out of centre locations well served by public transport and only then other out of centre locations.

EXPLANATION EC5

6.31

The Council has identified an area of South Prescot as being suitable for mixed uses. The area includes three parcels of land which are indicated as parcel A, B and C on the Proposals Map. Much of the area was previously occupied by BICC Ltd in connection with the manufacture of copper cables and similar products. However, the BICC operations and other uses have contracted in the last twenty-five years, leaving large areas of vacant land.

EXPLANATION EC6

TOURISM AS A DRIVER FOR ECONOMIC DEVELOPMENT

6.39

Tourism is one of the country's fastest-growing industries. In an area such as Knowsley, the term can be extended to include business and domestic visits and visits to architectural attractions, sports facilities, countryside, museums and any leisure facility that attracts visitors from outside the area. Its potential benefits include the creation of jobs, income for local businesses, environmental improvements and new social and leisure facilities, which benefit local people as well as visitors.

TOURISM AND CULTURAL FACILITIES IN KNOWSLEY

6.40

The largest tourist attraction in Knowsley is Knowsley Safari Park. This major regional facility employs local people, provides business for local firms and attracts several hundred thousand visitors a year. The Council recognises that this major existing tourist attraction offers the foundation to foster the development of other local tourist facilities, by providing the basis for multi-purpose leisure trips. Prescot Clock and Watchmaking Museum and the National Wildflower Centre in Court Hey (Huyton) are also of outstanding, although more specialised interest.

OPPORTUNITIES FOR TOURISM/ CULTURAL DEVELOPMENT

6.41

Liverpool City has been awarded the status of European Capital of Culture for the year 2008. This is likely to stimulate significant interest in the whole of Merseyside as a destination for tourism and cultural visits. Knowsley MBC has also produced a Cultural strategy (see footnote⁶). This will encourage more people to get involved in cultural, community and educational activities and events. The Council wishes to build on the success of existing tourist and cultural attractions in Knowsley, as well as accommodate the potential needs of new development.

⁶Ref: Knowsley MBC Cultural Strategy

Opportunities exist to further develop international tourism to the Borough, and Merseyside, through Liverpool John Lennon Airport.

6.42

Potential new tourism and cultural developments might include the development of hotels serving the wider Merseyside area and attractions created by the diversification of the rural economy away from traditional farming. Developments that help to interpret the historic heritage of the Borough, such as the clock and watch making industry in Prescot, will also be encouraged. Knowsley's open countryside has the potential to accommodate new sports, recreational and tourist facilities, although it should be noted that any development within the countryside will need to comply with policies in chapter 9 "Green Belt and the Rural Economy". Uses that can be accommodated in a town centre or edge of town centre should be located there, as opposed to in the Green Belt. Certain tourism or cultural activities cannot be located in urban areas, however factors such as the impact on the character of the countryside and accessibility need to be taken into account. Wherever possible, previously developed land should be used in preference to undeveloped land.

POLICY LINKS

Policy G1
"Development within the Green Belt"

Policy G4
"Rural Diversification"

Policy T5
"Location of Major Traffic Generating New Development"

Policy T6
"Ensuring a choice of travel to serve new development"

Policy T9
"Travel Plans"

Policy DQ1
"Design Quality in New Development"

Policy DQ2
"Security in the built environment"



STRATEGIC OBJECTIVES

- To improve the provision of shopping, leisure and other uses normally associated with town centres consistent with local needs, whilst protecting and enhancing the viability and vitality of town, district and local centres in Knowsley.
- To locate major new development where it is accessible by a choice of walking, cycling and public transport, thereby minimising the need to travel by car.

INTRODUCTION

7.1

The provision of a good range of town centre uses is important to the Council's wider regeneration objectives, helping to make the Borough a more attractive place to live, visit and work in. Uses which can typically appropriately be located in a town centre include shopping, financial and professional services, food and drink uses, business, hotels, residential uses, community (including health), cultural and religious uses, assembly and leisure (such as cinemas, concert, bingo and dance halls) and miscellaneous suitable uses such as laundrettes, beauty salons, photographic studios, and pharmacies. These uses are described in greater detail in Appendix 7 of the Plan.

CHAPTER 7

Town Centres and Shopping

7.2

The town, district and local centres are the most suitable locations to accommodate town centre uses, depending upon their size and the nature of the proposed use. For example, shops are suitable in all types of centre, but a larger shop such as a supermarket may only be suitable in a district or town centre. Similarly, a cinema is only likely to be suitable in a town centre due to the amount of traffic and disturbance such a use is likely to generate. An element of residential use is acceptable within town, district and local centres; however it should only form a minor element of the centre and should not undermine the vitality or viability of a centre.

TOWN CENTRES AND SHOPPING WITHIN KNOWSLEY

7.3

The Borough of Knowsley includes three town centres, at Huyton, Prescot and Kirkby. These centres provide a range of shopping facilities, together with other employment, leisure, municipal and community uses which complement the shopping role of each centre.

7.4

Knowsley also contains three district centres, which are smaller than the town centres, providing a more limited range of shops and services. There is also a network of smaller "local centres" and shopping parades, which provide primarily convenience (food shops and small-scale services (such as post offices and pharmacies) for small local catchment areas.

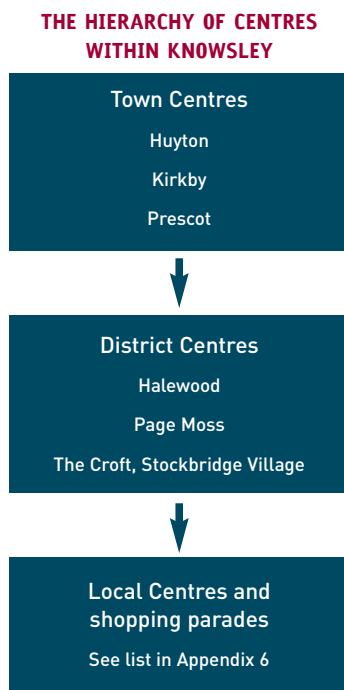
7.5

With the exception of Prescot, the centres were mostly constructed in the post war period up until the 1970s to serve what was then a growing population. Prescot is a much older centre, having originally had a market charter in medieval times. The centres present a range of regeneration challenges which are addressed in this chapter.

7.6

There is only one retail park in Knowsley (known as Cables Retail Park) and it is located on the edge of Prescot town centre. This contains a food superstore and a range of non-food retail warehousing units.

Figure 7.1



CURRENT ISSUES

7.7

The range of shopping and leisure facilities within Knowsley is relatively limited when compared to that available in larger city and town centres in neighbouring areas (such as Liverpool, St. Helens and Southport). This is particularly the case with comparison goods (such as clothes, shoes, electrical items etc.) and bulky goods (such as DIY, furniture etc.), but is also true (to a more limited degree) for food retailing (convenience shopping). Many Knowsley residents therefore travel outside the Borough to visit shops and leisure facilities (such as cinemas and bowling alleys).

7.8

To a significant degree, the relative shortage of shopping and leisure facilities within Knowsley is to be expected given the limited size of Knowsley's centres and their role in the wider Merseyside economy. However, the Plan aims to ensure that each centre performs to its optimum in a way that is appropriate to its scale, role and function.

THE HEALTH OF KNOWSLEY'S TOWN CENTRES

7.9

In 2002, Knowsley MBC commissioned a study of its town centres, which assessed the health of each centre and the need for future shopping and leisure provision up to 2016 - see footnote⁷. The study concluded that Huyton is generally a strong centre which will be enhanced further by a new Asda store (opened in October 2004). Kirkby has some strengths but currently suffers from a shortage of food shopping in the centre itself. Prescot has significant potential based on its attractive and historic Conservation Area townscape and redevelopment opportunities, but is currently experiencing some problems such as low rental levels, and high vacancy rates. One important reason is that the size of many of the retail units in the town centre does not meet

the needs of modern retailers. A common issue affecting all the town centres is the relatively limited range of non-retail uses such as cafes, bars, offices, restaurants and residential uses.

TACKLING THE ISSUES

7.10

The Council has prepared a number of strategies and Development Briefs to guide the regeneration of town centres or of individual sites within the centres. These include:

- "A Vision for Prescot" - strategy for the regeneration of Prescot 1997;
- "Kirkby town centre - Asda Environs Site - Development Brief" 1997; and
- "Development Brief - existing Asda store, Huyton Village Centre" 2000.

7.11

The Council intends to monitor development on these sites and update and expand these strategies and briefs as necessary, to provide a clear vision for the future development of each centre.

POLICY S1: RETAIL AND TOWN CENTRE DEVELOPMENT STRATEGY

1. Proposals for retail development and other town centre uses must:
 - Protect or enhance the vitality and viability of existing centres; and
 - Be appropriate to the scale and role of each centre as defined below:

Kirkby, Huyton and Prescot town centres - the provision of shops and a range of other town centre uses, consistent with maintaining the position of these centres in the Merseyside shopping hierarchy, and reducing the need for Knowsley residents to have to travel to other centres outside of the Borough.

District centres - the provision of town centre uses but at a smaller scale to meet the needs of the catchment area of the centre.

Local centres - the provision of small-scale town centre uses within Use Classes A1, A2, A3, A4, A5, B1, C3, D1 and other miscellaneous town centre uses (see appendix 7).
2. Where there is a clearly demonstrated need for new retail and town centre use development which cannot be met through re-use or development of existing buildings or land within an existing centre, the preferred location for the development will be on the edge of an existing centre, in preference to an out-of-centre location.
3. All proposals for major retail and town centre use development must be in locations which are, or which are capable of being made, easily accessible by public transport, walking and cycling.
4. All proposals for retail and town centre use development should be consistent with the Council's urban regeneration objectives and with any approved regeneration strategy for the area concerned.
5. All proposals for development within town or other centres should be of high design quality which enhances the character of the centre and its attractiveness as a shopping and service location.

This is a part 1 policy

⁷"Knowsley MBC Town Centre & Shopping Survey", Chestertons plc, 2002

EXPLANATION S1

THE NEED FOR NEW SHOPPING DEVELOPMENT IN KNOWSLEY

7.12

The "Knowsley MBC Town Centre & Shopping Survey" 2002 identified the need for further shopping development as follows:

- A major development of up to 9,000 square metres gross floorspace for food retailing in Kirkby town centre; and
- Further comparison goods retailing (see glossary) within Kirkby, Prescott and Huyton. Due to increasing expenditure levels, a minimum of 7,000 square metres additional floorspace would need to be provided, split between these three centres over the period to 2011, if they are to retain their current market share - more may be required if these centres are to "clawback" expenditure lost to other centres elsewhere.

7.13

These needs will be kept under review to inform decisions on individual planning applications.

LOCATION OF NEW SHOPPING DEVELOPMENT

7.14

A key emphasis of this Plan is to sustain and strengthen the vitality and viability of the three town centres of Huyton, Kirkby and Prescott, together with the smaller district and local centres. Policy S1 therefore establishes that town and district centres should be the preferred locations for future retail development and leisure uses which attract a lot of people. New development should complement the role and be appropriate to the scale of each centre. This will mean that the catchment area for a proposed development should generally be not significantly larger than the centre within which it would be located.

7.15

This approach to controlling location is in accordance with national and regional planning policy. Sites on the edge of existing centres will only be considered suitable where a need has been clearly demonstrated which cannot be met by developing a site or sites, or re-use of existing buildings, within an existing centre or centres within the same catchment. "Out of centre" sites should only be considered where there is no town centre or edge of centre site available. The terms "need", "edge of centre" and "out of centre" are defined in the glossary.

7.16

Retail and leisure uses can be major traffic generators. It is therefore important that they are located where they are accessible by a choice of means of transport, including walking, cycling and public transport, thereby reducing the need to travel by car.

REGENERATION AND DESIGN ISSUES

7.17

It is important that all shopping and leisure developments should be consistent with the Council's other regeneration strategies. These include the town centre regeneration strategies, Development Briefs affecting each centre and also the Objective 1 and other regeneration strategies listed in chapter 2 "Key Issues and Influences".

7.18

All town and other centres are important focal points for local residents and visitors. It is therefore particularly important that new development is of a high standard of design and construction and compatible with the overall vision for each centre. The design requirements for new development are explained further in chapter 11 "Development Quality and the Built Environment".

POLICY LINKS

Policies S2 to S8

Policy T5

"Location of Major Traffic Generating New Development"

Policy T6

"Ensuring a choice of travel to serve new development"

Policy T10

"Access for the less mobile"

Policy DQ1

"Design Quality in New Development"

Policy DQ2

"Security in the built environment"

POLICY S2: DIVERSIFICATION OF USES WITHIN EXISTING CENTRES

1. Proposals for new buildings, or for the change of use or alteration of existing buildings, to provide town centre uses (as defined in Appendix 7) within existing town and district centres will be permitted provided that the following criteria are met:
 - a) The proposal would be compatible with the scale and role of the centre and would not have a detrimental impact on the retail function of the centre;
 - b) The proposal would not result in a grouping of uses which would have a negative impact on the character of the centre;
 - c) The use would not (by reason of smells, noise, visual intrusion or general disturbance) have a detrimental impact on the environment of the surrounding area; or on the amenity of any neighbouring residents; and
 - d) The proposal would not cause or exacerbate on-street parking, traffic or amenity problems.

Food and drink uses

2. Proposals for new buildings, or for the change of use or alteration of existing buildings, to provide food and/or drink uses (use classes A3, A4 and A5) within existing centres will be expected to meet the criteria listed above in relation to other non-retail uses and the following additional criteria:
 - a) Any external ventilation and extractor systems which are necessary would be provided without causing harm to the external appearance of the building or street scene and would not harm the amenity of neighbouring properties through noise or odour; and
 - b) The proposal will not be permitted in a local centre or in any property (either within or outside an existing centre) that is close to existing or proposed residential uses unless the applicant has submitted convincing evidence that the impact on residential amenity would be acceptable.

Residential uses

3. In the case of proposals for residential use, the applicant must demonstrate that existing uses in properties near to, above or below the application property would not cause significant problems of noise, smells or general disturbances to future occupiers.

EXPLANATION S2

THE NEED TO DIVERSIFY KNOWSLEY'S CENTRES

7.19

In Knowsley's town and district centres generally there is inactivity after 6.00pm when the majority of shops, banks and offices are closed. Some of the centres include significant amounts of vacant or under-used floorspace. In Prescott, the problem is complicated by the ageing nature of some of the buildings, and the need to preserve the historic fabric of the town centre.

7.20

The introduction of non-retail uses (either at ground floor or upper floor level) can make an important contribution to the regeneration of the local area, attracting more visitors and increasing personal safety by increasing activity in the evenings.

The introduction of uses such as childcare facilities, health and social care and education and training facilities can also contribute to the interests of "social inclusion", making these uses available in centres which by their nature are accessible to local people.

THE NEED TO PROTECT VITALITY AND AMENITY

7.21

The uses listed in policy S2 will, however, only be permitted if they would meet the safeguards listed in the policy. For example, the uses must be appropriate to the scale, role and function of the centre concerned. Shopping frontages will not be allowed to become dominated by non-retail uses, particularly where these would be closed, and therefore create dead frontages, in the daytime. Significant groupings of similar uses will be avoided where these would have a negative cumulative effect on the character of the area.

FOOD AND DRINK USES

7.22

Food and/or Drink uses are defined within Use Classes A3, A4 and A5 of the Use Classes Order, as amended by the Town and Country Planning (Use Classes) (Amendment) (England) Order 2005. The amended Use Class A3 (Restaurants and Cafes) covers the sale of food and drink for consumption on the premises e.g. restaurants, snack bars, cafes. Use Class A4 (Drinking establishments) covers use as a public house, wine bar or other drinking establishment. New Use Class A5 (Hot food takeaways) covers the sale of hot food for consumption off the premises. None of the categories include nightclubs, which are considered to be in a class of their own (such uses are known as being "sui generis").

7.23

These and some other non-retail uses (e.g. amusement centres) can cause disturbance and noise by the coming and going of car borne visitors, customers and delivery vehicles, litter, and smells from food preparation, often late at night. Uses which are likely to cause such problems will therefore not normally be permitted in local centres or where the immediately neighbouring properties are in residential use. In some cases, conditions may be imposed on the granting of permission, for example restricting opening hours, or requiring details of fume extraction and vehicle parking to be agreed.

POLICY LINKS

Policy ENV1

"Control of Pollution in New Development"

Policy ENV2

"Noise and Vibration"

Policy H5

"Development within Primarily Residential Areas"

Policy DQ 1

"Design Quality in New Development"



POLICY S3: HUYTON TOWN CENTRE

- Huyton town centre is an appropriate location for new development, redevelopment and/or improvement of existing buildings for new town centre uses which are appropriate in scale and nature to the role and function of the town.
- The Council will grant planning permission for the redevelopment of the site of the existing Asda store at Lathom Road/Derby Road, Huyton, or re-use of the existing building, for a mix of some or all of the following uses:
 - Non-food retail (Class A1);
 - Financial and Professional Service uses (Class A2);
 - Food and/or Drink uses (Classes A3, A4 and A5);
 - Business uses (Class B1) - particularly on any upper floor levels;
 - Assembly and leisure uses, such as a cinema, concert or dance hall, fitness centre or family entertainment centre (Class D2); and
 - Residential uses (Class C3).
- The mix of uses and the design of the development must be of a high quality which reflects the strategic location of the site within Huyton town centre and which will provide safe, convenient, secure and visually attractive pedestrian links through the development between Derby Road and the site of the new superstore on Lathom Road.
- In considering any planning applications for the re-use or redevelopment of the site, the Council will treat the document entitled "Development Brief: Asda, Derby Road, Huyton" approved by the Council on 8 March 2000, together with its proposed parking strategy for Huyton Town Centre, as material considerations.

EXPLANATION S3

7.24

Huyton centre is a modern shopping centre, mostly dating from the 1970s and is the main administrative centre for the Borough. The centre benefits from a very strong anchor food store (Asda), and has been subject to significant regeneration works in recent years, including the upgrading of pedestrianised areas on Derby Road and new developments at Derby Road/Huyton Hey Road and Nutgrove Villa for a range of town centre uses.

7.25

A new Asda store was opened on a new site (off Lathom Road) in late 2004. Following the completion of the new store, the site of the existing store was vacated. The site now represents the main development opportunity in Huyton town centre, which should be redeveloped or re-used to help meet the need for further comparison goods shopping provision in Huyton.



7.26

Future development within the site will be guided by an existing Development Brief ("Development Brief - existing ASDA store, Huyton Village Centre", 2000), which identifies the site as suitable for shopping and other town centre uses. The site has a pivotal role in the town centre, being located between the existing main shopping street and the new store. It is therefore important that a high quality scheme is submitted, providing an interesting and lively pedestrian linkage through the site.

7.27

The relocation of the Asda to its new site has affected land which previously performed an important role as a car park for the town centre. The Council is currently preparing a Huyton Town Centre Car Parking Strategy, which will influence future development within the town centre.

POLICY LINKS**Policy T10**

"Access for the less mobile"

Policy DQ1

"Design Quality in New Development"

Policy DQ2

"Security in the built environment"

**POLICY S4:
KIRKBY TOWN CENTRE ACTION AREA**

1. Kirkby town centre is designated on the Proposals Map as an Action Area within which comprehensive development or redevelopment shall be permitted for the following:
 - A major food store of up to 9,000 square metres in gross floorspace and/or comparison goods retail units; and a mixture of other town centre uses which shall complement the retail element and which may include a mix of the following uses:
 - Professional and financial service uses (Class A2);
 - Food and drink uses (Class A3);
 - Office uses (within Use Class B1), particularly on first floors;
 - Hotel (Class C1);
 - Residential Institution (Class C2);
 - Residential use (Class C3);
 - Non-residential institutions (Class D1);
 - Assembly and leisure uses (Class D2); and
 - A petrol filling station.
2. The Council as Local Planning Authority will support the implementation of the following public transport schemes affecting Kirkby town centre:
 - Part of line 1 of the proposed Merseytram system; and
 - Improvements to Kirkby bus station and public transport interchange facilities; and
 - Kirkby Town Centre public transport improvements
3. The Council may use its site assembly powers to enable the Action Area proposals above to be implemented.

EXPLANATION S4**7.28**

Kirkby town centre was developed in the post war period, and provides shops, a market, swimming pool, municipal and other offices and services mainly for local residents. The heart of the centre is arranged around a pedestrianised area at St. Chad's Parade.

7.29

A previous major food retailer (Asda) vacated a store in the centre in the late 1970s, and the building has subsequently remained vacant. A key issue facing the centre is the need to attract a major food or other form of retail development which would restore and enhance the centre's role as a shopping centre.

7.30

The Council has for many years been active in pursuing the regeneration of the centre, including for example the implementation of environmental enhancements and improvements, concentrated on the retail core around St Chad's Parade. There remains, however, a fundamental need to pursue further regeneration activity based around the need for further shopping based development.

7.31

The most significant potential development site is on the northern side of the town centre, adjacent to County Road and Hall Lane. The land includes the vacant former Asda store, a nearby bingo hall and other land. An existing Development Brief (see footnote⁸) identifies the area as suitable for the erection of a medium sized supermarket, a leisure development and related food and drink uses, together with a petrol station. Outline planning permission was also granted for the scheme but has not been implemented.

⁸"Asda Environs site - Development Brief" 1997

7.32

The Council now considers that a larger food superstore of up to 9,000 square metres will be required together with further non-food shopping provision of at least 2,000 square metres of floorspace over the period to 2011. Should no operator be forthcoming for the superstore, the Council would consider, as an alternative, the provision of additional non-food retail units.

7.33

The redevelopment may include other parts of the town centre, perhaps incorporating (in addition to the uses identified above) an upgrade or relocation of the existing market facilities.

7.34

A further significant issue which will affect the town centre is the proposed Merseytram scheme (see chapter 8 "Transport"), line 1 of which is scheduled for implementation in the period up to 2005 to 2007. The line will enter the town centre from the southeast along County Road, and will terminate at the existing bus station site on Cherryfield Drive. It is also proposed (within the Local Transport Plan) to upgrade the bus station facilities within the Plan period, possibly including new bus interchange facilities.

7.35

A key requirement is the need for the new retail development to be well located and designed in relation to the public transport improvements listed above. Due to the current uncertainties concerning the form of the proposed town centre redevelopment, the Council has designated the whole of the town centre as an Action Area.

7.36

The Development Brief approved in 1997 will guide future development proposals in the short term. However, this may be updated in the longer term by a more comprehensive town centre strategy which will be used by the Council to help it determine planning applications.

POLICY LINKS**Policy T2**

"Merseytram system"

Policy T3

"Other Public Transport Schemes"

Policy T10

"Access for the less mobile"

Policy DQ1

"Design Quality in New Development"

Policy DQ2

"Security in the built environment"

**POLICY S5:
PRESCOT TOWN CENTRE**

1. Prescott town centre is an appropriate location for new development, redevelopment and/or improvement of existing buildings for new retail, assembly and leisure and other town centre uses, which are appropriate in scale and nature to the role and function of the town.
2. Land just outside the town centre at Sewell Street/Kemble Street is marked on the Proposals Map as a Development Opportunity Site. This land is currently in use for other purposes but, if it became available during the Plan period, would be suitable for redevelopment for a mix of some or all of the following uses:
 - a) Retail;
 - b) Assembly and Leisure; and
 - c) Residential.

3. The Council may use its site assembly powers to make land or buildings available for development for the purposes listed in 1) and 2) above.
4. Any redevelopment should strengthen the linkages between the town centre and the South Prescott Action Area

EXPLANATION S5**7.37**

Prescot town centre is a focus for shopping, with ancillary business and service activities, serving mainly residents within the town itself and surrounding area. The town centre shopping area is by far the oldest within Knowsley, with many buildings dating from the 18th and 19th centuries. The shopping area is now based around a modern indoor centre, built in the late 1980s. However, it also includes a substantial number of mainly small units in the older properties along Eccleston Street and streets running off it. Most of the town centre is designated a Conservation Area. In 2000, a major new shopping development (Cables Retail Park) was completed just outside the existing centre, including a new Tesco supermarket and adjoining non-food Retail Park.

7.38

Prescot town centre provides food shopping for local people, but has limited provision of comparison goods shopping. The catchment of the centre is limited by the proximity of St Helens and Liverpool city centre. There is a high level of vacancies (14.8% of floorspace compared to a national average of 8.44% Knowsley MBC Town Centre & Shopping Survey, Chestertons plc, 2002). Rental levels are low. The attractiveness of the centre to multiple retailers is limited to a degree by the small scale of many of the older shopping units.

7.39

The Knowsley MBC Town Centre & Shopping Survey 2002 found a need to provide at least a further 2,200 square metres of comparison goods floorspace within Prescot town centre through to 2016. There are no large sites available within the town centre and the Council is keen to preserve as much as possible of the historic fabric of the town. The use of site assembly powers may need to be considered to create the necessary viable redevelopment sites. The Survey identified a particular need to create a more effective "gateway" retail link between the Tescos and the older town centre along Sewell Street/Market Place. The land identified as a Development Opportunity Site on the Proposals Map would, if it became available for redevelopment for town centre uses over the Plan period, be capable of providing this link.

7.40

The centre is also subject to proposals for the provision of a Merseytram link from Liverpool city centre (see chapter 8 "Transport"). Although the alignment of the scheme within Prescot town centre has yet to be finally determined, an indicative route is shown on the Proposals Map.

POLICY LINKS**Policy T2**

"Merseytram system"

Policy T10

"Access for the less mobile"

Policy DQ1

"Design Quality in New Development"

Policy DQ2

"Security in the built environment"

Policy DQ5

"Development in Conservation Areas"

**POLICY S6:
THE RAVENSCOURT (HALEWOOD) ACTION AREA**

1. The Ravens Court District Centre (Halewood) is designated as an Action Area. Planning permission will be granted for development and/or redevelopment proposals for a mixture of uses comprising some or all of the following:
 - Retail development (Use Class A1) (subject to a need being demonstrated for the proposed shopping floorspace to serve the local area);
 - Financial and Professional service uses (Use Class A2);
 - Food and/or drink uses (Use Classes A3, A4 and A5);
 - Business uses (Use Class B1) (including managed workspace units and training facilities);
 - Non-residential institutions (Class D1);
 - Assembly and leisure uses (Use Class D2) which are appropriate to a district centre location, such as a fitness centre; and
 - Improved public transport facilities.
2. The Council may use its site assembly powers to enable the Action Area proposals under 1) above to be implemented.

EXPLANATION S6**7.41**

The Ravenscourt shopping area is a District Centre within Halewood which was constructed in the post war period. It provides a range of shops and a Council One Stop Shop for local residents. However, the physical appearance of the centre has become rundown and a previous food store (Netto) has recently vacated the centre. The Council and its partners have identified the need to comprehensively redevelop the area, to create a vibrant district centre that offers a wide range of services and facilities which are easily accessible by the whole community of Halewood. In addition to the shopping area itself,

the Action Area includes the adjacent bus station, surgery, clinic and library, a public house and vacant land bounded by Roseheath Avenue, Hillingden Avenue and Leathers Lane. The Council has prepared a Development Brief which will guide the development of the area and will be a material consideration in determining any planning applications.

POLICY LINKS

Policy DQ1

"Design Quality in New Development"

Policy DQ2

"Security in the built environment"

Policy T3

"Other Public Transport Schemes"

Policy T10

"Access for the less mobile"

Policy ENV1

"Control of Pollution in New Development"

Policy ENV2

"Noise and Vibration"

POLICY S7: LOCAL CENTRES AND PARADES

The Council will grant planning permission for the re-use or re-development of properties within local shopping centres or parades for small scale town centre uses within Use Classes A1, A2, A3, A4, A5, B1, C3, D1 and other miscellaneous town centre uses (see appendix 7) provided that:

- a) The development accords with policy S2; and
- b) Local shopping needs would still be met by existing shopping facilities within safe and convenient walking distance of where people live in the surrounding area.

EXPLANATION S7

7.42

There is a network of small shopping centres and parades (which are listed in Appendix 6) outside the main centres in Knowsley. These centres have an important role in the provision of local food and other convenience shopping, and often also contain a post office and pharmacy. Their presence encourages the use of modes of transport other than the private car. Local shops are particularly important for less mobile members of the community, including the elderly and disabled people, and for non-car owners.

7.43

Many of the parades were constructed in the 1950's. Although a few of the parades suffer from problems of under-occupation and high vacancy rates, significant improvements have been made in recent years. The Council is keen to work in partnership with local developers and occupiers to continue the improvement of the parades and of individual shops.

7.44

In considering proposals affecting the parades, the Council will ensure that the shopping needs of residents are met whilst ensuring a viable long-term future for the centres. This may require redevelopment or re-use of some of the units for non-retail uses, together with further action to improve the environment around some of the centres. Some centres or parades could, for example, be appropriate locations for small-scale employment or community uses, or for partial redevelopment for residential purposes. An important over-riding objective, however, is that local shopping facilities should continue to be available within walking distance of where people live.

POLICY LINKS

Policy H5

"Development within Primarily Residential Areas"

Policy S2

"Diversification of uses within existing centres"

Policy DQ1

"Design Quality in New Development"

Policy DQ2

"Security in the built environment"

Policy T10

"Access for the less mobile"

POLICY S8: LOCATION OF DEVELOPMENT FOR TOWN CENTRE USES

1. Proposals for retail development or other town centre uses which are likely to attract a lot of people and are outside existing town, district or local centres will only be permitted if the applicant has demonstrated the following:
 - a) on an edge of centre site that:
 - There is a need for the proposal; and
 - Any need that has been demonstrated cannot be met by developing land or re-using existing buildings within one or more existing town, district or local centres.
 - b) on an out of centre site that:
 - The criteria listed under a) above have been satisfied; and
 - Any need that has been demonstrated cannot be met by developing land or re-using existing buildings within one or more sites on the edge of an existing town, district or local centre.
2. Strategic employment locations will be considered suitable locations for hotels when no suitable sequentially preferable sites in or on the edge of town centres are available or likely to become available in the near future.

3. Development for town centres uses will not be permitted if it would, either by itself or together with other developments and/or existing planning permissions, harm the vitality or viability of any town, district or local centre within the primary catchment area of the development.
4. The development site must, prior to the completion of development, be accessible by a choice of means of transport including public transport, bicycle and foot, and by the less mobile.
5. In considering proposals for major development for retail, leisure or other town centre use, any urban regeneration benefits associated with the development will be considered.
6. Proposals to physically enlarge (or to extend the range of goods which may be sold from within) any existing retail park or any other site on the edge of or outside a town, district or local centre shall not be permitted unless they meet the above criteria.

EXPLANATION S8

7.45

A key objective of this Plan is to protect the vitality and viability of existing town, district and local centres and to promote their regeneration. Major new shopping or other town centre use development which is likely to attract a lot of people should therefore be located in town centres in preference to other locations, whilst smaller scale uses may be appropriate within the smaller centres. Within local centres, developments including retail, leisure or other town centre uses should generally be less than 250 square metres in floorspace. Table 8.1 in chapter 8 (Transport) defines the sizes of what is considered to be major development.

7.46

Major shopping or other town centre use development outside an existing centre will only be permitted where there is a clearly demonstrated need for the proposals which cannot be met within an existing centre or centres within the catchment of the proposed development. In this context, "need" should include a clear quantitative and qualitative need for the development. In the event of a need being established for any specific proposal, the Council will take account of whether it could be met through the development of several sites or buildings in an existing centre i.e. it should not be assumed that the development needs to take place in the form of a single unit requiring a large site.

7.47

In the event of a need being demonstrated in a particular case, preference will be given to sites which are on the edge of an existing centre over those which are out of centre. An edge of centre site is within easy walking distance of the prime shopping area. A distance of 200-300 metres is normally considered reasonable although this can be influenced by local topography, roads etc.

EXISTING RETAIL PARKS**7.48**

The Cables Retail Park at Prescot is located on the edge of Prescot town centre. This development is subject to planning conditions which restrict the form of retailing within the site, for example by limiting the amount of food retailing. There are also a few cash and carry and other specialist retail units located outside Knowsley's main centres. Any proposal to extend these developments, or to relax the conditions controlling the form of retailing which may take place within them, will be subject to the same requirements as those which apply to new developments.

INFORMATION REQUIRED WITH PLANNING APPLICATIONS**7.49**

All applications for shopping or other town centre use development located on the edge of or outside of town centres must be accompanied by a supporting statement providing evidence that a sequential approach to site selection has been taken. Applications for major development should be accompanied by information about the impact of the scheme on travel patterns. Further details are provided by policies within chapter 8, "Transport". For all planning applications for retail development of over 2,500 square metres, or smaller developments which are likely to have a large impact on a town or district centre, the developer will be required to submit a Retail Impact Assessment which will provide a detailed assessment of the impact of the scheme on the viability and vitality of existing centres.

POLICY LINKS**Policy T5**

"Location of Major Traffic Generating New Development"

Policy T6

"Ensuring a choice of travel"

Policy T9

"Travel Plans"

Policy T10

"Access for the less mobile"

**POLICY S9:
SHOP FRONTS AND SECURITY SHUTTERS**

1. Proposals for new or altered shop fronts should:
 - a) Relate well to the street scene in terms of materials, form and proportions;
 - b) If located within a Conservation Area, preserve or enhance the character of the area; and
 - c) Provide good access for all members of the community.
2. Security shutters and grilles, including their related housing shall be permitted if they:
 - a) Fit in with the design of the building and its surroundings;
 - b) Have as little impact on appearance as possible during both business and non-business hours; and
 - c) When located on highway frontages provide some perforated visibility into the premises.

EXPLANATION S9**7.50**

The term "shop fronts" in policy S9 refers to the frontages of retail, as well as office and business premises such as building societies, insurance brokers etc. which front onto the highway. The design of new or replacement frontages should complement and/or improve the overall character of the street scene. Where the property is within a Conservation Area or includes a Listed Building, the separate policies related to the protection of these will apply (see chapter 11 "Development Quality and the Built Environment").

7.51

The design of shop fronts must facilitate the accessibility of the premises for the benefit of all users, including those with impaired mobility. The agreement of developers to provide adequate

access arrangements will be sought at an early stage in the design process and planning conditions may be imposed where this would not duplicate the requirements of the Building Regulations.

7.52

Security shutters can detract from the appearance of a premise's frontage and setting. However, the Council understands that there can be a real need for security provisions. New external security shutters may be permitted where there is no less obtrusive way of providing adequate security. External shutters should be perforated to enhance the street scene outside normal business hours. Projecting boxes for security shutters will not normally be permitted as these are particularly obtrusive.

7.53

The Council will adopt a Supplementary Planning Document to explain the above requirements further.

POLICY LINKS**Policy T10**

"Access for the Less Mobile"

Policy DQ1

"Design Quality in New Development"



POLICY S10: ADVERTISEMENTS

Proposals to display advertisements will be permitted provided that they would not harm amenity or public safety in the following respects:

Amenity considerations

- a) They would not have an adverse effect on visual amenity either individually or together with other advertisements;
- b) Any illumination would be appropriate to the area and would not harm amenity through overly-bright, flashing or inappropriate forms of illumination;
- c) The advertisement would not be out of scale or harmony with the building or the existing street scene;
- d) They would use colours and materials which are appropriate to their context;
- e) They would not create clutter on a building or within the street scene;
- f) Where they would be within or adjacent to a Conservation Area, they would preserve or enhance the character and appearance of the area;
- g) Where they would be on or close to a Listed Building they would not adversely affect the special historic or architectural character of the building; and
- h) Where they occur in the Green Belt they would respect the visual amenity of the countryside.

Public safety considerations

- i) The proposals would not adversely affect highway safety or other forms of public safety.

EXPLANATION S10

7.54

Advertisements are an accepted part of the urban landscape. They can give a building or area of land an identity, and help direct vehicular and pedestrian traffic to their intended destination. However, if advertisements are inappropriately sited or designed, or if there is a proliferation of advertisements, there can be a significant effect on the environment. In certain instances, advertisements can constitute a hazard to pedestrians or for road users.

7.55

In terms of public safety, consideration will be given to whether the advertisement itself, or the exact location proposed for its display, is likely to be so distracting, or so confusing, that it creates a hazard to, or endangers, people in the vicinity who are taking reasonable care for their own and others' safety. Adverts should not block visibility splays of pedestrians and road users, create glare or dazzle, or obscure or hinder the interpretation of road signs. Not all advertisements require advertising consent; further guidance can be found in the Department of the Environment Transport and Regions booklet "Outdoor Advertisements and Signs: a guide for advertisers".

POLICY LINKS

Policy DQ1
"Design Quality in New Development"

Policy T12
"Aerodrome Safeguarding"



STRATEGIC OBJECTIVES

- To accommodate improvements to the transport network (consistent with the proposals set down in the Merseyside Local Transport Plan), which will support the regeneration objectives of the Plan.
- To locate major new development where it is accessible by a choice of walking, cycling and public transport, thereby minimising the need to travel by car.
- To ensure that the design of new development provides a good level of accessibility to the whole community (including the less mobile) making appropriate and safe provision for vehicle parking, walking, cycling and public transport.

INTRODUCTION

8.1

The provision of a high quality integrated transport system is fundamental to the regeneration and sustainability objectives of this Plan, underpinning the local economy and providing a choice of transport linking homes with jobs and services. A key aim is to provide sustainable alternatives to the use of the car as a mode of transport, thereby increasing social inclusion for those who do not own, or have access to, a car. The use of more sustainable modes of transport will also reduce energy use and the generation of greenhouse gases. As a result the use of new clean renewable technology to power

CHAPTER 8

Transport

transport will be encouraged. The Council recognises the importance of providing good quality transport in rural and semi-rural areas of the Borough as well as in the urban areas (including the provision of services that create access for all to good interchange facilities). A Merseyside wide Supplementary Planning Document (SPD) on Transport is currently under preparation and is intended to complement the policies in this chapter.

8.2

Knowsley contains a number of important strategic transport corridors, including four rail routes and several major highways. There is also an extensive network of bus routes and public rights of way, and a rail freight terminal at Knowsley Industrial Park. Some transport facilities outside Knowsley are also important to residents and businesses within the Borough. These include Liverpool John Lennon Airport, the rail network, the Port of Liverpool and the Runcorn-Widnes Mersey Crossing.

PUBLIC TRANSPORT

8.3

The Merseyside Local Transport Plan (see "Key Issues and Influences" - chapter 2) contains a number of important public transport programmes and proposals, which will affect Knowsley. As part of this, Quality Bus Partnerships and Quality Bus Contracts will be developed with bus operators to help achieve a step change in the image, quality and

attractiveness of bus travel across Merseyside as specified in the section on Public Transport in the Merseyside Local Transport Plan. As part of the second Local Transport Plan, a Merseyside Accessibility Strategy will be published to ensure adequate access for all to employment, education and health opportunities. A Merseyside Bus Strategy will also be prepared to supplement and strengthen this element of the Merseyside Local Transport Plan.

Public Transport Programmes/Proposals which will affect Knowsley:

- Proposed Merseytram system;
- A Centre of Excellence programme for Public Transport and Transport Planning;
- Network wide station improvement;
- A new railway station at Headbolt Lane, Kirkby (in the ten year strategy);
- County wide provision of interchange points;
- Park and Ride facilities at main rail stations and at strategic sites on the edge of the conurbation;
- Quality Bus Partnerships, Quality Bus Contracts and their associated Quality Bus Corridors;
- Liverpool South Parkway multi-modal transport interchange (N.B. located outside the Borough but will affect Knowsley as it will improve access to Liverpool John Lennon Airport); and
- A new bus station in Kirkby.

Source: Merseyside Local Transport Plan 2001

THE ROAD NETWORK

8.4

Whilst acknowledging the role of walking, cycling and public transport, the Local Transport Plan also stresses the importance of the road network. The freight strategy within the Local Transport Plan identifies a number of important highways as Freight Priority Routes, and also identifies some locations on the network at which significant congestion/delays and/or conflicts with the environment of local communities occur. These include the M62/M57/A5300 Junction (the "Tarbock Interchange") and the A580 corridor. A programme of junction capacity and environmental enhancements is being developed for these locations.

Freight Priority Routes in Knowsley

- M57
- M62
- A5300 (Knowsley Expressway)
- A561 (Speke Boulevard)
- A580 (East Lancashire Road)
- Moorgate Road, South Boundary Road and North Perimeter Road (Kirkby Industrial Park)

Source: Merseyside Local Transport Plan 2001



RAIL FREIGHT

8.5

The Local Transport Plan stresses the need to maximise the use of rail for the transport of freight. The rail freight network for Merseyside includes all the railway lines within Knowsley, and the rail freight terminal within Knowsley Industrial Park. Potential opportunities exist for the expansion of the rail freight terminal. The Merseyside Freight Study (published May 2000) also emphasises the important role that rail has to play in the transport of freight both now and in the future. It encourages the sustainable distribution of freight generally and as part of this the development of Freight Quality Partnerships (see Glossary) where appropriate. A new Merseyside Freight Strategy is being prepared based on the findings of this Merseyside Freight Study.

WALKING AND CYCLING

8.6

The most sustainable forms of transport are walking and cycling and can bring great benefits by encouraging and promoting exercise and healthy living. The Merseyside Walking Strategy (published June 2002) has been produced to supplement the Merseyside Local Transport Plan. The aim is to give greater emphasis and priority to pedestrian needs and thereby encourage greater use of walking for work, social, shopping, school trips, and for recreational purposes. A Merseyside Cycling Strategy is also being drafted.

NEW MERSEY CROSSING

8.7

Proposals are currently being developed for the provision of a new Mersey road crossing linking Runcorn with Widnes. The Council is very supportive of this scheme, which will bring much needed improvements to the strategic road network serving the Merseyside and Halton area.

LIVERPOOL JOHN LENNON AIRPORT

8.8

Under Government forecasts, there is likely to be a significant increase in air travel over the Plan period. This may require an increased role for Liverpool John Lennon Airport as outlined in the Aviation White Paper (published December 2003). The Council recognises the importance of the airport to Merseyside's economy. The Airport's Surface Access Strategy (Issue 3 of which was published in April 2004) encourages the use of all modes of transport, including public transport and other sustainable modes, to gain access to the Airport. As part of the Airport Surface Access Strategy, options are currently being evaluated for the provision of an access road to link the airport with the A562 in the south of the Borough, however these plans are insufficiently defined at this stage to show on the Proposals Map. Further transport and related infrastructure developments may be needed if the airport is to achieve its full potential. Also the development of the Liverpool South Parkway multi-modal transport interchange is included as a major scheme in the Merseyside Local Transport Plan and is designed to enhance access for all to Liverpool John Lennon Airport and the surrounding area.

POLICY T1:

AN INTEGRATED TRANSPORT SYSTEM

1. The Council's priorities for the development of the transport system are set down in the Merseyside Local Transport Plan, which aims to provide a sustainable and integrated transport system that would meet the needs of all existing and new development within and near to the Borough.
2. The Council will use its powers as Local Planning Authority to support the following strategic schemes within the Plan period:
 - a) Improvements to the M62/M57/A5300 junction (the "Tarbock Interchange");
 - b) A new link road to serve the south side of Prescott;
 - c) The Merseytram scheme - Lines 1 and 2;

- d) Further development that is necessary to support the future expansion of Liverpool John Lennon Airport (such as new access roads and public transport facilities) provided that such development is in accordance with its Airport Surface Access Strategy, and are acceptable in terms of their environmental and other effects. Off site airport car parks will not be permitted unless they are in accordance with the Airport Surface Access Strategy, and are acceptable in terms of their environmental and other effects; and
- e) Environmental and highway improvements included within the Approach 580 SIA - A580 Corridor Improvement Strategy.
3. Priority will be given to schemes which would provide for any of the following in accordance with the Local Transport Plan:
- An enhanced provision of walking and cycling routes;
 - Enhancements to the rail freight network, including the provision of improved or new rail terminal facilities, or rail freight facilities to serve existing industrial premises;
 - Enhanced provision for bus and rail (including new or improved bus and rail stations and public transport interchange facilities and development of Quality Bus Partnerships and Quality Bus Contracts to aid the enhancement of the principal bus routes); and
 - Enhanced provision of Park and Ride facilities to serve the Merseyside conurbation.
4. Enhancements to the transport system should be designed so as to be the most appropriate practicable option in terms of their impact on the environment and the local community. When undertaking transport improvements the opportunity should be taken to improve walking & cycling routes, enhance the local environment & streetscape and reduce visual clutter to a minimum.

This is a Part 1 policy

EXPLANATION T1

8.9

Policy T1 lists major transport schemes, which are likely to be implemented within the Plan period. With the exception of one proposed scheme (the new road which is required to serve the proposed Action Area on the South side of Prescott) the schemes are all included in the Local Transport Plan. The Council will support the implementation of these schemes, which are considered to be critical to the Merseyside transport network and also to the Council's sustainability and regeneration objectives. The Council will also encourage the progression of all public transport services and facilities towards the goal of full accessibility in accordance with the principles of the Disability Discrimination Act 1995 and its successors.

POLICY T2: MERSEYTRAM SYSTEM

- Those Merseytram routes which are proposed to fall within Knowsley are shown (in indicative terms only) on the Proposals Map and shall comprise parts of the following:
 - Line 1 - This will link Liverpool City Centre with Kirkby Town Centre, with a potential extension to Headbolt Lane, Kirkby. Line 1 is phased for implementation in the period 2005 to 2007.
 - Line 2 - This will link Liverpool City Centre with Prescott (including a transport interchange at Prescott railway station) and Whiston Hospital. Line 2 is phased for implementation in the period up to 2011.
- The siting, design and layout of the Merseytram lines, stops, supports for overhead wires and all other infrastructure shall be in accordance with the Merseytram Design Guides (generic and Line 1) published in October 2003. When constructing the tram routes and their associated infrastructure the opportunity should be taken to improve walking & cycling routes, enhance the local environment & streetscape and reduce visual clutter to a minimum.

- Merseytram Line 3 will link Liverpool City Centre with Liverpool South Parkway multi-modal transport interchange and Liverpool John Lennon Airport. Route options are currently being considered and in the event of any part it being proposed to fall within Knowsley details will be set down in a Supplementary Planning Document.

EXPLANATION T2

8.10

A key element of the Merseyside Local Transport Plan is the provision of a 3-line Light Rapid Transit system (known as Merseytram) to link Liverpool City Centre with parts of Knowsley and the eastern fringes of Liverpool. The Merseytram system will provide a high quality, electrically powered, rail based transit system, with high levels of segregated operation. Merseytram will be encouraged to source its electricity power from sustainable renewable energy sources where possible. Of the three lines, two will fall partly within Knowsley. A proposed third line would link Liverpool City Centre with a proposed interchange facility at Liverpool South Parkway and Liverpool John Lennon Airport, but at this stage it is not yet known whether any part of this line will fall partly within Knowsley as the exact route is in the early design stages and is subject to further discussions.

8.11

A Supplementary Planning Document (SPD) has been prepared and adopted for Merseytram Line 1, published March 2004. It has been decided that, due to the advanced stage of the Replacement Knowsley Unitary Development Plan, it is not appropriate to prepare a Supplementary Planning Document for Merseytram Line 2.

8.12

The route for the Merseytram Line 1 has now been finalised. Line 1 will link Liverpool with Kirkby Town Centre via the A580 (East Lancashire Road), Moorgate Road and County Road. This line will

terminate adjacent to the bus station on Cherryfield Drive. There will also be the possibility of an extension in the future to link with a proposed new railway station and transport interchange at Headbolt Lane, Kirkby.

8.13

Line 2 will link Liverpool City Centre with Prescott via the A57 (Liverpool Road), including a transport interchange at Prescott railway station, and will also serve Whiston Hospital. Route options within Prescott are currently being considered. The Council will be supportive of Line 3 subject to it meeting the policies and criteria set out in this Plan and further discussions. Although there are no firm proposals at present, the potential exists to consider further extensions to the Merseytram network in the future if required and subject to their feasibility.

8.14

Proposals for new tramways such as Merseytram require the approval of the Government under the Transport and Works Act, 1992. A Transport and Works Act Order approval for line 1 was granted on 21st December 2004, and it is anticipated that applications for approval under the Act will be submitted for lines 2 and 3.

8.15

The Council considers it important that the Merseytram system should be of a high quality design. A generic Merseytram Design Guide and one for Line 1 have been prepared, both published in October 2003, which will ensure that the scheme (including tram stops, overhead wires and maintenance depots) is of high visual quality and that any environmental harm (e.g. due to disturbance for neighbouring residents, noise, or visual intrusion) is minimised. When constructing the tram routes and their associated infrastructure the opportunity should be taken to improve walking & cycling routes, enhance the local environment & streetscape and reduce visual clutter to a minimum.

Merseytram Design Guides for Line 2 and 3 will be prepared in due course. Also mitigation measures will be taken to ensure that unacceptable harm to the free and safe flow of traffic is avoided.

8.16

The final alignment and design of the Merseytram scheme will also need to fit in with broader proposals for the regeneration of surrounding areas, including those for Kirkby and Prescott town centres, North Huyton and South Prescott.

POLICY LINKS

Policy H3

"North Huyton and Tower Hill (Kirkby) Action Areas"

Policy EC5

"South Prescott Action Area"

Policy S4

"Kirkby Town Centre Action Area"

Policy S5

"Prescot Town Centre"

Policy DQ1

"Design Quality in New Development"

Policy T3

"Other Public Transport Schemes"

Policy T8

"Transport Assessments"

Policy T10

"Access for the Less Mobile"

Policy MW7

"Renewable Energy"

POLICY T3: OTHER PUBLIC TRANSPORT SCHEMES

1. Planning permission will be granted for public transport schemes of the following types:

- New or improved bus or rail stations;
- New or improved Park and Ride facilities (in locations shown on the Proposals Map);
- Public transport interchange facilities; and
- Development required to aid the enhancement of the principal bus routes,

provided that the proposals demonstrate that they are in accordance with the Merseyside Local Transport Plan and/or its supporting strategies; and are otherwise in accordance with the policies of this Plan.

When undertaking transport improvements the opportunity should be taken to improve walking and cycling routes, enhance the local environment & streetscape and reduce visual clutter to a minimum.

2. The siting of a proposed new railway station at Headbolt Lane, Kirkby is indicated on the Proposals Map and the Council has agreed with Merseytravel to include a Park & Ride scheme at this potential new railway station.

3. In the event of Park and Ride facilities being proposed within the Green Belt, it will need to be clearly shown that the following criteria have been met:

- a) A thorough and comprehensive assessment of potential sites, using a sequential approach, has been undertaken which clearly demonstrates that there are no suitable alternative sites that could be practicably used (either within Knowsley or any adjacent Borough) which are outside the Green Belt, having regard to sustainable development objectives, and the need to be flexible about size and layout;
- b) The assessment establishes that the proposed Green Belt site is the most sustainable option taking account of all relevant factors including travel impacts;

- c) The scheme will not seriously compromise the purposes of including land in Green Belts;
- d) The proposal is contained within the Local Transport Plan (or is required to support other transport initiatives within the Local Transport Plan) and based on a thorough assessment of travel impacts; and
- e) New or re-used buildings are included within the development proposal only for essential facilities associated with the operation of the park & ride scheme.

EXPLANATION T3

8.17

The Merseyside Local Transport Plan 10 year strategy includes the provision of new stations at several locations in Merseyside, including one at Headbolt Lane, Kirkby (subject to a feasibility study and reference to the Strategic Rail Authority's "New Stations: A Guide for Promoters" which was published in September 2004). A Park and Ride Strategy exists (published July 2002), which aims to provide a number of Park and Ride sites, of varying sizes across Merseyside, which will link with rail stations, bus routes and the Merseytram system.

8.18

Policy T3 will ensure that these schemes will be granted planning permission where they satisfy the other policies of this Plan. For example, proposals for new public transport infrastructure will need to be designed and sited so as to avoid any detrimental impact on the environmental assets of the Borough, or on the living environment of any nearby residents. If proposals come forward for the development of Headbolt Lane (Kirkby) and Prescot railway stations, then these schemes should take into account the possibility of these stations also being served by the Merseytram system.

8.19

New Park and Ride facilities will be considered to be inappropriate development if sited in the Green Belt. However, exceptions to this may be made where the developer can demonstrate that there are no alternative sites that could practicably be used for this purpose.

8.20

Quality Bus Partnerships, Quality Bus Contracts and their associated Quality Bus Corridors are developed in partnership with bus operators and aim to help achieve a step change in the quality and attractiveness of bus travel across Merseyside. The Quality Bus Corridors in the Borough are as follows: along the A580 into Kirkby, along the A57 into Prescot and Whiston, along the A5080 into Roby, along the B5178 into Tarbock Green, and along the A562 into Halewood. The introduction of modern electric trolleybuses (powered by electricity from sustainable renewable energy sources) could be considered as another possible innovative method of enhancing and upgrading Quality Bus Corridors and other main bus routes. This could also help improve the image, quality and attractiveness of bus travel across Merseyside.



POLICY LINKS

Policy G1
“Development within the Green Belt”

Policy DQ1
“Design Quality in New Development”

Policy DQ2
“Security in the Built Environment”

Policy T8
“Transport Assessments”

Policy T10
“Access for the Less Mobile”

Policy ENV2
“Noise and Vibration”

Policy ENV3
“Light Pollution”

Policy MW7
“Renewable Energy”

POLICY T4: MAJOR HIGHWAY SCHEMES

- The following major highway schemes are indicated on the Proposals Map:
 - The improvement of the junction of the M62/M57/A5300 junction (the “Tarbock Interchange”); and
 - The provision of a new link road to serve the South Prescott Action Area.
- The Council will use its powers as Local Planning Authority to support the implementation of these schemes within the Plan period.

EXPLANATION T4

8.21
The Proposals Map identifies the broad location of land likely to be required for two important highway schemes.

8.22
The improvement of the M62/M57/A5300 junction (the “Tarbock Interchange”) is scheduled for implementation in the period before 2011, and is likely to involve the creation of new slip roads linking the M62 and the M57. The scheme is being progressed by the Highways Agency, and its implementation will support the delivery of key development opportunities on Merseyside. The scheme will also aim to improve safety and reduce congestion on the strategic road network. The final details of the scheme, and therefore the precise location of land affected, have yet to be determined.

8.23
The new link road in Prescott is required to provide adequate access to the strategic highway network to support the Council’s proposals for the South Prescott Action Area. Planning permission has already been granted for the scheme, which will be carried out in several phases, along the alignment shown on the Proposals Map. These phases will be timed to coincide with critical stages in the redevelopment of the Action Area, to ensure that sufficient highway capacity is generated to provide adequate access at all times for freight and other vehicles likely to visit the Action Area, and to discourage the use of Manchester Road (which runs through a residential area).

8.24
Also a new road from Upton Rocks residential development (in Widnes) to Cronton Road (at a point just within Knowsley’s boundary) has already been granted planning permission.

POLICY LINKS

Policy EC5
“South Prescott Action Area”

POLICY T5: LOCATION OF MAJOR TRAFFIC GENERATING NEW DEVELOPMENT

- Major developments (as defined in table 8.1) should be or be capable of being located within safe and convenient walking distance of public transport facilities (defined as being no more than 400 metres from a bus stop and/or 800 metres from a rail station or Merseytram stop).
- Developments that are likely to generate significant movement of freight or other vehicular traffic should be located at sites, which have good access to, and which will not cause an unacceptable amount of congestion on the rail network or the Strategic Road Network as indicated on the Proposals Map.
- Where a site for a proposed major development is not already within safe and convenient walking distance of a station, stop or interchange on passenger rail, bus or tram networks, planning permission will only be granted if improvements to the public transport network are made. There may also be a requirement for improvements to the Strategic Road Network. All such improvements should be made prior to the completion of the development to provide for satisfactory accessibility for all.

EXPLANATION T5

8.25
The location of development can have a significant impact on travel patterns, influencing both the number and length of journeys generated and also the choice of travel mode. Government planning policy requires that major developments, likely to attract significant numbers of visitors, can be easily accessed by walking, cycling and public transport. The objective is to provide realistic alternatives to the car.

8.26
The requirements of policy T5 will apply to the following forms of major development:

Table 8.1: Major traffic generating development

Land Use	Threshold (Gross Floorspace)
Food retail/non-food retail/conference facilities/Class D2 and leisure uses (including cinemas, bowling alleys etc)	1000 sq. metres
Business uses (Class B1 including offices)/higher and further education	2500 sq. metres
Stadia	1500 seats
Industry (Class B2)	To be specified in the Supplementary Planning Document (SPD)
Warehousing and distribution (Class B8)	To be specified in the SPD
Housing developments	To be specified in the SPD
Major tourism uses (including, theme parks, golf courses, museums etc)	To be specified in the SPD
Holiday villages, hotel complexes, permanent camp sites or caravan parks etc.	To be specified in the SPD
New schools	To be specified in the SPD
New hospitals	To be specified in the SPD
Significant extension or replacement of existing sites (Any of the above land uses)	To be specified in the SPD
Development proposals which, by themselves, fall below the above thresholds but which in conjunction with other proposals in the area will result in the thresholds being exceeded.	

8.27

As a guideline, all proposals for major traffic generating proposals as defined above should be on sites that are within 400 metres safe and convenient walking distance of a bus stop, and/or within 800 metres of a stop on the proposed Merseytram network or a railway station. This distance will be influenced by factors such as topography and the need to get across busy main roads.

8.28

It is also important to ensure that major developments are well located in relation to the rail network and the Strategic Road Network to avoid problems of congestion and of large vehicles (and other traffic) using unsuitable local roads. Where a proposal would significantly increase the volume of traffic on the trunk road network, the Council will consult the Highways Agency prior to making a decision on the planning application. A Memorandum of Understanding with the Highways Agency provides a framework for considering major development proposals in a way which would not prejudice the implementation of regeneration programmes.

8.29

Where development sites fail to meet these criteria, the Council will discuss the issue with its transport planning partners. Where satisfactory provision would not otherwise occur, the developer will be asked to enter into a planning agreement (see glossary) to cover or contribute towards the cost of additional public transport provision, or rail freight or highway infrastructure which is needed to serve the development. The proposed Supplementary Planning Document (SPD) on Transport issues (see paragraph 8.1 above) will explain the requirements of this policy and give greater definition to the land use categories in table 8.1.

POLICY LINKS

Policy PA1

"Planning Agreements"

Policy T8

"Transport Assessments"

Policy T9

"Travel Plans"

Policy T10

"Access for the Less Mobile"

**POLICY T6:
ENSURING CHOICE OF TRAVEL TO SERVE
NEW DEVELOPMENTS**

1. Proposals for new development should provide or be served by a good choice of modes of travel which is appropriate to the scale and nature of the development, as follows:
 - a) Well lit, safe, convenient and clearly sign-posted footways and cycle routes both within the site and linking to the surrounding area and to public transport facilities;
 - b) Cycle parking facilities in accordance with the Council's minimum standards;
 - c) Car parking facilities which do not exceed the Council's maximum standards;
 - d) Parking facilities for the less mobile, delivery and other service vehicles within the site in accordance with the Council's minimum standards;
 - e) Safe and convenient vehicular access to and from the highway and within the site; and
 - f) Good provision of public transport to the site. In the case of major developments, and any other developments likely to generate a significant amount of travel demand, the provision of additional public transport facilities such as bus stops, bus layover bays, taxi bays or other facilities may be required within or adjacent to the site.
2. Exceptions to the above will be considered in the case of minor extensions, alterations or other developments, which will not materially increase the amount of traffic visiting the site.

EXPLANATION T6

8.30

Policy T6 aims to ensure that there is a good choice of mode of travel for all development proposals, with an emphasis on walking, cycling and public transport. New developments will be expected to include provision for walking and cycling which links well with the wider pedestrian and cycle networks and which also links well with public transport facilities. These links should be attractively designed as an integral part of the development.

8.31

To promote community and road safety, no developments will be permitted which would cause a hazard as a result, for example, of the design of the highway access or internal circulation system. Car parks, cycle parking facilities and footpaths should always be well surfaced and lit, and subject to natural surveillance from occupied buildings. Conflict between vehicle and pedestrian routes should be avoided or actively managed through the use of designs which slow traffic in areas of shared use. In some parts of the Borough, on-street parking causes inconvenience and hazard and new developments will not be permitted which would cause or exacerbate such hazards.

8.32

Car parking standards will be set as a maximum (in order to encourage the shift towards more sustainable forms of travel) and will be set down in the proposed Supplementary Planning Document (SPD) covering transport issues, along with cycle parking and standards for the provision of parking spaces for the less mobile. In Huyton, Kirkby and Prescot town centres, together with district and local centres, a smaller number of parking spaces may be considered appropriate, provided the development would not cause parking problems in the centre as a whole.

8.33

New developments should be well served by public transport. Where necessary additional bus stops or other facilities will be provided within the site or the immediate locality. Where appropriate, obligations will be negotiated which require developers to make a contribution (for a specified period of up to a maximum of five years) to the provision of new public transport services that are deemed necessary in order to ensure that the development is adequately served.

8.34

In implementing the policy, the Council will take account of the scale and nature of the development. For example, minor extensions or alterations to properties may not have any material impact on travel patterns in the area. In these circumstances, it would not be reasonable to require the developer to provide additional facilities. The proposed Transport Supplementary Planning Document (SPD) will explain in detail to which forms of development, and in what circumstances, the policy will be applied.

POLICY LINKS

Policy DQ1

"Design Quality in New Development"

Policy DQ2

"Security in the Built Environment"

Policy T8

"Transport Assessments"

Policy T9

"Travel Plans"

Policy T10

"Access for the Less Mobile"

POLICY T7: NEW DEVELOPMENT AND WALKING & CYCLING ROUTES

1. New development should preserve and where possible enhance the walking & cycling network, as it can help enhance and provide access to green corridors & the countryside as well as promoting and encouraging exercise and healthy living for all.
2. In considering proposals for new development which will block (either partially or wholly) an existing right of way or other existing or proposed walking or cycling route, a balanced consideration of the following factors will be undertaken:
 - a) The contribution that the route makes or will make to the walking and/or cycling network in the area and the harm that would be caused to accessibility between existing uses in the surrounding area if the route were no longer available; and
 - b) Any benefits to community safety or security that could arise from the closure of the route.
3. In the event of it being minded to approve a development that would have an adverse effect on existing pedestrian or cycle networks, the Council will seek to secure alternative provision of equivalent quality, safety and convenience.

associated link footpaths. However these are still under development and as yet are insufficiently defined to show on the Proposals Map. There is also the potential in the future, where appropriate, for the Council to identify Quiet Lanes (see glossary) which are vehicular routes where traffic travels at slow enough speeds to make walking, cycling, or horse riding enjoyable. The Council will similarly consider the potential in the future to identify "Greenways" if appropriate, where walking and cycling will form part of informal recreational corridors. Footpaths and cycleways can have great benefits by helping promote and encourage exercise and healthy living for all as well as enhancing and providing access to green corridors and the countryside.

8.36

However, footpaths can sometimes contribute to the risk of crime and nuisance, particularly where they run at the back of buildings without adequate natural surveillance. In some cases it has been necessary for the Council to seek the closure of such routes in the interests of the amenity of neighbouring residents and of preventing unauthorised access to property.

8.37

In considering proposals affecting rights of way, the Council will take a balanced approach, which will weigh up the benefits of keeping the route open compared to any security or safety concerns that could arise from doing this. The more important the route is to accessibility in the area, the less likely permission is to be granted for any development, which would affect the route. Where a development would interfere with or block a footpath or cycle route, the Council will seek to agree alternative provision with the developer. It will be important to ensure that any alternative provision is itself safe, convenient and uses attractive boundary treatments, lighting and surface materials.

POLICY LINKS

Policy DQ1

"Design Quality in New Development"

Policy DQ2

"Security in the Built Environment"

POLICY T8: TRANSPORT ASSESSMENTS

Development proposals that would prejudice the primary function of any part of the highway network (i.e. the motorway, trunk road, primary and local highway network) by generating a material increase in traffic, which would overload the access to, or any part of the network, will not be permitted, unless the necessary mitigation measures required are undertaken.

Planning applications for the following forms of development will be required to be accompanied by a Transport Assessment:

- a) Major traffic generating development proposals as defined in table 8.1;
- b) Proposals which, either by themselves or in conjunction with wider proposals of which the development forms a part, are likely to cause significant harm as a result of existing road capacity or safety problems in the area;
- c) Proposals which are likely to significantly increase pollution and/or noise as a result of traffic generation; or cause pollution levels in Air Quality Management areas to exceed guideline levels;
- d) Proposals that would generate a material increase in traffic entering or using any motorways, trunk roads or other primary routes; and
- e) Proposals that would impact on the bus network.

EXPLANATION T8

8.38

Large-scale developments can have significant transport implications. The submission of transport assessments with planning applications enables these implications to be fully assessed. The aim is to manage travel demand so as to limit the effects of traffic generation on the environment (e.g. through noise or air pollution), and to provide for safe and easy access for all users to the site by all modes of travel. Not all proposals will require a full Transport Assessment. However, the Council will seek to ensure that adequate information is submitted with each planning application to ensure that the implications of the development for the transport network are adequately assessed.

8.39

The Highways Agency has responsibility for the maintenance of the motorway, trunk roads and other primary routes on behalf of the Secretary of State. In regard to motorways, the Secretary of State has a strict policy of not allowing direct access to motorways other than for motorway service stations, or motorway maintenance compounds. The Agency if necessary can direct the Council to refuse planning applications for developments whose access arrangements breach this policy.

8.40

A Transport Assessment is required to identify whether or not a proposal is feasible in traffic terms, and to ascertain the necessity and scope for acceptable highway improvement works or other mitigation measures. Works may be required to protect the safety and efficiency of the trunk and local road networks. Any development must be satisfactorily integrated into and coordinated with the highway network.

EXPLANATION T7

8.35

There is a comprehensive network of rights of way within the Borough, which are designated as footpaths or bridleways on the definitive Rights of Way map. One route (the Trans-Pennine Trail) is part of a strategic long distance trail. Many footpaths and cycle routes, whilst not formally designated as rights of way, are also considered to provide important links (often within the built up area) as outlined in the Countryside Recreation Strategy for Knowsley (approved 1996) which also includes a vision for the development of a "Knowsley Way" footpath and

POLICY LINKS

Policy ENV1

"Control of Pollution in New Development"

Policy T6

"Ensuring Choice of Travel to serve new Development"

Policy T9

"Travel Plans"

POLICY T9: TRAVEL PLANS

The following forms of development will require the submission and implementation of a Travel Plan:

- a) Major traffic generating development proposals as defined in table 8.1 (other than housing); and
- b) Smaller development proposals which, either by themselves or in conjunction with other proposals, would:
 - Generate significant amounts of vehicular traffic in or near to Air Quality Management Areas; or
 - Exacerbate an existing traffic problem in the surrounding area which would otherwise justify a refusal of planning permission.

Travel Plans will be encouraged to be as sustainable and innovative as possible and also provide inclusive access for all.

- Reductions in traffic speeds and improved safety; and
- More environmentally friendly freight movements.

8.42

Specific measures in a Travel Plan can include, for example, encouragement of car sharing, working from home and providing public transport facilities for employees. Any measures should have measurable outputs, and arrangements for monitoring.

8.43

All major developments as defined in table 8.1 will normally be expected to develop and implement a Travel Plan. The development of Travel Plans to cover whole industrial estates, industrial parks, business parks etc rather than just the individual site occupiers will be encouraged. The Council may implement highway measures to complement company or school travel plans. The Council also intends to ensure that routes to schools are made safer and more convenient, and School Travel Plan schemes should be used to achieve this. The Council is currently developing a School Travel Plan Strategy to support this. In addition, the Council may request that Travel Plans be implemented for smaller developments where the development may otherwise cause detrimental effects in an Air Quality Management Area (see Glossary) or an area with a local traffic problem.

POLICY LINKS

Policy T5

"Location of Major Traffic Generating New Development"

Policy T6

"Ensuring Choice of Travel to serve new Development"

Policy T8

"Transport Assessments"

Policy T10

"Access for the Less Mobile"

Policy ENV1

"Control of Pollution in New Development"

POLICY T10: ACCESS FOR THE LESS MOBILE

All proposals for new development, or for the change of use of existing buildings, will be required to have adequate access for the less mobile or those who have sensory impairments, and shall have adequate adaptability to meet lifetime design standards for homes and inclusive design standards for all other buildings and shall also be in accordance with the principles of the Disability Discrimination Act 1995 and its successors.

EXPLANATION T10

8.44

The Council will require that all development should provide for appropriate access for the less mobile. In the case of most proposals for new buildings, and many alterations to existing buildings, the necessary provision will be enforced through the Building Regulations. Planning legislation will not be used to duplicate this provision. However, planning decisions will be used to secure adequate provision in those cases which are not covered by the Building Regulations, which may include for example some alterations to buildings, external works, car parks and footways. In implementing this policy the Council will require new housing to meet the Lifetime Homes Design Standards, as recommended by the Joseph Rowntree Trust.

8.45

Guidance on the standards to be applied is set down in the "Merseyside Code of Practice on Access and Mobility, February 1999". Relevant parts of this document may be updated and adopted by the Council as a Supplementary Planning Document (SPD). Another important document is the Disability Discrimination Act 1995, which specifies that the less mobile should have adequate accessibility to buildings and the built environment.

POLICY LINKS

Policy DQ1

"Design Quality in New Development"

Policy DQ2

"Security in the Built Environment"

POLICY T11: TAXI FACILITIES

1. Proposals for new or expanded operating bases for private hire taxi facilities will be permitted provided that:
 - a) There will be no detrimental impact on surrounding land uses by virtue of noise, litter or general disturbance;
 - b) Satisfactory taxi parking, sufficient to meet the needs of the business, is already available or is to be provided as part of the development; and
 - c) Any radio masts associated with the use will be acceptable in terms of their effect on visual amenity and the amenities of neighbouring residents.
2. Taxi operations may be required to initially operate on a temporary basis, in order to enable their impact on the surrounding area to be fully assessed.

EXPLANATION T11

8.46

Taxis and minicabs are an important part of the public transport system, supplementing bus, tram and rail services as well as providing a service in their own right. The Council and Merseytravel also wish to encourage the progression of taxi provision in the Borough towards the goal of full accessibility. Private hire radio controlled taxi businesses generally aim to operate in a manner whereby vehicles do not spend much time at the base. However, inevitably there can be times between assignments in which taxi vehicles may tend to congregate around the office base. In addition, customers can congregate at the premises prior to their journey. In some cases, such businesses require tall and obtrusive radio masts to provide acceptable radio contact with drivers.

8.47

These issues mean that taxi facilities can, if inappropriately sited, cause problems of on-street parking and/or loss of amenity. Taxi facilities will often be acceptable if located in a town or district centre, or other commercial area. However, if the neighbouring properties include residential dwellings the problems can be more serious. In cases where planning permission is granted, the Council may require the use to operate on a temporary basis to enable its impact to be fully assessed. Other conditions may be imposed to prevent customers visiting the premises very late at night; to limit operating hours; to require the provision of off street taxi parking spaces; or to require the provision of litterbins for customers.

POLICY LINKS**Policy ENV1**

"Control of Pollution in New Development"

Policy T10

"Access for the Less Mobile"

**POLICY T12:
AERODROME SAFEGUARDING**

Any development that would or could adversely affect the operational integrity or safety of Liverpool John Lennon Airport will not be permitted.

EXPLANATION T12**8.48**

Safeguarding Zones around airports and aerodromes are established by the Secretary of State and defined on safeguarding maps issued by the Civil Aviation Authority (CAA). They define certain types of development that, by reason of their height, attraction to birds or inclusion of, or effect on, aviation activity will require prior consultation with the airport or aerodrome operator. Government advice in ODPM Circular 01/2003 sets out detailed guidance on how the safe and efficient operations can be secured. These areas are neither the responsibility nor the proposal of the Council as local planning authority.

8.49

A number of safeguarding areas for Liverpool John Lennon Airport relate to land within the Borough. Those that affect parts of the Borough are illustrated in Figure 8.1. The whole of the Borough falls within the 30km consultation zone for wind turbine development. The main types of development that will require consultation are as follows:

- Any proposal likely to attract birds, such as proposals involving significant tree planting, minerals extraction or quarrying, waste disposal or management, reservoirs or other significant areas of surface water, land restoration schemes, sewage works, nature reserves or bird sanctuaries in the Borough south of the Knowsley Village / Knowsley Park area.
- Applications connected with an aviation use in the Borough south of the Knowsley Village / Knowsley Park area.
- Buildings and structures over 10 metres in the western part of Halewood.
- Buildings and structures over 15 metres in central and eastern Halewood and the area to the north west of Halewood.
- Buildings and structures over 45 metres in Tarbock Green area and the eastern part of Prescot and Knowsley Park.
- Buildings and structures over 90 metres in a large area including Kirkby, Knowsley Business Park, Southdene, Knowsley Village, western part of Knowsley Park, Stockbridge Village, Roby, Huyton, Prescot, Whiston and Cronton.
- All telecommunication and radio masts etc in the Safeguarding Zone which might affect avionics equipment or radar e.g. close to the aerodrome or flight paths (NB consultation is required by the General Permitted Development Order (GPDO), see Glossary, on masts erected under permitted development rights within 3km of aerodrome perimeters);
- Street lighting, floodlighting, searchlights, illuminated advertising or laser displays which may present a confusing image to pilots on the approach to a runway.

- All wind turbine development proposals.
- Development that would involve using large cranes and other tall construction equipment that might impinge into the airspace of the Airport.

8.50

Only the northern part of the Borough north of Kirkby around Northwood and Westvale is unaffected by the Aerodrome Safeguarding Zones.

POLICY LINKS**Policy S10**

"Advertisements"

Policy MW2

"Proposals for Minerals Developments"

Policy MW5

"Waste Management and Treatment Facilities"

Policy MW6

"Landfill or Landraising"

Policy MW7

"Renewable Energy"

Policy ENV3

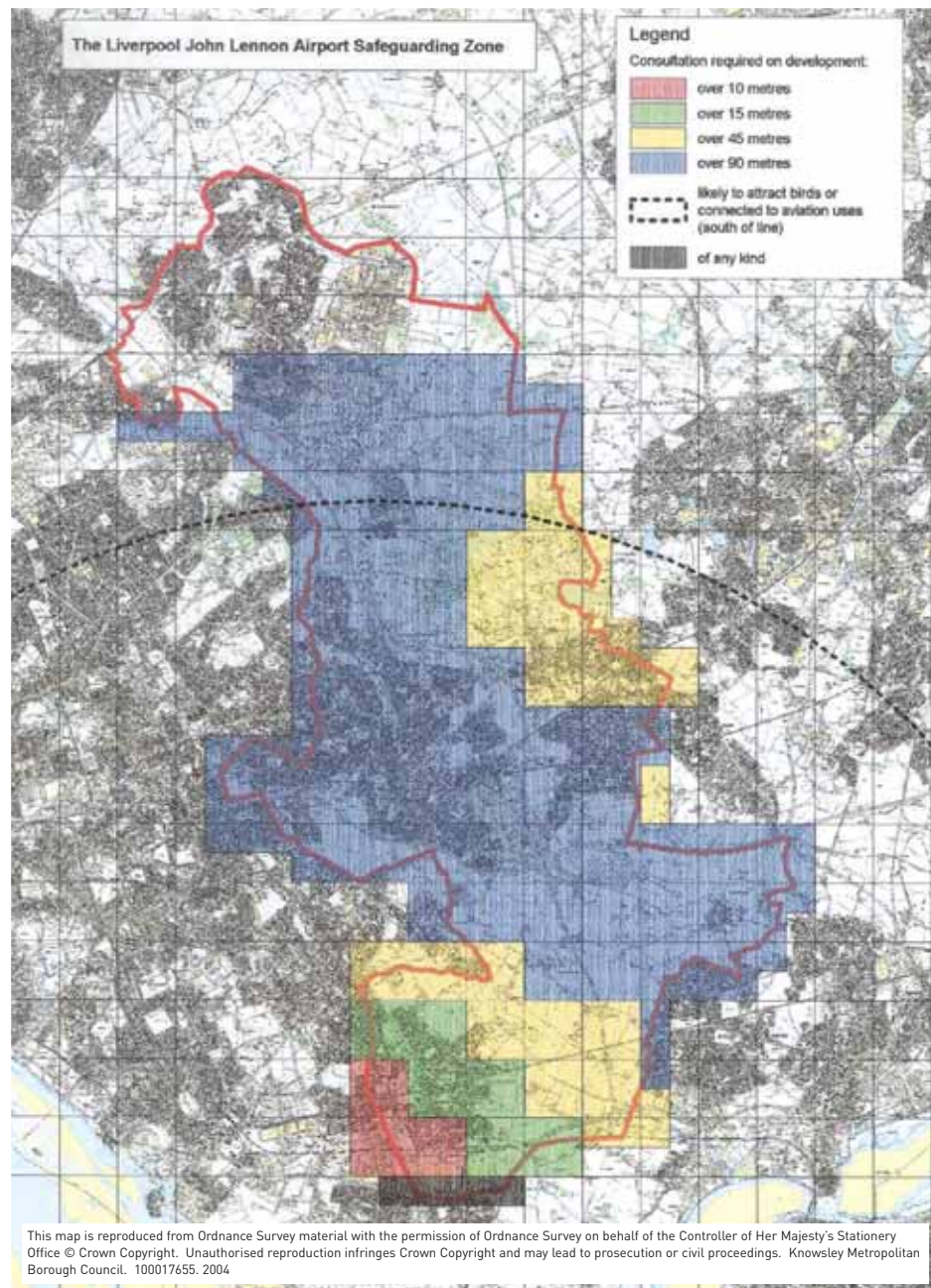
"Light Pollution"

Policy ENV7

"Telecommunications Development"



Figure 8.1: Map of the Liverpool John Lennon Airport Safeguarding Zone:



CHAPTER 9

Green Belt and the Rural Economy

STRATEGIC OBJECTIVES

- To protect the openness and character of the Green Belt from inappropriate development.
- To support the rural economy by encouraging appropriate forms of rural diversification, and protecting agricultural land of the best and most versatile quality from permanent loss.

INTRODUCTION

9.1

Approximately half of Knowsley, comprising all open countryside outside the boundaries of the urban areas is designated as Green Belt. Knowsley's Green Belt consists of urban fringe⁹ and countryside, which is a major environmental asset of ecological, landscape, recreation and agricultural importance. The UDP seeks to protect the urban fringe and countryside from inappropriate development, whilst maximising its environmental, economic and social benefits for Merseyside. The Council aims to ensure that the countryside is well managed and accessible to the residents of Merseyside, reflecting the aims of Knowsley's Countryside Recreation Strategy (approved 1996).

⁹Urban fringe is rural land that borders urban areas. The majority of Knowsley's rural land is adjacent to urban areas within Merseyside

9.2

In Britain as a whole, the rural economy is facing significant challenges against a background of ongoing reform of the Common Agricultural Policy, and following the more specific problems caused by BSE and Foot and Mouth disease. The Government's rural white paper recognises the inherent capacity of the countryside to meet this challenge and encourages diversification of the rural economy. The well being of the rural economy can be supported through the sensitive diversification of farm enterprises and other appropriate development, such as renewable energy.

9.3

Within the "urban fringe" and countryside there is a need to balance the needs of the urban population for recreational and leisure pursuits with the need to conserve and enhance the landscape, and to accommodate rural uses such as farming. As Knowsley's rural areas are designated as Green Belt, there are tight planning controls over development in these areas.

THE PURPOSES OF GREEN BELT

9.4

Planning Policy Guidance Note 2 “Green Belts” states that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open (i.e. free from most forms of built development). The purposes of including land in the Green Belt are:

- To check the unrestricted sprawl of large built up areas;
- To prevent neighbouring towns from merging;
- To assist in safeguarding the countryside from encroachment;
- To preserve the setting and special character of historic towns; and
- To assist in urban regeneration by encouraging the recycling of derelict and other urban land.

9.5

To further these objectives, Green Belt planning policy must necessarily guard against development which could be more appropriately located in built up areas. The protection of Green Belts in this way offers opportunities to:

- Provide access to the open countryside for the urban population;
- Provide outdoor sport and recreation facilities near urban areas;
- Retain attractive landscapes and enhance less attractive landscapes;
- Improve damaged land around towns;
- Secure nature conservation interest; and
- Retain land in agricultural, forestry and related uses.

HISTORY OF THE GREEN BELT ON MERSEYSIDE

9.6

Green Belt boundaries across the whole of Merseyside were defined for the first time in the Merseyside Green Belt Local Plan, adopted in 1983. The boundaries of the Green Belt in Knowsley (and in

Merseyside in general) were tightly drawn around existing urban areas. By their restrictive nature, the tight Green Belt boundaries are considered to be likely to encourage regeneration in the existing urban areas. Within Knowsley, the Green Belt has remained almost unaltered since 1983 (apart from minor “tidying up” of boundaries which took place when the first Knowsley Unitary Development Plan was adopted in 1998).

APPROACH TAKEN IN THIS PLAN TO THE DEFINITION OF FUTURE GREEN BELT BOUNDARIES

9.7

Government policy states that Green Belt boundaries, once established, can only be changed in exceptional circumstances. The Regional Spatial Strategy for the North West, 2003 proposed that there should be a strategic study of Green Belt across Merseyside and Halton. This study (the Merseyside Green Belt Study - Final Report) was published in January 2005 and concluded that there was no urgent need to review the Green Belt boundary in Merseyside. Since that time the Government has published its response to the Barker Review of Housing Supply in which it signalled its intention to make planning more responsive to the housing market and better able to deliver a variety and choice of housing. These are matters that, it is anticipated, will be taken into account in the preparation of the new Regional Spatial Strategy for the North West which will determine the scope and timing of any Green Belt Review.

9.8

In 2004, two urban capacity studies were completed which are relevant to this Plan, one of which assessed the capacity for new housing development on brownfield capacity sources within the urban area in Knowsley, and the other of which did the same but for Merseyside as a whole (ref: “Knowsley Metropolitan Borough Council: Urban Housing Capacity Final Report, White Young Green” 2004 and “Merseyside Sub-Region: Urban Housing Potential Study: 2004” White Young Green). These studies

(which were taken into account in the Merseyside Green Belt Study mentioned above) identify that there is enough land within the existing urban area to meet the need for new housing development up to and beyond the end-date of this Plan (2016). The Plan does not, therefore propose any changes to Green Belt boundaries to accommodate future housing development.

9.9

The potential need to accommodate land for economic development is, however (taking account of the results of the Green Belt Study) considered likely to be more pressing. The current supply of land for economic development is assessed in chapter 6 “Economic Development”. Whilst in quantitative terms there is still a significant supply available (164.8 hectares as in May 2004) there are considered to be constraints on the supply in terms of the range of site sizes, availability and quality. These constraints may become more severe as the Plan period progresses. However, it is not considered appropriate to make any changes to Green Belt boundaries to accommodate economic development until at least after the new Regional Spatial Strategy is published, and even then any changes would need to be identified in a future Development Plan Document for Knowsley.

PROPOSED MINOR CHANGES TO GREEN BELT BOUNDARIES

9.10

Notwithstanding the points set down above, the Plan does include several minor changes to the Green Belt boundary. The effect of these is to ensure the boundary runs along the actual boundary of existing housing areas. The areas concerned are located at Liverpool Road (adjacent to Kings Business Park), Wheatfield Road (Cronton), Pottery Lane (Whiston) and Knowsley Park Lane (Prescot). These changes have been made because keeping the existing housing areas in the Green Belt would not serve any of the purposes of Green Belts.

POLICY G1: DEVELOPMENT WITHIN THE GREEN BELT

1. Within the Green Belt the Council will not grant planning permission for development other than
 - a) The construction of new buildings or structures for the following purposes:
 - (i) Agriculture and forestry;
 - (ii) Essential facilities for outdoor sporting, recreational or tourism uses, which preserve the openness of the Green Belt and do not conflict with the purposes of including land in it;
 - (iii) Limited alterations, extensions or replacements of existing dwellings which would not (either by themselves or in conjunction with any previous alterations or extensions to the dwelling) result in a disproportionate increase in the size of the original dwelling;
 - (iv) Limited infilling or redevelopment of defined existing Major Developed Sites; or
 - (v) Development of Kings Business Park consistent with its role as a Regional Investment Site.
 - b) The re-use of existing buildings where the new use would not have a materially greater impact than the present use on the openness of the Green Belt and the purposes of including land in it.
 - c) The temporary use of land for mineral extraction, engineering or other operations which preserve the open-ness of the Green Belt.
 - d) The making of any material change in the use of land where the openness of the Green Belt is maintained and there is no conflict with the purposes of including land in it.

EXPLANATION G1

9.11

In order to ensure that the Green Belt can achieve its purposes and objectives, there will be a general presumption against most forms of development within it. Certain forms of development, however, can be appropriately accommodated within the Green Belt.

NEW AGRICULTURAL OR FORESTRY BUILDINGS

9.12

The construction of buildings for agriculture or forestry purposes (e.g. for storage of machinery etc.) is appropriate development in the Green Belt, although the siting and design of such buildings must preserve the landscape character of the countryside.

DWELLINGS FOR KEY WORKERS

9.13

The provision of new dwellings is inappropriate in the Green Belt with one exception. This exception is where the applicant has demonstrated that a new dwelling is essential to accommodate one or more key workers in connection with an agricultural or forestry enterprise. Planning Policy Statement 7 "Sustainable Development in Rural Areas" requires that applications for permanent dwellings for key workers must contain detailed information to demonstrate that there is a functional need for a new dwelling, together with details to establish the financial viability of the business. If the enterprise is a new one (i.e. has not been established for three years), the Council should not grant permission for a new permanent dwelling, but may consider granting permission for a temporary dwelling (such as a caravan or mobile home) for a maximum three year period to enable the long term viability of the enterprise to be established.

9.14

Dwellings which are unusually large in relation to the needs of the farm concerned would exceed what is "required" for the purpose stated and will therefore not be permitted under policy G1. Where permission for a key workers dwelling is granted, occupancy of the dwelling will be restricted, by planning condition, to a person solely or mainly working, or last working in the locality in agriculture or in forestry, or a widow or widower of such a person.

BUILDINGS FOR OUTDOOR SPORT AND RECREATION

9.15

Knowsley's countryside provides opportunities for sustainable rural tourism and leisure activities, which can play an important role in the regeneration of the rural economy. In providing development for tourism or leisure needs in the Green Belt, the development must be appropriate, genuinely required and preserve the openness of the Green Belt.

9.16

Knowsley Safari Park is by far the largest tourist facility in Knowsley. It is located within the Knowsley Hall estate, which covers an area of several square miles. The Park is a predominantly open use and the Council is keen to encourage its long-term attractiveness as a key tourist attraction. This means that new buildings or other development which are essential to the operation of the safari park may be permitted under policy G1, provided they maintain the primarily open character of the area.

EXTENSIONS TO RESIDENTIAL CURTILAGES

9.17

The extension of residential curtilages generally detracts from the openness of the Green Belt, due to the erection of fencing, boundary walls, domestic "paraphernalia" such as washing lines, play equipment, parked vehicles, etc. Not all of these are capable of being controlled by conditions on planning permissions in such a way as to reduce their impact on the Green Belt. This means that such proposals will normally be refused as they fail to comply with policy G1.

POLICY LINKS

Policy G2

"Landscape Character and Amenities of the Green Belt"

Policy G3

"Agricultural Land"

Policy G5

"Existing Major Developed Sites in the Green Belt"

Policy G6

"Conversion or Change of Use of Existing Buildings in the Green Belt"

Policy DQ4

"Trees and Development"

Policy ENV1

"Control of Pollution in New Development"

Policy ENV2

"Noise and Vibration"

Policy EC4

"Kings Business Park"

Policy ENV7

"Flood Risk and Drainage"

Policy ENV9

"Protection of Habitats and Designated Sites"

Policy ENV10

"Protection of Species"

Policy MW2

"Proposals for Minerals Developments"

Policy MW4

"Waste Management Strategy"

Policy MW5

"Waste Management and Treatment Facilities"

Policy MW7

"Renewable Energy"

POLICY G2: LANDSCAPE CHARACTER AND AMENITIES OF THE GREEN BELT

All new development within or adjacent to the Green Belt should protect or enhance:

- a) The appearance and character of the rural landscape; and
- b) The environmental quality of the countryside for people who use it for living in, carrying out businesses or for recreational pursuits.

EXPLANATION G2

9.18

Policy G2 applies to all new development within or adjoining the Green Belt, including proposals connected with primarily open uses which are appropriate in the Green Belt in principle.

LANDSCAPE IMPACT OF NEW DEVELOPMENT

9.19

The rural landscape in Knowsley includes many important features such as areas of mossland landscape, ponds, streams and small lakes, and other areas of ecological importance. Some of the countryside within the Borough, however, has been damaged by previous human activities, including waste tipping, coal mining and other mineral working, roads and other development.

9.20

When assessing the impact of new development on the rural landscape, the Council will take into account its effects on factors such as views across the countryside, landform, trees, woodlands, hedgerows, streams, ponds, field patterns, plot layout, archaeological features, and existing rural buildings. The Council will also take into account any benefits that would result from the development, for example the improvement of existing negative features such as areas of dereliction, roads and any unsightly or inappropriate existing buildings.

9.21

The Council intends to prepare a landscape character assessment, in accordance with best practice advice from the Countryside Agency, and may produce a Supplementary Planning Document which will identify:

- Guidelines for the design and location of new buildings and other development in the Green Belt;
- The key landscape, bio-diversity and ecological qualities of the Green Belt which will need to be protected and enhanced; and
- The circumstances in which the Council may ask developers to enhance the rural landscape.

IMPACT OF NEW DEVELOPMENT ON THE WIDER AMENITIES OF THE COUNTRYSIDE

9.22

Knowsley's countryside provides a valuable resource for outdoor recreation and outdoor sport activities (such as fishing, walking, cycling and informal recreation). The Borough contains three golf courses, as well as large country parks at Stadt Moers Park and Halewood Park and an award winning Local Nature Reserve at Acornfield Plantation. Many people live in or run businesses in the countryside (such as riding establishments) which are dependent on a quiet and disturbance free environment.

9.23

New development will generally be resisted where it would cause noise or other disturbance which may spoil the enjoyment of those who live in the countryside, or use it for business or recreational purposes. Development will, however, be encouraged if it would provide opportunities for increasing the awareness and availability of outdoor recreation and outdoor sport activity opportunities.

POLICY LINKS

Policy DQ1

"Design Quality in New Development"

Policy ENV1

"Control of Pollution in New Development"

Policy ENV3

"Light Pollution"

Policy ENV9

"Protection of Habitats and Designated Sites"

POLICY G3: AGRICULTURAL LAND

1. New development involving the loss of best and most versatile agricultural land (Grades 1, 2 or 3A) in a way which would practically prevent it from future return to agricultural use, will not be permitted unless:
 - a) It has been demonstrated that the development cannot be accommodated on previously developed land or on land within the boundaries of an urban area; and
 - b) It has been demonstrated that sufficient land of lower agricultural quality is unavailable or if available should not be developed in preference taking into account landscape, wildlife, historic or archaeological considerations.
2. New development proposals which, whilst not directly causing the loss of best and most versatile agricultural, would effectively prevent the use of such land as a result of the fragmentation of holdings or the conversion of agricultural buildings to other uses will also be subject to the requirements of 1 above.

EXPLANATION G3

9.24

The Department for Environment, Food and Rural Affairs (DEFRA) classifies agricultural land according to its quality. Land within grades 1, 2 and 3a is known as "best and most versatile". Agricultural land in Grades 3b, 4 and 5 is of moderate or poor quality and is less significant in terms of the national agricultural interest. The majority of the agricultural land in Knowsley is classified as "best and most versatile", and is therefore subject to policy G3.

9.25

New developments can, in effect, destroy the quality of agricultural land, making it impossible to use it as a resource in the future. This is the case with proposals for new buildings as well as for many "soft" end uses such as golf courses (which can rarely practicably be returned to agricultural use). In some cases, although the development itself may not be located on high quality land, it may sterilise the use of land by fragmenting agricultural holdings or converting buildings needed to farm the land to other uses, unconnected with agriculture.

9.26

Non-agricultural developments (such as new recreational or tourism uses) can themselves have a valuable role to play in diversifying the rural economy and can also provide an opportunity for enhancing the landscape. Policy G3 therefore does not seek to prevent such uses being permitted in principle. However, where they would affect best and most versatile land the onus will be on developers to demonstrate (using information submitted with the planning application) that the proposed development cannot be accommodated on previously developed sites or on land of lower agricultural quality. Where alternative sites are available on lower graded land, regard should be given to whether the alternative sites have a landscape, wildlife, historic or archaeological value which would mean that they are unsuitable for the proposed development.

POLICY LINKS

Policy G1

"Development within the Green Belt"

Policy G2

"Landscape Character and Amenities of the Green Belt"

Policy G4

"Rural Diversification"

POLICY G4: RURAL DIVERSIFICATION

1. Proposals for the diversification of rural enterprises will be permitted provided that they would:
 - a) Preserve the openness and purposes of the Green Belt;
 - b) Not harm the visual amenity or character of the area; and
 - c) Otherwise be in accordance with the policies of this Plan.

EXPLANATION G4

9.27

Appropriate proposals for rural diversification can help to maintain a good quality and diverse landscape, protecting a valuable resource and supporting economic activity. The Council recognises that diversification into non-agricultural activities can be vital to the continuing viability of many farm enterprises. Rural diversification shall be encouraged where it contributes to sustainable development objectives and preserves the openness of the Green Belt and does not conflict the purpose of including land within it.

9.28

Where rural diversification requires buildings, the Council encourages the re-use or replacement of existing buildings. Where farm diversification proposals in the Green Belt would result in "in-appropriate" development in terms of Planning

Policy Guidance note 2 “Green Belts”, any wider benefits of the diversification may contribute to the ‘very special circumstances’ required by PPG2 for a development to be granted planning permission (PPS7: “Sustainable Development in Rural Areas”, 2004).

POLICY LINKS

Policy T6

“Ensuring Choice of Travel to serve New Developments”

Policy ENV1

“Control of Pollution in New Development”

Policy ENV2

“Noise and Vibration”

Policy ENV9

“Protection of Habitats and Designated Sites”

Policy G6

“Conversion or Change of Use of Existing Buildings in the Green Belt”



POLICY G5: EXISTING MAJOR DEVELOPED SITES IN THE GREEN BELT

- Proposals for the limited infilling or redevelopment of the major developed sites identified on the Proposals Map will be considered appropriate in principle provided they would:

In the case of infilling:

- Have no greater impact on the purposes of including land in the Green Belt;
- Not exceed the height of the existing buildings;
- Not lead to a major increase in the developed proportion of the site;
- Not harm visual amenity; and
- Be related to the existing use of the site.

In the case of redevelopment:

- Have no greater impact on the openness of the Green Belt or purposes of including land in it and preferably have less (including impact from any additional infrastructure);
 - Contribute to the purposes of including land in the Green Belt;
 - Not exceed the height of the existing buildings;
 - Not occupy a larger area of the site than the existing buildings unless this would achieve a reduction in height which would benefit visual amenity; and
 - Not harm visual amenity.
- The Major Developed Sites in the Green Belt are:
 - Pentagon Fine Chemicals Limited, Halewood
 - Woolton Wastewater Treatment Works
 - Huyton Sewage Works
 - National Grid Substation, Kirkby

EXPLANATION G5

9.29

Where a site within the Green Belt is identified as a Major Developed Site, infilling or redevelopment meeting specified criteria is not inappropriate development. Limited infilling i.e. the filling of small gaps between existing built development at Major Developed Sites in continuing use may further local economic prosperity without further prejudicing the Green Belt. Similarly, the complete or partial redevelopment of Major Developed Sites can bring significant environmental improvements without increasing any existing harm to the openness of the Green Belt.

9.30

For the purposes of assessing criterion i) (for total redevelopment proposals) the relevant area is the footprint, excluding temporary or portable type buildings, open spaces with direct external access between wings of a building and areas of hard standings. Any comparison of the existing and proposed area of development will also be considered in terms of dispersal of the built form across the site. Even buildings of a reduced scale can have a greater impact on openness if they are dispersed across a greater area. Proposals for partial redevelopment should be put forward in the context of comprehensive, long-term plans for the site as a whole.

9.31

Separate criteria relate to the redevelopment of Kings Business Park, where more substantial development is anticipated consistent with its role as a Regional Investment Site.

POLICY LINKS

Policy EC4

Regional Investment Site: “Kings Business Park”

POLICY G6: CONVERSION OR CHANGE OF USE OF EXISTING BUILDINGS IN THE GREEN BELT

Proposals for the conversion or change of use of existing buildings in the Green Belt will be permitted provided they meet all the following criteria:

- The proposals would not have a materially greater impact than the present use on the openness of the Green Belt and the purposes of including land in it;
- The building is of permanent and substantial construction and major reconstruction would not be necessary to accommodate the proposed development;
- Any intrinsic architectural qualities of the building itself would be preserved or enhanced;
- All building work involved would be in keeping with its surroundings, respecting local building styles and materials;
- Any associated vehicular access routes, boundary treatments, utility services, gardens, storage or vehicle parking areas would be provided without harming the appearance of the surrounding area;
- In the case of buildings which may be used by bats, barn owls or other protected species, the possible presence of such species must be investigated and where appropriate, measures must be implemented to ensure that any damage to habitats is minimised;
- Where the change of use is associated with farm diversification the proposal would not lead to the subsequent fragmentation of the agricultural unit by separate sale of the building;
- There would not be an unacceptable impact on the amenity of existing neighbouring occupiers;
- The traffic generated would not be detrimental to either highway safety or environmental quality;

- j) The applicant has satisfactorily demonstrated that conversion of the redundant building would not produce displacement of activity and then the requirement for a new building to accommodate that activity; and
- k) In the case of a building erected in the last 4 years evidence has been submitted which satisfactorily shows that the building was legitimately required for and used for a substantial time for agricultural purposes.

EXPLANATION G6

9.32

The conversion of existing barns or other rural buildings to other uses (such as dwellings or commercial uses connected with rural diversification) can be appropriate development in the Green Belt. However, such proposals must not have a materially greater impact on the openness of the Green Belt than the current use. As a guideline, increases of less than 10% in the volume of the building will not normally be considered to have a materially greater impact on the open-ness of an area. However, in all cases the design of a scheme must be of high quality and preserve any intrinsic architectural qualities of the building and its setting.

9.33

Details of all associated development, car parking, boundary walls, gardens, storage areas, utility services (such as electricity poles) and access routes etc. should be submitted at the outset since these are integral to the effect that any scheme will have on the openness of the Green Belt. Where planning permission is granted for a conversion to a residential use, Permitted Development rights (see glossary) may be removed by condition attached to the planning permission, thereby restricting further extensions, outbuildings, hard standings, walls and fences etc.

9.34

The conversion of buildings which are not of permanent and substantial construction or which are incapable of conversion without major reconstruction would be contrary to Government policy on Green Belts. Therefore, applicants will be required to submit a full structural survey with applications to demonstrate that substantial reconstruction is not needed.

9.35

Barns and other buildings in the Green Belt (and also existing dwellings which are proposed to be replaced) can be important habitats for bats, barn owls or other protected species. As required by the Habitats Regulations (1994), where a conversion is proposed, ecological surveys shall be required prior to determining the application. Conditions may be imposed to ensure satisfactory provision for these species in the development. Further guidance is provided in chapter 13 "Environmental Protection and Nature Conservation" and may be further set down in proposed Supplementary Planning Documents on Nature Conservation and on rural developments.

POLICY LINKS

Policy T6

"Ensuring Choice of Travel to serve New Developments"

Policy ENV1

"Control of Pollution in New Development"

Policy ENV10

"Protection of Species"

Policy G1

"Development within the Green Belt"

Policy DQ1

"Design Quality in New Development"

Policy G8

"Agricultural and Equestrian Development"

POLICY G7:

ALTERATION, EXTENSION OR REPLACEMENT OF EXISTING DWELLINGS IN THE GREEN BELT

1. Proposals for the extension or alteration of an existing dwelling within the Green Belt, or for the construction of a detached garage or outbuilding within its curtilage, will be permitted provided that they meet the following criteria:
 - a) The form and materials of the development would respect the appearance of the existing dwelling and its setting, and preserve the openness of the Green Belt;
 - b) The development and any associated vehicular access routes, boundary treatment, garden, storage or vehicular parking areas would be provided without harming or unreasonably impacting on the amenity of any neighbouring property and the appearance of the surrounding area; and
 - c) In the case of proposals to extend an existing dwelling or for the construction of detached buildings within 5 metres of the existing dwelling, the proposal would not (either by itself or in conjunction with earlier developments) result in a disproportionate addition over and above the size of the original dwelling.
2. Proposals for the replacement of an existing dwelling in the Green Belt should (in addition to the above):
 - a) Demonstrate that the building is adequately served by public services or can be served without detriment to the openness of the Green Belt or the character of the area; and
 - b) In the case of buildings which may be used by bats, barn owls or other protected species, the possible presence of such species must be investigated and where appropriate, measures must be implemented to ensure that any damage to habitats is minimised.

3. The replacement of dwellings demolished prior to the submission of the planning application will not be allowed.

EXPLANATION G7

9.36

Proposals for domestic extensions, garages, or outbuildings, or for the replacement of existing dwellings can be appropriate in the Green Belt provided they do not change the fundamental character and scale of the original dwelling. As a general guideline enlargements (either through extension or replacement of the dwelling) of over 50% will not be allowed. The size of the "original dwelling" is defined as "That which existed on 1 July 1948 or the dwelling as originally built if this was later". Proposals for substantial new detached buildings (such as garages etc.) which are within the curtilage and within 5 metres of the dwelling will be considered in the same way as extensions.



9.37

Dwellings which have been previously demolished are not “existing” and their replacement will therefore not be permitted. The guidelines set by this policy will also apply to building works which enlarge or replace mobile homes and caravans (such as those which exist in mobile home parks at Halsnead and Halewood).

9.38

The requirements of this policy with regard to the extension or alteration of dwellings will be covered in the Council’s Supplementary Planning Document covering householder development.

POLICY LINKS**Policy ENV10**

“Protection of Species”

Policy DQ1

“Design Quality in New Development”

**POLICY G8:
AGRICULTURAL OR EQUESTRIAN DEVELOPMENT**

1. Proposals for agricultural or equestrian development should as a first preference utilise existing buildings rather than new buildings.
2. Where it is considered necessary to erect a new building or carry out other development associated with agricultural or equestrian uses, the proposal will only be permitted if it satisfies the following criteria:
 - a) Be sited and designed so as to have an acceptable impact on the openness of the Green Belt and the character of the landscape;
 - b) The building is of a design which is appropriate for its intended use, and sympathetic to its surroundings in terms of scale, materials, colour and architectural detail;

- c) Will not have a significant adverse impact on the character or setting of local settlements or the amenity of existing residents in terms of its visual impact, noise, smell and use.
 - d) Will not have a significant adverse impact in terms of traffic generation.
 - e) Access and car parking provision is satisfactory;
 - f) In appropriate cases, the proposal is accompanied by a landscape scheme, reflecting the landscape character of the area;
 - g) In the case of structures of a temporary nature being erected, the structure would be removed on cessation of the use intended.
3. In the case of equestrian development:
 - a) Regard will be had to the Countryside Agency and British Horse Society recommended standards for stabling, and grazing;
 - b) New buildings for equestrian use exceeding 65 square metres in floor area will be considered inappropriate development in the Green Belt and will only be permitted in very special circumstances; and
 - c) The site must be well related to the existing or proposed bridleway network, other off-road routes, or the proposal must include works to provide new routes to enable connections between the development and other routes or places of equestrian interest.
 4. Any proposal for equestrian development involving the overnight accommodation of animals will only be permitted if the Council is satisfied that there would be adequate security supervision which will avoid the need for a new dwelling to be constructed on or near the site.

EXPLANATION G8**9.39**

Proposals for agricultural buildings or plant, or for small-scale equestrian development are often appropriate in principle in the Green Belt. However, it is important to ensure they are not detrimental to either the openness of the Green Belt or to visual amenity. In considering the impact of a proposal on the landscape, details should be submitted not just of the development itself but also of associated paraphernalia such as (in the case of equestrian developments) any jumps or other equipment.

AGRICULTURAL DEVELOPMENT**9.40**

Under current Permitted Development rights (see glossary) for certain types of agricultural development, planning permission needs to be sought, or prior notification of intent needs to be given. Changing agricultural practises brought about by changes in hygiene and welfare legislation, the European Union Common Agricultural Policy (CAP) reform, and changing requirements of the market place may well result in the need for new development. The Council wishes to ensure that such development is sensitively located, and respects the character of the area.

9.41

For any new agricultural development, proposals should include details of any requirement for 24 hour residential supervision. Where such a requirement is identified, full details of how it is intended to provide such accommodation must be provided at the outset.

EQUESTRIAN DEVELOPMENT**9.42**

In recent years there has been a proliferation of pony paddocks and horse related activities, especially in urban fringe areas. The use of land for recreational horse keeping can bring employment and economic benefits, and offer an attractive way of exploring the countryside, but it can also have a significant impact on the countryside.

9.43

The keeping of horses can lead to the sub division of fields, downgrading of pasture and a demand for new buildings to provide shelter and accommodation. Commercial riding establishments and livery yards can amount to substantial developments with stabling, flood-lit exercise areas, indoor riding schools and, occasionally, demand for 24-hour employee presence on site. The landscape can, therefore, be fundamentally altered, leading to a loss of visual amenity, and a change in the character of the area, particularly when a number of such uses are in close proximity. There can also be conflict between motorised and non-motorised road users, with a consequent impact on road safety.

9.44

In some cases, however, horse keeping can be a positive force in maintaining traditional pastoral landscapes, especially where there is a commitment to good pasture management and boundary maintenance. Equestrian activity which respects the rural environment can help to diversify the rural economy and is a traditional part of rural life. Additionally, land used for grazing is usually considerably more biodiverse than arable land.

9.45

The grazing of horses for recreational or agricultural purposes generally lies outside planning control, but associated development, such as horse shelters, stables, and ménage and turn out areas, is normally the subject of planning control.

9.46

To ensure that horse related development does not result in overgrazing, proposals should indicate at least 0.4 ha of grazing land for every horse within or adjacent to the site where the horses will be kept. This guideline is based on the advice of the British Horse Society and of the Countryside Commission in their booklet “Horses in the Countryside”. The guideline will promote the interests of animal welfare and prevent overgrazing of land, with resultant detriment to the landscape.

9.47

Where stables fall within the curtilage of dwellings and do not constitute Permitted Development (see glossary), these will also be subject to the requirements of this policy.

POLICY LINKS**Policy G1**

"Development within the Green Belt"

Policy G2

"Landscape Character and Amenities of the Green Belt"

Policy G3

"Agricultural Land"

Policy ENV9

"Protection of Habitats and Designated Sites"

Policy ENV10

"Protection of Species"

Policy DQ1

"Design Quality in New Development"

**STRATEGIC OBJECTIVES**

- To protect and where possible increase opportunities for education, recreation, exercise and play for people in the borough where a need is demonstrated.
- To protect and where possible enhance the contribution made by open space to visual and residential amenity, ecology, culture, communities, health, access and strategic functions of space.

INTRODUCTION**10.1**

This chapter explains the policies towards the protection and enhancement of the network of urban greenspace and sporting facilities within each of the townships of Knowsley. These resources are considered to be essential to the quality of life within these areas. They help to provide a healthier society and make the Borough a more attractive place in which to live and invest and therefore assist in the goal of regeneration.

CHAPTER 10**Urban Greenspace, Sport and Recreation****SPORTING PROVISION AND URBAN GREENSPACES IN KNOWSLEY****10.2**

There are several public indoor leisure centres providing sporting facilities for different communities in Knowsley. Recent improvements in the quality of Council based facilities have offered new opportunities for local people through the provision of a new leisure centre at Halewood and a multi use sports facility at King George V, Huyton. There is also a range of private sporting facilities within the Borough including the Liverpool Football Club Academy based at Kirkby, and a similar facility planned for Everton FC at Halewood.

10.3

There is also an extensive network of "urban greenspace" in Knowsley, including areas with secured public usage (known as public open space) and other areas in private ownership.

Figure 10.1: Types of urban greenspace

- i. Parks and gardens - including urban parks, country parks and formal gardens;
- ii. Natural and semi-natural urban greenspaces - including woodlands, urban forestry, scrub, grasslands (e.g. downlands, commons and meadows) wetlands, open and running water, wastelands and derelict open land and rock areas (e.g. cliffs, quarries and pits);
- iii. Green corridors - including river and canal banks, cycleways, and rights of way;
- iv. Outdoor sports facilities (with natural or artificial surfaces and either publicly or privately owned) - including tennis courts, bowling greens, sports pitches, golf courses, athletics tracks, school and other institutional playing fields, and other outdoor sports areas;
- v. Amenity greenspace (most commonly, but not exclusively in housing areas) - including informal recreation spaces, greenspaces in and around housing, domestic gardens and village greens;
- vi. Provision for children and teenagers - including play areas, skateboard parks, outdoor basketball hoops, and other more informal areas (e.g. 'hanging out' areas, teenage shelters);
- vii. Allotments, community gardens, and city (urban) farms;
- viii. Cemeteries and churchyards; and
- ix. Accessible countryside in urban fringe areas.

Source: The Urban Green Space Taskforce

TACKLING THE ISSUES

10.4

A key objective of this Plan is to promote the interests of all types of sport and recreation which are needed by the communities within Knowsley. The Council has prepared a strategy covering playing pitches and has also prepared an Open Space, Recreation and Sport Needs Assessment to comply with the requirements of PPG17, "Planning for Open Space,



Sport and Recreation". An Open Space, Recreation and Sport Strategy will also be prepared by the Council which, together with the needs assessment will inform planning decisions with respect to open space and built sports facilities. Further guidance will be provided in a Supplementary Planning Document (SPD).

10.5

The strategy will identify options for change after considering existing and future needs.

The Supplementary Planning Document will:

- Define a hierarchy of different types of public open space;
- Identify the minimum quantity, quality and accessibility of each type of provision;
- Identify a minimum acceptable size for those types of provision where this is applicable;
- Provide design guidelines for each type of provision;
- Provide formulae for the calculation of commuted maintenance sum payments where new development will provide open space/recreation facilities as part of the development or use existing provision in the area;
- Provide formulae for the calculation of capital cost of providing and maintaining new off-site provision where appropriate; and
- Apply the standards to identify existing deficiencies/surpluses for all types of provision in terms of quantity, quality, accessibility and size and projected future needs taking account of socio-demographic trends, participation trends and planned new provision.

POLICY OS1: STRATEGY FOR URBAN GREENSPACE, SPORT AND RECREATION

Open space, sport and recreational facility sites will be protected from inappropriate development and proposals to improve existing sites and create new sites, to meet identified needs in the Borough, will be supported.

New development should:

- a) Protect sites which have existing or potential value to provide for identified local needs;
- b) Improve the quality and/or accessibility of sites where this would address identified deficiencies;
- c) Create new sites where this would address identified deficiencies and resources are available; and
- d) Protect and where possible improve links between sites.

Where needs arise from new developments, planning obligations will be sought to secure new or improved provision and contributions towards future maintenance.

This is a Part 1 policy

EXPLANATION OS1

10.6

The policies of this Plan aim to ensure that new development is consistent with the provision of both an adequate quantity and quality of accessible urban greenspace and sporting facilities. In the case of public open spaces and playing pitches, provision will be made within a hierarchy of different types of open spaces, to be set out in the "Open Space, Sport and Recreation" Supplementary Planning Document. This will identify the special role that parks and other types of open space should play, and recommend appropriate facilities that should be provided within each level in the hierarchy and their distribution across the Borough. Development that would significantly harm the qualities of open space, as set out in policy OS2, is inappropriate.

POLICY LINKS

Policies OS2-6

POLICY OS2: URBAN GREENSPACE

1. New development within or affecting areas of greenspace will not be permitted if it would significantly harm any special qualities of the greenspace in respect of the following:
 - a) Visual amenity;
 - b) Residential amenity;
 - c) Wildlife value and environmental benefits;
 - d) Cultural and community value;
 - e) Recreational and health benefits; or
 - f) Strategic benefits.
2. Development within or affecting greenspaces will be permitted where:
 - a) The development would be of a minor nature which would not harm the qualities of the greenspace listed above;
 - b) The development is required in connection with the use of the greenspace (e.g. small changing rooms); or
 - c) Any harm caused by the development would be mitigated, for example, by the provision of replacement facilities which must be of at least as high quality, "fitness for purpose", and accessibility as any facilities which would be lost.
3. Development must not sever existing, or prevent identified potential, physical and/or visual linkages between adjoining urban greenspaces, and should wherever possible improve them.

EXPLANATION OS2

THE BENEFITS OF URBAN GREENSPACE

10.7

The Council has identified a need to continue to improve the quality of urban greenspaces in Knowsley, to ensure that they contribute in different ways to community needs. Urban greenspaces vary widely in type (see figure 10.1), size and value to the community, and smaller sites may not be identified specifically on the Proposals Map. New development within or affecting greenspaces (irrespective of whether the quantitative standards in policy OS3 and OS4 are met) should aim to protect or enhance their qualities, which can include the following:

- **Visual amenity**
 - The provision of open vistas within the urban area;
 - Increasing tree coverage by providing suitable sites for tree planting;
 - The provision of visual screening for commercial uses;
 - The framing of transport corridors, providing a welcoming and attractive gateway to urban areas; and
 - Contribution to the landscape and identity of the surrounding area.
- **Urban quality and residential amenity**
 - Supporting regeneration and improving quality of life for communities by providing visually attractive green spaces close to where people live;
 - The provision of buffers between residential and commercial areas, and alongside roads, thereby reducing noise and pollution for residents.
- **Wildlife value and environmental benefits**
 - The provision of natural landforms, havens and habitats for flora and fauna and wildlife corridors;

- Sites of geological and/or geomorphological interest;
- Opportunities for environmental education; and
- Accommodation of watercourses, water features and emergency flood storage areas.

• Cultural and Community Value

- Accommodation of historic or archaeological remains;
- Where a site has cultural or historic significance for the community; and
- The provision of sites for fairs and other, community events.

• Recreational and health benefits

- Providing opportunities for informal and formal recreation within sites;
- Encouraging people to walk or cycle along green corridors; and
- The provision of sites for allotments encourages exercise and healthy eating.

• Strategic benefits

- Defining and separating urban areas;
- Providing linkages between town and country e.g. green corridors; and
- Links to, and between, open spaces.

GUIDELINES FOR DEVELOPMENT AFFECTING GREENSPACES

10.8

Although it is important to conserve greenspaces that make an important contribution to the community and the environment, the Council will not seek to operate a wholesale presumption against the development of urban greenspace. New development will be allowed where it satisfies any of the criteria under the second part of the policy.

10.9

It may not always be appropriate for replacement facilities to be of exactly the same scale or nature as those that may be lost, but they should always be of the same or greater value to the community and be "fit for purpose". For example, the replacement of a number of playing pitches with an artificial turf pitch may provide more games to be played per year or season, but it may not allow a Sunday League to play their games at the same time, or allow players to make challenges due to the abrasive surface.

10.10

Adjacent urban greenspaces can link together to form urban greenspace systems, sometimes known as green corridors, providing a greater overall benefit than the spaces can provide individually. The spaces may be separated by small gaps such as roads, railways or small pieces of land, but are still visually linked. As well as providing the benefits of individual open spaces, they can provide attractive, safe, traffic free access to other open spaces and even the countryside, can perform strategic functions and act as wildlife corridors. Many greenspaces also perform a valuable function providing habitats and existing or potential planted areas as part of the Mersey Forest initiative described in policy DQ4.

10.11

Wherever possible these systems should be expanded, with footpaths and cycle paths linking to and through them. In some cases access may be restricted for reasons of community safety and security, however non-publicly accessible spaces can still perform an important role in providing ecological and visual links, and care should be taken to ensure that such roles continue. The Council may identify existing and/or potential new urban greenspace systems in a Supplementary Planning Document. An example of an open space system is the series of open spaces along the Alt Valley, particularly along Seth Powell Way.

POLICY LINKS

Policy T7

"New development and walking and cycling routes"

Policy OS3

"Quantitative Standards - Public Open Space for General Amenity Use, allotments and Children's Play"

Policy OS4

"Protection of Playing Pitches and Other Formal Sporting Facilities"

POLICY OS3:

QUANTITATIVE STANDARDS - PUBLIC OPEN SPACE FOR GENERAL AMENITY USE, ALLOTMENTS AND CHILDRENS PLAY

1. When considering planning applications, the following standards for the provision of public open spaces will be applied as a minimum (not including land formally laid out as playing pitches and other sporting facilities):
 - a) No Substantial Residential Area should have less than 0.5 hectares per thousand residents for general amenity use, 0.05 hectares for allotments and 0.2 hectares for children's play; and
 - b) All households should have access to amenity greenspace, allotments and children's play space within a catchment distance that is appropriate for the users.
2. In any part of the Borough where provision falls below the standards set in 1) above, the loss by development of any greenspace (irrespective of its current use) which would be suitable in terms of its size, location and character, to help to make good the deficiency will not be permitted.

EXPLANATION OS3

10.12

Policy OS3 sets minimum quantitative standards for the provision of public open space ("POS") for use for general amenity or children's play. It does not cover playing pitches and other formal sporting facilities, which are the subject of policy OS4. New development within or affecting general amenity public open space must satisfy the quantitative standards set by policy OS3 as well as the qualitative criteria provided by policy OS2.

DISTRIBUTION OF PUBLIC OPEN SPACES WITHIN KNOWSLEY

10.13

Compared to many other Metropolitan areas, Knowsley has a good supply of public open space. Its distribution is, however, uneven within the Borough, with the post-war overspill estates generally having a good provision. At the other end of the scale, in the older parts of the Borough which include many inter-war estates, residential development is denser and open space can be in short supply.

10.14

To operate the standards set by policy OS3, the Council has split the residential parts of the Borough into areas known as "Substantial Residential Areas" ("SRAs"). These are residential neighbourhoods that should be self-sufficient in accessible local public open space, the boundaries of which have been drawn along barriers to pedestrian access, such as main roads and railway lines.

10.15

The standards aim to ensure that a more equitable and adequate distribution of POS across the Borough may be achieved over time - no SRA should fall below an acceptable level of provision. In calculating whether an SRA complies with the standard, all forms of public open space except formal sports facilities, e.g. playing fields, tennis courts, bowling

greens, etc. are taken into account. The Council will adopt a Supplementary Planning Document which will describe the boundaries of the SRAs and other detailed matters concerning the operation of this policy.

PROXIMITY TO CHILDREN'S PLAY SPACES

10.16

In addition to meeting the area-based standards set by the first part of the policy, policy OS3 requires that housing development (either existing or new) should have access to amenity greenspace, allotments and children's play space within a catchment distance that is appropriate for the users. Accessibility standards in the form of travel distance by different forms of transport will be set out in a Supplementary Planning Document. In operating the standard for children's play space the Council will ensure that the walking route itself is safe and convenient.

POLICY LINKS

Policy OS2

"Urban Greenspace"

Policy OS4

"Protection of Playing Pitches and Other Formal Sporting Facilities"

Policy OS5

"Public Open Space and Recreational Facilities to Meet the Needs of New Development"

POLICY OS4:

PROTECTION OF PLAYING PITCHES AND OTHER FORMAL SPORTING FACILITIES

- Where a new development would lead to the partial or complete loss of an existing playing pitch or other formal sporting facility, the applicant will be expected to demonstrate that at least one of the criteria listed below is met:
 - There is an excess of provision for the sporting use in the area and no evidence of future or continuing need;
 - The proposal is for facilities ancillary to the principal use of the site as a sporting facility;
 - The proposed development would affect only land incapable of forming part of the facility;
 - Alternative provision of at least equivalent quality, quantity, fitness for purpose and accessibility is proposed; or
 - The proposal is for a development of such benefit to sporting interests that it outweighs the loss of the existing facility.
- Irrespective of whether any of the criteria set within 1) above are met, development affecting an existing playing pitch or other formal sporting facility will not be permitted if it would result in any of the community areas having less than 1.85 hectares of playing pitches and other formal sporting facilities provision per thousand residents available for public use.
- In any part of the Borough where provision falls below the standards set in 2) above, the loss by development of any greenspace (irrespective of its current use) which would be suitable in terms of its size, location and character, to help to make good the deficiency will not be permitted.

EXPLANATION OS4

10.17

Policy OS4 seeks to protect from development existing playing pitches and other formal sporting facilities which are needed by the community. The policy will apply to the following:

- Grass playing pitches, whether public or private. It will apply equally to single pitches and to groups of pitches, and related land required for the use of the pitch;
- Artificial playing pitches, mini and junior soccer and five a side pitches;
- Other outdoor facilities such as golf courses, bowling greens and tennis courts;
- Indoor sporting and recreational facilities of all types; and
- Any land which may be currently vacant but that has been in use for sport or recreation within five years of the planning application being made.

ASSESSMENT OF NEED FOR THE FACILITY

10.18

Where a planning application is submitted for a development that would lead to the total or partial loss of an existing facility the Council will assess whether that facility is surplus to requirements by reference to its "Open Space, Sport and Recreation Needs Assessment and Strategy". The applicant may seek to demonstrate through an independent assessment whether the facility is needed. This assessment should address both the quantity and quality of provision in the area, and the methodology should be agreed with the local planning authority in advance of the study commencing. For example, in the case of grass playing pitches, other playing pitches within the area may be unusable at certain times of the year because they may be waterlogged. In these circumstances it would be appropriate to consider the number of games that can be accommodated in reality rather than the theoretical capacity of the pitch. Planning permission will not be granted unless the Council is satisfied either that the facility is no longer needed or that one of the other criteria listed within 1 b) to 1 e) within policy OS4 are met.

10.19

If a planning application for partial development for other uses is received, account must be taken of the impact of the development on the viability of the remainder of the facility.

THE MINIMUM QUANTITATIVE STANDARD FOR PLAYING PITCHES**10.20**

Provision standards will be set separately for playing pitches and other types of formal sporting facility in the Supplementary Planning Document. In terms of accessibility, studies for the Council have found that people are generally prepared to travel further to formal facilities than to informal play areas. This will be reflected in larger catchment areas for playing pitches, which are likely to be based on the boundaries of the main settlements in the Borough. This links to the Council's investment strategy in the provision and maintenance of playing pitches. Within these areas, larger "hub sites" consisting of several pitches can make the provision of ancillary facilities such as changing rooms more viable.

EFFECTS OF THE QUANTITATIVE STANDARDS IN POLICIES OS3 AND OS4 ON NEW DEVELOPMENT**10.21**

New development that would lead to the loss of public open space or a playing pitch will only be permitted if the overall provision in the area would not, as a result, fall below any of the required standards or, if already below any of the standards, fall further below.

DEVELOPMENTS AFFECTING OTHER AREAS OF GREENSPACE (I.E. NOT CURRENTLY IN USE FOR PUBLIC OPEN SPACE OR AS A PLAYING PITCH) IN AREAS OF DEFICIENCY**10.22**

Some parts of Knowsley contain greenspaces which are not currently available for public use. If these sites are in an area of shortfall in public open space or playing pitch provision against the standards set by either policy OS3 or OS4, and are of a size, location or character which would make them suitable for future use which could make up the shortfall, planning applications for other forms of development which would prejudice this will be resisted. This approach will be taken irrespective of the current condition of the land and whether it is well maintained or neglected.

DUAL USE OF SCHOOL SITES**10.23**

Application of the standards set out in policies OS3 and OS4 will also take account of any open space within school sites which is available for use by the community as a whole. If school facilities are available (and this availability is legally enforceable by the Council as Local Planning Authority through an agreement with the school) this may make it possible to release other open space in the area for development for other uses provided that the overall amount of open space within the area (including the open space available within the school site) meets the quantitative standards in policies OS3 and OS4. Availability of school facilities across the Borough will vary and a practical view as to an appropriate level of dual use of facilities by schools and the local community will be required.

POLICY LINKS**Policy OS3**

"Quantitative Standards - Public Open Space for general amenity use, allotments and children's play"

Policy OS5

"Public Open Space and Recreational Facilities to Meet the Needs of New Development"

**POLICY OS5:
PUBLIC OPEN SPACE AND RECREATIONAL FACILITIES TO MEET THE NEEDS OF NEW DEVELOPMENT**

1. All new residential developments should be adequately served by public open space, children's play and informal recreation facilities as set out in policy OS3.

All residential developments

2. In all cases, developers will be required to make a financial contribution towards the maintenance of any existing or new open space that is needed to serve the development.

Residential developments within areas of deficit

3. Where a development would result in an area falling short of the standards of provision, or, if already below, to fall further below its standards, a legal agreement will be sought to require the developer either to:
 - a) Set aside and lay out an area of public open space (with appropriate facilities), within the development site, sufficient to make up any shortfall that would otherwise occur; or
 - b) Make a financial contribution (in addition to any that is required under 2) above) towards off-site provision which would enable an acceptable amount and quality of public open space, children's play and informal recreational facility to be made available in the area.

10.25

In determining planning applications the Council will refer to its quantitative standards and the quality of provision in the area. The Council will adopt a Supplementary Planning Document which will set down:

- The circumstances in which on-site provision will be required (this will generally be for larger developments);
- Circumstances in which a financial contribution will be required towards off-site provision; and
- The basis on which commuted sums for maintenance will be calculated.

10.26

When considering the design of new public open space and recreational facilities, consideration will be given to:

- Fitness for purpose;
- The general design of any buildings or structures, site layout, landscaping;
- Its relationship with the adjacent area including visual amenity and impact on neighbours (light pollution, noise, hours of operation, intensity of use, possible anti-social behaviour, etc);
- Its contribution to the factors set out in paragraph 9.7, particularly environmental quality and biodiversity; and
- Access for people with disabilities.

EXPLANATION OS5**10.24**

The Council acknowledges that housing developers share its own concerns to ensure that a satisfactory standard of provision should be made and maintained for public open space, play, and recreational facilities, since these are factors that prospective house buyers will take into account. The Council will therefore seek the co-operation of developers in maintaining and improving standards; in some circumstances, however, it will require developers to provide an appropriate amount of open space, children's play and informal recreational facilities.



POLICY LINKS

Policy OS2

“Urban Greenspace”

Policy OS3

“Quantitative Standards - Public Open Space for General Amenity Use, allotments and Children’s Play”

Policy OS4

“Protection of Playing Pitches and Other Formal Sporting Facilities”

Policy DQ1

“Design Quality in New Development”

Policy DQ2

“Security in the Built Environment”

Policy ENV2

“Noise and Vibration”

Policy ENV3

“Light Pollution”

Policy ENV9

“Protection of habitats and designated sites”

POLICY OS6: LOCATION OF MAJOR NEW SPORTING AND RECREATIONAL FACILITIES

Major new sporting and recreational facilities should be located where they would:

- a) In the case of facilities which could appropriately be located within a town centre, comply with the sequential approach as set out in chapter 7 “Town Centres and Shopping” of the Plan in respect of other town centre uses;
- b) Be well served and easily accessible by public transport, walking and cycling; and
- c) Avoid causing any adverse effect on the viability or vitality of any town or district centre in its catchment area.

This is a Part 1 policy

EXPLANATION OS6

10.27

The Council recognises the need to continue to improve sports and leisure facilities in Knowsley, to provide modern and convenient sporting facilities. Major new indoor facilities have recently been provided in Halewood and Huyton, and planning permission has been granted for a new sports centre near Kirkby town centre (at Cherryfield Drive). The Council is also investigating options for the provision of improved facilities to serve Prescott/Whiston.

10.28

Policy OS6 will ensure that all proposals for major new indoor or outdoor sporting and recreational facilities are easily accessible by all members of the community, including people with disabilities, and a choice of transport, including public transport, cycling and walking, and will not damage town centres, for example, by competing directly with facilities in or near the town centres.

POLICY LINKS

Policy S8

“Location of Development for Town Centre Uses”

Policy T5

“Location of Major Traffic Generating New Development”

Policy T6

“Ensuring Choice of Travel to Serve New Developments”

Policy ENV2

“Noise and Vibration”

Policy ENV3

“Light Pollution”

Policy ENV9

“Protection of habitats and designated sites”

POLICY OS7: EDUCATIONAL USES AND SITES

1. Proposals for the development of new schools, colleges or other training facilities, or for alterations or extensions to existing educational or training facilities will be granted planning permission provided that they are located and designed in a way which is convenient and accessible to pupils, students and other members of the community which they are intended to serve.
2. The extended and community use of educational buildings and land for wider community purposes and activities (either within existing or new educational facilities) will be encouraged where this is practicable and would not conflict with educational needs, the security of the students or residential amenity.

EXPLANATION OS7

NEW SCHOOLS AND EXTENSIONS/ ALTERATIONS TO EXISTING SCHOOLS

10.29

It is anticipated that the review of schools in Knowsley (see chapter 2 - “Key Issues and Influences”) could have a significant effect on the provision of education in Knowsley. It is possible that new schools will be proposed and that some existing schools will be amalgamated, either on existing sites or on new sites.

10.30

The Council intends to ensure that, where new schools are proposed, or significant extensions to existing ones, these are located so as to be of maximum accessibility and convenience to the communities which they are intended to serve. Sites should be accessible by all members of the community, including people with disabilities, and a choice of means of transport, including public transport, cycling and walking. This will mean taking into account the catchment area of the schools, and

the need to enable children and parents, where practicable, to walk to school without crossing major roads and other significant physical barriers. These requirements will also apply to other educational or training uses such as sixth form colleges and adult educational centres.

10.31

Policies set down elsewhere in this Plan will ensure that the design of new school buildings, any associated structures and landscaping will be of high quality, incorporating features to deter and prevent crime, and any security fencing should be of an appropriate type to the area. An important factor is the relationship with the adjacent area, particularly in terms of visual amenity and impact on neighbours (light pollution, noise, hours of operation, intensity of use, possible after-hours anti-social behaviour, etc). Policies in the transport chapter will ensure that adequate parking and vehicular facilities are provided as well as access for the less mobile members of society.

DUAL USE OF EDUCATIONAL LAND OR BUILDINGS

10.32

In some cases it is possible to combine educational use of land and buildings with other uses such as recreational/sporting uses or as meeting areas for community groups. This can normally be achieved by making the facilities available for these other uses outside normal school hours, i.e. in the evenings or at weekends. The dual use of facilities in this way can help to serve a range of community needs, and will be encouraged where this will not prejudice educational needs and will satisfy the other policies of this Plan e.g. those which aim to protect the amenities of residential areas.

REDEVELOPMENT OR RE-USE OF SURPLUS EDUCATIONAL LAND OR BUILDINGS

10.33

In the event of any school buildings or land becoming surplus to educational requirements it will be necessary to consider for what use the site should be redeveloped or re-used. Potential appropriate uses may (depending on the site) be for other educational uses, health centres, open space, housing or industrial use.

10.34

In determining what is the appropriate use for any particular site the Council will be guided by the other policies of this Plan. For example, if the site is in an area which is in shortfall of open space provision against the standards set down in policy OS3, or of playing pitches when assessed against the standards in policy OS4, it may be appropriate to make the site available as public open space. In some cases, it may be appropriate to release the site for housing development, for example, where there is a shortage of available sites in sustainable urban locations. However, such proposals would need to satisfy the policies in the housing chapter, in particular the need for the Council to monitor and manage the release of housing land in accordance with the requirements of the Regional Spatial Strategy, and to give priority to the release of brownfield sites before green-field.

POLICY LINKS

Policy H2

"Sites Allocated for Housing Development"

Policy T6

"Ensuring Choice of Travel to Serve New Development"

Policy T9

"Travel Plans"

Policy T10

"Access for the Less Mobile"

Policy OS2

"Urban Greenspace"

Policy OS3

"Quantitative Standards - Public Open Space for General Amenity Use, allotments and Children's Play"

Policy OS4

"Protection of Playing Pitches and Other Formal Sporting Facilities"

Policy DQ1

"Design Quality in New Development"

Policy DQ2

"Security in the Built Environment"



STRATEGIC OBJECTIVES

- To stimulate a high design quality in new development which will:
 - a) Help to create a sense of place and pride in Knowsley and its constituent communities;
 - b) Respond to and enhance the character of the townscape and landscape; and
 - c) Make the Borough a more attractive place to live and invest in.
- To ensure that the design of new development:
 - a) Provides for good levels of amenity and does not cause harm to amenities that ought to be protected in the public interest;
 - b) Promotes a choice of transport for all users (including the less mobile), making appropriate and safe provision for vehicle parking, walking, cycling and public transport; and
 - c) Discourages criminal activity.
- To ensure that buildings and features which represent the best of Knowsley's historic heritage are preserved or enhanced.
- To ensure that new development protects or enhances the Borough's stock of trees, hedges and woodland.
- To make efficient use of previously developed land and buildings in providing land for new development.

CHAPTER 11

Development Quality and the Built Environment

INTRODUCTION

11.1

The Government is committed to improving the quality of urban design in the UK and has stated: [see footnote¹⁰]:

"Good urban design is essential if we are to produce attractive, high quality, sustainable places in which people will want to live, work and relax. It is fundamental to our objective of an urban renaissance...."

THE CHALLENGE FOR NEW DEVELOPMENT

11.2

The character of Knowsley's townships and villages reflects their history, consisting of relatively isolated original settlements, around which there has been very rapid 20th century expansion. This means that the housing areas are mainly twentieth century (pre-war or post war, including relatively large areas with a style typical to these periods). The Borough's network of public open space also forms an important urban design feature in some areas. Compared to many other Boroughs the housing and industrial areas are highly segregated from each other.

¹⁰"By Design - Urban design in the planning system - towards better practice" Department of the Environment, Transport and the Regions, 2000

11.3

Despite its history as a primarily “twentieth century” Borough, Knowsley has a considerable heritage of older buildings and spaces which are valued by the local community, some of which are listed because of their special architectural or historic importance. Some of the original settlements which predated the twentieth century expansion of the Borough are now protected as Conservation Areas (see glossary). Many other buildings and features, such as red sandstone boundary walls and the use of Welsh slate as a roofing material, are attractive and help to define the character of the Borough.

11.4

The challenge for new development will be to respond to the heritage of Knowsley whilst introducing new forms of design which will help to strengthen the “sense of place” and variety of built form in Knowsley. This should help to create and maintain civic pride, and improve the public realm.


**POLICY DQ1:
DESIGN QUALITY IN NEW DEVELOPMENT**

New development should be of a high quality design which will:

Site surroundings

- a) Respond to and, where appropriate, enhance the characteristics of the immediate surrounding area through the use of appropriate scale, density, massing, height and building lines;
- b) Preserve or enhance views of important landscape features/buildings in surrounding areas;
- c) Protect the amenities of neighbouring occupiers;

Site characteristics

- d) Preserve any existing buildings, walls or structures which (whilst not necessarily statutorily listed), are of intrinsic architectural or historic interest, or which contribute to the character of the area;
- e) Preserve and manage any existing important natural features such as trees, hedgerows, greenspace, ponds, slopes and streams and where possible make use of these as design features;
- f) Include measures to accommodate protected species and their habitats where these are seen to be relevant on nature conservation grounds.

Access

- g) Provide safe and convenient access for all by a choice of transport, including attractive secure and safe defined pedestrian links to any community, employment, public transport and shopping facilities in the area;

Site layout and landscaping

- h) Achieve an efficient use of land;
- i) Provide an appropriate form of landscape treatment;

- j) Provide high quality open spaces, designed to be well used and appreciated;
- k) Provide good levels of amenity for occupiers of the development;
- l) Create a clear distinction between the public and private realm;
- m) Include any necessary noise attenuation and flood abatement measures as an integral part of design;

Buildings and structures

- n) Achieve good design quality in all new buildings and structures in terms of their scale, style, materials, detailing and their relationship with each other;
- o) Maximise environmental efficiency through efficient use of materials and resources, re-use of materials wherever practicable, and the promotion of energy efficiency

Links to other approved strategies

Schemes for new development should take account of other relevant strategies and guidance drawn up by the local planning authority. In particular, regard should be had to the aims and objectives of any regeneration strategy which has been approved by the Council for the area concerned. Developers should also have regard to the Knowsley Council Design Guide which sets out appropriate design principles.

EXPLANATION DQ1**11.5**

Policy DQ1 applies to all new development (including either new buildings or alterations to existing buildings).

SITE SURROUNDINGS AND CONTEXT**11.6**

All new development should both respond to and enhance the character of the surrounding area. Where this contains locally distinctive building styles or materials, the Council may require these to be

reflected in proposed new buildings. In those parts of Knowsley which have a relatively uniform building style (such as some of the areas of inter war and post war housing), opportunities should be taken to introduce appropriate forms of new building styles to create variety in the built environment. The use of sculpture and public art will be encouraged in appropriate locations. Where the surrounding area contains important views, for example of buildings such as churches, woodlands or other natural features; these should be preserved by new development.

11.7

In order to preserve the amenities of neighbouring occupiers, new buildings should be designed so that they would not have an overbearing effect or cause loss of light or privacy. Car parks and storage areas should be designed and located so as to avoid causing noise or disturbance.

SITE CHARACTERISTICS**11.8**

Many sites themselves contain important features such as buildings which are of local historic or architectural interest, sandstone or traditional brick walls, ponds etc. which, if present, should be retained. The Council will prepare a list of buildings which, although not statutorily protected (see policy DQ7) are considered to be of local interest and should therefore be retained in any new development.

ACCESS**11.9**

New development in Knowsley should avoid being dominated by the needs of the car. Introverted dead end layouts which limit people’s choice of travel should be avoided, and the design of estate roads should discourage drivers from driving fast. New development should where possible front the street and incorporate pedestrian routes linked to where people want to go, i.e. to local shops, bus stops, employment, health and leisure facilities etc.

SITE LAYOUT AND LANDSCAPING

11.10

New developments should provide for an efficient use of land. This will mean in general terms achieving a reasonably high density in new development, although for housing development this will need to be balanced against the Council's desire to achieve a wider choice and better mix of housing in the Borough.

11.11

Substantial new housing areas should also provide open spaces at the heart of the community which provide a sense of identity and a safe place for children to play. Open spaces and car parking areas should be located where they have good natural surveillance and where they will not become a source of nuisance. New development should include both formal and informal landscaping schemes that incorporate areas of trees, plants and grasses, and use a variety of materials to create walkways, pavements and boundaries. The design principles for all open spaces, parking areas, access routes, fencing, hard landscaping, lighting, and street furniture should be considered as an integral part of the development proposal.

11.12

Policies in chapter 13 "Environmental Protection and Nature Conservation" require measures to be included, where this is necessary, to reduce levels of pollution, noise and the risk of flooding, and to incorporate Sustainable Drainage Systems (SUDS). If poorly designed, features such as noise barrier mounds or fencing (often required for example in the case of new residential development being close to roads or other noise sources) can prove to be unattractive and/or constitute a maintenance liability. In the case of industrial or commercial development, features such as chimney stacks or other pollution control measures can be prominent and unsightly. It is therefore important that such measures are considered at the initial design stage of new development and included in any planning application.

BUILDINGS AND STRUCTURES

11.13

New buildings themselves should be both attractive and environmentally friendly. This will mean ensuring that their design and materials should relate well to each other to create a clear and distinctive identity for a new development.

11.14

The Council will encourage new buildings to be designed and constructed in a way which promotes energy efficiency and the re-use of recycled materials. Designs should include measures to minimise heat loss and make efficient use of water, sunlight and natural light.

LINKS TO OTHER REGENERATION STRATEGIES

11.15

The Council and its partners have approved a number of regeneration strategies for different parts of the Borough, including those listed in chapter 2 "Key Issues and Influences". As the Plan period progresses, further regeneration proposals are likely to be approved (e.g. for some of the Action Areas identified in this Plan). The design and mix of uses within all new development proposals should be consistent with the aims and objectives of these strategies.

KNOWSLEY DESIGN GUIDE

11.16

The Council has prepared a Design Guide which identifies design principles to be applied in new development in Knowsley. The document identifies the characteristics of different parts of Knowsley, for example in terms of predominant built form, density and accessibility, and key principles and priorities applying in each area. Developers will be expected to have regard to this document (ref: The Knowsley Design Guide: BDP Planning 2004) in designing proposals for new development.

INFORMATION REQUIRED WITH PLANNING APPLICATIONS

11.17

Planning Policy Guidance Note 1 "General Policy and Principles" requires that proposals for new housing layouts, major new industrial and commercial buildings should be accompanied by a design statement, stating how the development will take account of the site context and features.

FURTHER ADVICE

11.18

The Council will adopt a Supplementary Planning Document describing the implications of policy DQ1 for individual types of development.

POLICY LINKS

Policy H3

"North Huyton and Tower Hill (Kirkby) Action Areas"

Policy H5

"Development within Primarily Residential Areas"

Policy EC3

"Primarily Industrial Areas"

Policy EC5

"South Prescott Action Area"

Policy ENV7

"Flood Risk and Drainage"

Policy ENV9

"Protection of Habitats and Designated Sites"

Policy ENV10

"Protection of Species"

Policy S4

"Kirkby Town Centre Action Area"

Policy S6

"Ravenscourt (Halewood) Action Area"

Policy T6

"Ensuring Choice of Travel to Serve New Developments"

Policy OS5

"Public Open Space and Recreational Facilities to Meet the Needs of New Development"

Policy MW5

"Waste Management and Treatment Facilities"

POLICY DQ2: SECURITY IN THE BUILT ENVIRONMENT

1. New development should be designed so as to provide good levels of personal and property security, as follows:
 - a) All public highways, footpaths and cycle routes, and car parking areas should be highly visible (including at night) and have good levels of natural surveillance from nearby properties;
 - b) The design of buildings and of landscaping areas should avoid creating potential hiding places whilst providing defensible space by giving definition between the public and private realm;
 - c) Features such as gates and fencing should be included where necessary to prevent inappropriate access;
 - d) The buildings themselves should be securely designed, with main entrance doors and windows enjoying good levels of natural surveillance;
 - e) Long lengths of blank or uniform fencing or walls should be avoided where these would create dead frontages; and
 - f) Large developments should include a mixture of uses and/or types of dwellings to maximise surveillance through the day and night.
2. Security features such as fencing, walls, CCTV cameras and lighting (both in new developments and where proposed to provide added security to existing developments) should be designed so as to avoid causing harm to:
 - a) Visual amenity;
 - b) The amenities of occupiers of nearby property; or
 - c) Highway safety.

EXPLANATION DQ2

11.19

The design of new developments has a crucial role to play in delivering and creating a sense of safety and security. The Secured by Design initiative (see footnote¹¹), together with the Council's Crime and Disorder Reduction Strategy (see chapter 2 - "Key Issues and Influences") seek to ensure that security issues are taken into account as an integral part of the design of new development.

11.20

Security in new development should not be achieved at the cost of making the development unattractive. This will mean ensuring that features such as security fencing, walls, lighting etc. are only used where they are justified by security considerations and are of high visual quality, particularly on highway frontages.

11.21

Over recent years, there has been considerable demand to construct palisade fencing around industrial and commercial properties and schools. This can create an unwelcoming visual appearance. For this reason, the Council normally requires that more attractive forms of fencing are used particularly on highway frontages in industrial areas or in residential areas. The Council will, within its proposed Supplementary Planning Document covering design issues, describe what types of security fencing are considered acceptable in which locations.

11.22

Lighting fixtures need to be attractively designed and located. They should be orientated and if necessary hooded to avoid causing glare or nuisance for occupiers of adjacent property or car drivers.

POLICY LINKS

Policy DQ1

"Design Quality in New Development"

Policy H5

"Development within Primarily Residential Areas"

Policy EC3

"Primarily Industrial Areas"

Policy ENV3

"Light Pollution"

POLICY DQ3: GATEWAY SITES AND CORRIDORS

1. New development proposals which are within or adjacent to, or visible from, any of the following road and rail routes within Knowsley should seek to enhance the visual appearance of the route:
 - The A580 (East Lancs Road)
 - The M57
 - The A5300 (Knowsley Expressway)
 - The M62
 - The A57 (Liverpool Road/Warrington Road) and Prescot Bypass
 - The A5080 (Tarbock Road/Cronton Road)
 - The A561 (Speke-Widnes road)
 - All passenger rail lines
 - Any other routes which link the above routes to any of Knowsley's town or district centres.
2. The Council will use its land use planning powers (including if necessary its site assembly powers) to promote environmental enhancements which are close to or visible from the above routes.

EXPLANATION DQ3

11.23

Policy DQ3 lists a number of major road and rail routes within Knowsley which provide strategic gateways linking to the regional and national transport network. In order to protect and enhance the image of Knowsley and Merseyside as a whole it is considered important to optimise the visual appearance of these routes. Whilst much of the land which is visible from these routes comprises high quality farmland or development, the corridors also include some areas which have become less attractive.

11.24

Knowsley also contains a number of more minor routes which nevertheless provide important "gateway" links between the strategic transport network and the Borough's town and other centres. Examples of such routes include Lower Road and Higher Road (Halewood); Roby Road, Archway Road and Tarbock Road/Cronton Road (Huyton); and County Road, Valley Road/Hall Lane, Moorgate Road, Bank Lane and South Boundary Road (Kirkby).

11.25

High quality new development visible from the routes listed can help to promote a sense of dynamism and vitality in the area. Poor quality new development in these locations could however hinder efforts to attract investors as well as harm the environment for local people. New development will therefore be expected to protect or enhance the appearance of these corridors as well as comply with the more general design policies set down elsewhere in this chapter.

11.26

The six Merseyside local authorities and the North West Development Agency have agreed a strategy, known as "New Approaches", which will promote the reclamation of derelict, underused or neglected land within strategic transport corridors and prominent gateway locations across Merseyside for "soft" after uses. Improving the routes listed in the policy may involve the acquisition of land outside the highway or railway boundary and policy DQ3 makes it clear that site assembly powers will be used if necessary to promote environmental improvements.



¹¹ Association of Chief Police Officers et al "The Secured by Design award scheme" 1999

POLICY LINKS

Policy DQ1

"Design Quality in New Development"

POLICY DQ4: TREES AND DEVELOPMENT

All new development

- Proposals for new development should include appropriate planting of trees or other soft landscaping, the location and details of which should be determined as an integral part of the development, and which shall have regard to the character of the surrounding area.

Developments affecting existing trees

- Development proposals affecting existing trees, woodlands and other vegetation, which make a positive contribution to amenity, should make provision for their retention.
- Applicants for planning permission will be required to provide a detailed survey of all existing trees on the site and the likely effects on them of the proposed development, as outlined in the Council's technical advice note "Trees and Development".
- Where the Council accepts that tree loss will be unavoidable the applicant will be required to make adequate provision for their replacement, normally including two new trees for each tree lost. Replacement planting will take into account the number; size and species of trees lost and should contribute to the extension of tree and woodland cover across the Borough.

Links to the Mersey Forest Plan

- All new development should be consistent with the aims and objectives of the Mersey Forest Plan.

EXPLANATION DQ4

11.27

Trees and woodlands are vital in maintaining and improving the quality of life for the inhabitants of Knowsley and can provide a natural measure with which to combat environmental problems such as air pollution, noise pollution and the risk of flooding. Within urban areas tree cover enhances urban amenity by providing a pleasant natural contrast to the built environment and within the countryside they make an important contribution towards the rural landscape.

11.28

The Borough currently has a tree coverage of approximately 6% of its total area. The Council will seek to protect and improve the amount, distribution and quality of Knowsley's tree and woodland resource. In considering proposals for new development the Council will aim to ensure that where there are existing trees which are important to the amenity of the area, these will not be lost. Where it is reasonable to do so, the Council will also seek to ensure that new development contributes to its aim of increasing tree coverage.

11.29

The Mersey Forest is a partnership between the Countryside Agency, Forestry Commission, and nine local authorities in Merseyside and North Cheshire (including Knowsley). The Mersey Forest Plan sets targets for increasing tree coverage and associated habitats across its area in both rural and urban localities.

11.30

In considering planning applications the Council will be guided by

- Its "Tree Policy"
- Its technical advice note "Trees and Development"
- The Mersey Forest Plan.

11.31

The Council will make Tree Preservation Orders where necessary to secure the protection and proper management of trees and woodlands for the long-term.

POLICY LINKS

Policy DQ1

"Design Quality in New Development"

Policy G3

"Landscape Character and Amenities of the Green Belt"

Policy ENV9

"Protection of Habitats and Designated Sites"

Policy ENV10

"Protection of Species"

POLICY DQ5: DEVELOPMENT IN CONSERVATION AREAS

- New development within or close to a Conservation Area must preserve or enhance the character or appearance of the Area, having regard to the following:
 - The scale, form, massing, height, materials and architectural detail of existing buildings in the Conservation Area;
 - Existing plot layouts and the street scene;
 - Important views into, within and out of the Conservation Area;
 - The need to preserve existing open spaces, structures and landscape features (such as trees and hedges, walls, and traditional paving);
 - Likely levels of noise, pollution, traffic, parking or disturbance that may be caused by the development; and
 - The visual impact of any vehicular access, parking or servicing/delivery areas that are needed to serve the development.

- Conditions may be imposed restricting Permitted Development rights where this is necessary to prevent future minor alterations to a development which could adversely affect the character or appearance of the Area.
- The Council will prepare Conservation Area Appraisals for each Conservation Area which shall be treated as material considerations in determining planning applications for development which may affect these Areas.

EXPLANATION DQ5

11.32

The Council has a duty to declare as Conservation Areas those areas of the Borough that have special architectural or historic interest, and whose character or appearance it is desirable to preserve or enhance. There are 15 Conservation Areas in Knowsley, which are shown on the Proposals Map and listed below. They vary in extent from large Town Centres to compact areas covering perhaps just one side of a street.



Conservation Areas in Knowsley

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

11.35

The Council is preparing detailed character appraisals for each Conservation Area (see glossary), which will explain why each area has been designated and describe its important buildings and special features. The appraisals will be used to help determine the effect of proposed developments on the character or appearance of each Conservation Area.

11.36

Some Conservation Areas include gap sites or buildings that make no positive contribution to, or detract from, the character or appearance of the Conservation Area. The Council will seek to secure the redevelopment of these sites with new buildings of high quality design which is appropriate to their historic surroundings.

PROCEDURES

11.37

A Design Statement should accompany development proposals to show how they will affect the character or appearance of the area. The Council will require detailed plans and drawings to be submitted with planning applications, showing the siting, design, scale, materials and means of access to the development, and its relationship to its surroundings. For this reason, applications for development in Conservation Areas should not be submitted in outline.

11.38

The Council may impose conditions on the granting of permission for any new development within Conservation Areas to ensure that the quality of a new development is not spoiled by inappropriate subsequent minor additions or alterations to the building. The Council has also issued Article 4 Directions (see glossary) covering some Conservation Areas, the effect of which is that planning permission is needed even for small-scale alterations (such as changes to windows) which would not otherwise need permission.

11.33

The designation of an area as a Conservation Area means that important historic buildings are protected from unauthorised demolition and that special care will be taken to ensure that new development fits in with the character of the area. Conservation Areas are not, however, intended to prevent change or development but to ensure that where change does take place, it preserves or enhances the essential character of the area.

NEW DEVELOPMENT AFFECTING CONSERVATION AREAS

11.34

All new development (including alterations to existing buildings as well as new buildings) either within or near to Conservation Areas should preserve or enhance both the appearance and the more general character of the area, according to guidelines identified in the policy. Even if there have been previous unsympathetic developments within a Conservation Area, the presence of these will not justify further works which would be detrimental to the area.

POLICY LINKS

Policy DQ1

"Design Quality in New Development"

Policy DQ6

"Demolition of Buildings and Structures in Conservation Areas"

Policy ENV9

"Protection of Habitats and Designated Sites"

Policy ENV10

"Protection of Species"

POLICY DQ6: DEMOLITION OF BUILDINGS AND STRUCTURES IN CONSERVATION AREAS

1. Proposals involving the demolition of an unlisted building or structure in a Conservation Area will be permitted where the building or structure makes no existing or potential future positive contribution to the character or appearance of the Conservation Area.
2. Proposals for the demolition of buildings which make a positive contribution to the character of the area will be judged against the same criteria as proposals for the demolition of a Listed Building.
3. In some instances demolition of a historically important building may be permitted because a proposal for the subsequent re-development of the site has been submitted which is of exceptional quality. In such cases a condition will be imposed to ensure that a contract for the redevelopment works is let, before the existing building or structure is demolished.

EXPLANATION DQ6

11.39

With some limited exceptions, the demolition of unlisted buildings and structures within Conservation Areas requires Conservation Area Consent. The general presumption is always in favour of the preservation (rather than demolition) of buildings or structures that make a positive contribution to the character and appearance of the Conservation Area.

11.40

Even where the building to be demolished makes little or no contribution to the character of an area, the applicant will still need to provide full information about what is proposed for the site after demolition. Consent for the demolition works will not be given without acceptable plans having been submitted for the redevelopment of the site, and will normally be subject to a condition which will ensure that demolition does not take place until a contract for the redevelopment works has been let. This is to ensure that unsightly gaps and dereliction are not created where demolition takes place.

POLICY LINKS

Policy DQ5

"Development in Conservation Areas"

Policy DQ7

"Listed Buildings"

DQ7: LISTED BUILDINGS

1. Listed Building Consent for the total or substantial demolition of a Listed Building will not be granted unless the Council is satisfied that every possible effort has been made to repair and secure the future of the building and to continue the present use or find a suitable alternative use.
2. The Council will not grant consent for extensions, external or internal alterations, or the change of use of, or any other works to a Listed Building that would adversely affect its architectural or historic character.
3. Development affecting the setting of a Listed Building will only be permitted if the proposal would preserve the setting and important views of the building.
4. Proposals affecting buildings and structures within the curtilage of any Listed Building will be subject to the same considerations as those affecting the principal building.

- The Council will take positive action to secure the retention, repair, maintenance and continued use of Listed Buildings and will use all necessary available powers to secure their adequate maintenance and repair.

EXPLANATION DQ7

WHAT IS A LISTED BUILDING?

11.41

Buildings which are of special architectural or historic interest are included in a statutory list published by the Department of Culture, Media and Sport. Listed Buildings are vitally important to the cultural heritage of Knowsley and, once lost, cannot be replaced. Inclusion in the list means that consent is required for the demolition of a building or for any works of alteration or extension, either internal or external which would affect its special interest. It is a criminal offence to carry out works to a Listed Building without consent from the Council.

DEMOLITION OF LISTED BUILDINGS

11.42

Every effort should be made to preserve Listed Buildings, if necessary by providing temporary support or shelter, before demolition is considered. If an owner does consider, as a last resort, that demolition is unavoidable, they must apply for Listed Building Consent for the works, and submit a full justification against the following criteria:

- The importance of the building, its intrinsic architectural and historic interest and its contribution to the local scene;
- The condition of the building and the cost of repairing and maintaining it in relation to its importance;
- The adequacy of efforts made to retain the building in use; and
- The merits of alternative proposals for the site.

11.43

In the unusual circumstance that consent is granted for demolition, conditions may be imposed to ensure the recording of the building and to ensure a contract has been let for the full implementation of any redevelopment proposals submitted in support of the application for demolition.

EXTENSIONS, ALTERATIONS, OR CHANGE OF USE AFFECTING LISTED BUILDINGS

11.44

The best way of securing the future of Listed Buildings is to keep them in active use. This will often necessitate some degree of adaptation. Judging the best use requires balancing the economic viability of possible uses against the effect that any physical changes would have on the special architectural or historic interest of the building.

11.45

It is essential that all works which affect a Listed Building are of a form, scale, and detailing which would preserve the character of the building. Internal layouts, floor plans and original features should be retained where they are important to this character. Applications affecting Listed Buildings (either for building works or change of use) should include full details of any physical changes that are necessary, including design (both internal and external), materials and proposed landscaping.

11.46

Alterations to historic buildings should meet the needs of disabled people, although care will need to be taken to ensure that necessary alterations do not detract from the character or special interest of the Listed Building.

DEVELOPMENT AFFECTING THE SETTING OF LISTED BUILDINGS

11.47

New buildings within the curtilage of, or close to, a Listed Building, should preserve the setting and views of the building having regard to factors such as the scale, massing, height, and roofscape of the Listed Building, and visual impact on its grounds, gardens and landscaping.

ENFORCEMENT POWERS AVAILABLE TO SECURE THE REPAIR OF LISTED BUILDINGS

11.48

The Council has powers to require owners to carry out urgent works to preserve Listed Buildings, and to execute such works itself if necessary and charge the owner. These powers will be used if necessary. The Council also has powers to compulsorily purchase buildings from owners to secure their longer-term repair.

POLICY LINKS

Policy ENV9

"Protection of Habitats and Designated Sites"

Policy ENV10

"Protection of Species"

POLICY DQ8: HISTORIC PARKS AND GARDENS

The character and setting of Historic Parks and Gardens in Knowsley will be protected and enhanced by:

- Resisting the unnecessary removal of features such as walls and planting which are an integral part of their character and setting; and
- Ensuring that new development proposals would not adversely affect their character and setting.

EXPLANATION DQ8

11.49

English Heritage has compiled a register of parks and gardens which are of special historic interest. In Knowsley, the following parks (which are shown on the Proposals Map) are included on the register:

- Knowsley Hall and Estate
- Part of Croxteth Park.

11.50

All development within, or close to these areas should be carefully designed and sited so as to avoid harming the special character of these parks. Any planning applications for development which may affect the parks should be accompanied by a design statement to show how the development takes into account the features, views, layout and structure of the park and gardens. Materials used for the construction of any buildings, structures or enclosures must be carefully chosen to preserve the quality and character of the Historic Parks and Gardens.

POLICY LINKS

Policy G3

"Landscape Character and Amenities of the Green Belt"

Policy DQ1

"Design Quality in New Development"

Policy DQ5

"Development in Conservation Areas"

POLICY DQ9: SITES AND AREAS OF ARCHAEOLOGICAL IMPORTANCE

Nationally important sites and their settings

1. Development will not be permitted if it would destroy or harm a Scheduled Ancient Monument or other nationally important archaeological remains or their setting.

Sites and areas of district and local importance

2. Development must not cause damage to sites and areas that are known, or thought to contain, remains of archaeological importance.

Procedures

3. Where it appears that a development would affect a site of archaeological interest:
 - a) Sufficient information should accompany the application to assess the character, condition and extent of the archaeological resource; and
 - b) Where the preservation of archaeological features in situ is not justified, provisions through planning conditions will require archaeological investigations to be completed before development begins and also ensure the excavation, recording, analysis and reporting of the archaeological resource is undertaken.

11.52

Sites of national importance are designated by the Government as Scheduled Ancient Monuments. There are presently none of these in Knowsley. However, if any are designated within the Plan period it will be important to ensure that they should be physically preserved, along with their settings.

11.53

The preference is also for the preservation in situ of archaeological sites of less than national importance. There are a considerable number of these within Knowsley, which are recorded on the Sites and Monuments Record by the Merseyside Archaeological Service (SMR - see footnote¹²).

11.54

Where evidence suggests that development could affect archaeological remains, the developer will be required to arrange investigations to assess their character, condition and extent. If the remains are found to be particularly important, the developer may be required to design the development to enable them to be preserved in situ. If in situ preservation is not considered necessary, conditions may be imposed on any planning permission to ensure that the remains are excavated, recorded, analysed and reported.

11.55

Detailed guidance on archaeology and the development process may be set out in a Supplementary Planning Document.

POLICY LINKS

Policy DQ7
"Listed Buildings"

Policy ENV9
"Protection of Habitats and Designated Sites"



STRATEGIC OBJECTIVES

- To ensure that waste management, minerals and energy production proposals accord with strategic sustainability objectives for Merseyside and the region as a whole and comply with best environmental practice.

INTRODUCTION

12.1

This chapter deals with policies on minerals (including aggregates), waste and energy, all of which are central to the overall goal of sustainable development. National Government policy encourages local authorities to ensure through their Development Plans that sufficient minerals are extracted to meet national and regional needs, and that targets for the sustainable production and efficient use of energy and management of waste are met. However, these forms of development can have significant environmental implications and the policies of this Plan aim to ensure that these are balanced against the potential benefits of proposed developments. In many cases, proposals for these forms of development will need to be accompanied by an Environmental Impact Assessment (EIA).

CHAPTER 12

Minerals, Waste and Energy

MINERAL AND FOSSIL FUEL RESOURCES AND EXTRACTION IN KNOWSLEY

12.2

Knowsley has a history of coal mining and clay extraction (e.g. for brick manufacture). There are still reserves of coal and brick clay, together with the potential for oil and gas exploration, and for extraction of methane from former coal workings. A small part of the Borough contains silica sand deposits which are suitable for special industrial uses. Currently, the only "active" mineral extraction site in Knowsley is the Ibstocks brick clay quarry, Tarbock and it is likely that this will continue for the Plan period.

12.3

Merseyside and Knowsley are both (as is typical of metropolitan areas) net importers of minerals and aggregates. For example, aggregates are mostly imported from Lancashire, Cheshire, Derbyshire and North Wales. The Council is keen to promote more sustainable ways of supplying minerals and aggregates (e.g. through the greater use of recycled aggregates). However, it will ensure that all individual proposals (whether for extraction of minerals or for their storage, processing, re-use or recycling) are environmentally acceptable.

¹²The Sites and Monuments Record (SMR) is held within Liverpool Museum and updated on a regular basis

WASTE MANAGEMENT IN KNOWSLEY

12.4

A fundamental aim of Government policy (set out in Waste Strategy 2000 - see footnote¹³) is to reduce the amount of waste that is produced and in particular to reduce the amount that is sent to landfill.

The Government has set a target that 25% of household waste should be recycled or composted by 2005.

12.5

This Plan is being produced at a time when there is great change and uncertainty over regional and sub-regional waste planning policy and strategy. The North West Regional Assembly has produced a draft regional waste strategy, the land use elements of which are also now incorporated into the current draft review of the Regional Spatial Strategy. The interim draft of the proposed new Regional Spatial Strategy (published in October 2005) sets out, in Policy EM9, a set of detailed short and long term targets for the minimisation, recycling, composting and recycling and/or recovery of value from waste.

12.6

At present, local authorities within Merseyside as a whole do not comply with the targets which have been set either at the national or regional levels. However, the Merseyside local authorities are currently considering whether to prepare a new waste sub-regional plan (to be known as the Integrated Merseyside Waste Management Strategy). The land use elements of this strategy will, it is anticipated, be incorporated into a new joint Local Development Document covering waste management issues in Merseyside - see glossary. Discussions are currently under way between Merseyside authorities to determine the timing and scope of such a document but it could (if adopted) establish common policies, locational principles and criteria for considering commercial and municipal waste management facilities across Merseyside.

12.7

Any joint Local Development Document covering waste issues at the Merseyside level could replace (if the document is produced as a Development Plan Document under the terms of the Planning and Compulsory Purchase Act 2004) or supplement the waste management policies of this Plan. In the transitional period between drafting and agreement of the Regional Waste Strategy and any future Joint Waste Local Development Document for Merseyside, policies MW4, MW5 and MW6 should be used to guide planning decisions on waste management facilities in Knowsley.

RENEWABLE ENERGY IN KNOWSLEY

12.8

Although there are currently no significant facilities for the harnessing of renewable energy (e.g. wind power) in Knowsley, the Borough does offer opportunities for some forms of renewable energy generation. The Council is keen to encourage the generation of renewable energy. This chapter therefore identifies those forms of renewable energy which are most likely to be developed in Knowsley and sets down criteria against which any proposals would be assessed.

12.9

Consideration will also need to be given to the potential contribution that energy from waste generation may have on Knowsley and Merseyside - this issue is one which is likely to have implications across the whole Merseyside conurbation. It is anticipated that the proposed joint Local Development Document on waste (described above) will assess the scope for energy production from this source and provide guidance on the location and design of any facilities that are required on a Merseyside wide basis.

EFFICIENT USE OF MATERIALS AND ENERGY IN NEW DEVELOPMENT

12.10

One important way in which the UDP can help to minimise the generation of waste and the use of energy is by requiring that proposals for new development (e.g. for new housing, industry or commercial use, or engineering schemes such as new roads) should incorporate sustainable forms of construction method. This can mean for example:

- Ensuring that the design and layout of new development will minimise energy use;
- Requiring the use of renewable sources of materials and energy wherever practicable;
- Ensuring the re-use and recycling of construction materials in development projects.

12.11

These issues are covered in chapter 11 "Development Quality and the Built Environment". Policy MW7 below also encourages new development to incorporate renewable energy production infrastructure where practicable to contribute towards the energy requirements of the development.

POLICY MW1: PROTECTION, WINNING AND WORKING OF MINERALS RESOURCES

1. All proposals for the winning and working of minerals in Knowsley should seek to demonstrate that they are environmentally acceptable. Where a proposal would be likely to result in harm to the environment, the impact of such harm will be weighed against any benefits that the proposal would bring and all relevant planning considerations including the extent to which the proposal would contribute to meeting regional or national needs for extraction of minerals.

2. In considering all proposals for development (whether for the extraction of minerals or for other forms of development) account will be taken of the need to safeguard any mineral resources that are known, or may reasonably be expected to exist, on the development site. Account will also be taken of whether the proposed development could make it difficult to work minerals on adjacent sites.
3. Proposals that would sterilise mineral resources will not be permitted except where it can be demonstrated that:
 - a) The mineral resource is of no commercial interest, and is unlikely to be so in the future; or
 - b) There is an overriding case for development taking place without extracting the mineral first.
4. Where it appears that mineral resources would otherwise be sterilised by a proposed development, the developer may be requested to extract such minerals as part of the proposed development.

This is a Part 1 policy

EXPLANATION MW1

12.12

It is important that the regional and national need for minerals are met and that this Plan provides an effective framework within which the industry may make applications. Environmental Impact Assessment (EIA - see glossary) will normally be required for all minerals planning applications. However, proposals for minerals extraction or related development (such as minerals storage, stockpiling, re-use and recycling) can have significant environmental impacts and cause harm, at least for the duration of the operation and in some cases for a longer period. In considering proposals for mineral extraction the Council will weigh the extent and impact of such harm against any contribution that the proposal would make towards meeting national or regional need for the mineral concerned.

¹³ "Waste Strategy 2000" Department of Environment, Transport and the Regions, May 2000

12.13

When considering a particular proposal, the Council will take the following factors into account:

- How the proposal will assist Merseyside's contribution to the national or regional need for the mineral in the North West, (in the case of aggregates provision this is set down in Minerals Planning Guidance Note 6 - see footnote¹⁴);
- The need to maintain a landbank of permitted reserves in Merseyside; and
- How the proposal will affect intra- and inter-regional supply of minerals and aggregates.

12.14

The following policies identify the environmental and other planning considerations which will be taken into account in assessing minerals applications, and which will be balanced against the need for the proposal.

SAFEGUARDING OF MINERALS RESERVES**12.15**

Government policy (in Minerals Planning Guidance note 1 "General Considerations and the Development Plan system") advises that valuable mineral resources should be safeguarded from other forms of development, which could effectively sterilise the resource for future generations. However, it is equally important not to blight land which could otherwise be developed for other uses through inappropriate safeguarding of land to meet future needs for mineral development that may never materialise, particularly if the mineral resources are considered unlikely to be exploited in practice.

12.16

In Knowsley, there are known resources of coal, brick clay, coal bed methane, silica sand, and potentially oil or gas. The general location of coal resources within the Borough is shown on maps provided to the Council by the former National Coal Board, and is concentrated at the southern and eastern parts of the

Borough. However, there have been no recent proposals either for deep mining or open cast coal extraction in Knowsley and little is known about whether the resources could viably be extracted in the future. Silica sand resources are restricted to a small area to the east of Kirkby. Silica sand is an asset of national importance and should not be used for aggregate purposes although there has been no recent activity or interest in the extraction of this mineral. Little is currently known about the extent of brick clay resources (other than the existing quarry in Tarbock) and other minerals which may be present.

POLICY LINKS**Policy G1**

"Development within the Green Belt"

Policy G2

"Landscape Character and Amenities of the Green Belt"

Policy G3

"Agricultural Land"

Policy G4

"Rural Diversification"

Policy DQ5

"Development in Conservation Areas"

Policy DQ7

"Listed Buildings"

Policy DQ9

"Sites and Areas of Archaeological Importance"

Policy ENV1

"Control of Pollution in New Development"

Policy ENV2

"Noise and Vibration"

Policy ENV3

"Light Pollution"

Policy ENV9

"Protection of Habitats and Designated Sites"

Policy ENV10

"Protection of Species"

POLICY MW2:**PROPOSALS FOR MINERAL DEVELOPMENTS**

1. The exploration, appraisal, winning and working, processing and handling of minerals, including provision of aggregate depots, will only be permitted if the following criteria are met:
 - (i) Proposals are accompanied by an operations statement which sets out how the impacts of the development on the matters detailed in table 12.1 below will be minimised and which is acceptable to the Council;
 - (ii) Proposals are accompanied by a restoration and aftercare plan covering the matters set down in table 12.2 below which is acceptable to the Council.

Procedures

2. Planning conditions or legal agreements will be used to ensure that mineral development does not have an unacceptable impact on the environment. They will also be used to ensure that restoration and aftercare plans are complied with so that the site can be returned to appropriate beneficial use.

EXPLANATION MW2**12.17**

Policy MW2 sets general criteria which will be applied to all proposals for minerals and related forms of development. All planning applications involving mineral operations will need to be accompanied by an operational statement, restoration and site aftercare plans clearly identifying the standards to be achieved, as set out in Minerals Planning Guidance note 7 "The Reclamation of Mineral Workings". Provision for the aftercare of minerals sites should normally be for up to five years, although the Council may seek to extend the period of aftercare beyond this period where this is necessary to achieve reclamation objectives.



¹⁴ "Minerals Planning Guidance Note 6: Guidelines on National and Regional Aggregate Provision in England" Office of the Deputy Prime Minister June 2003

Table 12.1

Mineral Developments - Matters to be included in Operations Statements

Applicants will need to show (in no particular order in minerals applications) how the likely impacts of the development on the following matters will be mitigated:

- The effect of the development on existing or proposed residential or other environmentally sensitive uses in terms of: visual amenity; dust, smells, air, land or water pollution; noise and vibration; and floodlighting.
- The likely effect on areas of: recreational use; landscape; ecological importance; and archaeological interest.
- The impact of operations on the structural integrity or setting of a Listed Building or Conservation Area and Scheduled Ancient Monuments.
- The impact on groundwater and surface water resources; including pollution, flows of floodwater or the capacity of flood storage areas.
- The impact on the structure or viability of agricultural holdings and loss or reduction in agricultural land quality including best and most versatile agricultural land.
- The impact on the stability and drainage of the site and adjacent land.
- The impact of traffic generated by the development on properties on adjoining routes used by the operations or on safety anywhere between the site and the strategic transport network. Where possible, sustainable alternatives to road transport should be employed.

Details on the following should also be included within the statement:

- Access to the site;
- The duration of operations;
- The phasing of operations;

- The hours of working;
- Blasting and gas flaring requirements;
- The estimated number of vehicle movements each week;
- Details of maintenance regimes for plant and equipment;
- Assessment of the likelihood of borrow pits being required off-site;
- Facilities for sheeting and washing vehicles leaving the site;
- How soil that is removed as part of operations will be protected and retained;
- The height of stock piles;
- How mineral waste will be disposed of and processed; and
- The measures that will be taken to identify, safeguard and, where appropriate, enhance features of landscape, ecological, archaeological or earth science interest existing on site or created by workings.

Table 12.2

Mineral Developments - Matters to be included in Restoration and Aftercare Plans

All minerals developments must leave the site and adjacent land in a condition which is safe, stable, adequately drained and restored to the required landform, to a standard suitable for the agreed after use.

The restoration and aftercare statement should cover the following:

- Stripping of soils and soil making materials, storage and/or direct replacement;
- Storage and replacement of overburden;
- Achieving the landscape and landform objectives for the site, including filling operations if required following minerals extraction;
- Restoration including soil placement, relief of compaction and provision of surface features;
- How the site will be made stable, adequately drained and restored to the required landform, to a standard suitable for the agreed after use;
- Availability of suitable filling materials for restoration and the feasibility of achieving the proposed restoration within an acceptable timescale using imported material;
- Phasing of restoration; means of incorporating new wildlife habitats; agreed after use.

12.18

The Council may adopt a Supplementary Planning Document which will indicate in greater detail the matters to be included in planning applications.

POLICY LINKS

- Policy G1**
"Development within the Green Belt"
- Policy G2**
"Landscape Character and Amenities of the Green Belt"
- Policy G3**
"Agricultural Land"
- Policy G4**
"Rural Diversification"
- Policy DQ5**
"Development in Conservation Areas"
- Policy DQ7**
"Listed Buildings"
- Policy DQ9**
"Sites and Areas of Archaeological Importance"
- Policy ENV1**
"Control of Pollution in New Development"
- Policy ENV2**
"Noise and Vibration"
- Policy ENV3**
"Light Pollution"
- Policy ENV9**
"Protection of Habitats and Designated Sites"
- Policy ENV10**
"Protection of Species"
- Policy T8**
"Transport Assessments"
- Policy T12**
"Aerodrome Safeguarding"

POLICY MW3: ONSHORE OIL, GAS AND COAL BED METHANE

Proposals for oil or gas exploration or extraction will be permitted where it is demonstrated in the application that:

- The proposal is part of an appropriate overall exploration strategy for oil or gas exploration (and would not constitute either sporadic or piecemeal development);
- The proposal would not have an unacceptable impact on the appearance or character of the surrounding area;
- The proposal would not adversely affect local amenity by reason of noise, disturbance, pollution, visual intrusion or traffic generation; and
- The land would be restored to a standard agreed by the Local Planning Authority, irrespective of whether oil or gas is found.

EXPLANATION MW3

12.19

The Government has recently issued licences for the exploration for on-shore oil and gas in Knowsley and elsewhere in Merseyside. Several planning applications were (in the late 1990s) received for exploration and extraction of coal bed methane from former coal workings. The need for land-based oil and gas development must be balanced against any adverse environmental effects and other relevant planning considerations. All applications should demonstrate that they are consistent with national and regional objectives for increasing the proportion of energy derived from renewable sources.

PROCEDURES

12.20

A project overview for the proposed exploration, appraisal and development must be submitted as part of any planning application for oil or gas exploration in order to avoid sporadic or piecemeal development leading to unforeseen and unacceptable environmental effects. The applicant will also be required to submit a Restoration and Aftercare Plan, which must be agreed by the Council.

POLICY LINKS

See policies listed above in relation to policy MW2

POLICY MW4: WASTE MANAGEMENT STRATEGY

Proposals for new waste management facilities (or for the enlargement or amended operation of existing facilities) should be consistent with the following objectives:

- The need for the management of waste to be moved up the waste hierarchy;
- The need to achieve regional waste management self-sufficiency in the North West;
- The proximity principle; and
- The extent to which sustainable transport forms an integral part of the proposals.
- The need to ensure that waste development proposals are consistent with the policies in Planning Policy Statement 10 "Planning for Sustainable Waste Management".

This is a Part 1 policy

EXPLANATION MW4

12.21

Policy MW4 identifies key principles set down in the Government's waste strategy. As indicated earlier in this chapter, the local authorities on Merseyside are considering developing a sub-regional joint Development Plan Document (DPD) covering waste management issues, the intention of which will be to provide a criteria-based land use policy framework to guide how the waste that is produced within the various waste streams (both municipal and commercial/industrial) will be managed and to provide developers with clear guidance as to whether any proposed site would be an acceptable location for a proposed waste management facility of a particular type. This will (if adopted) form the basis of planning for waste at the sub-regional level and will constitute the long-term waste plan for Merseyside.

12.22

Pending the future preparation, agreement and adoption of both the Waste DPD and the Integrated Merseyside Waste Disposal Strategy, the policies set out below provide a set of criteria against which planning applications for waste related development can be assessed.

THE WASTE HIERARCHY

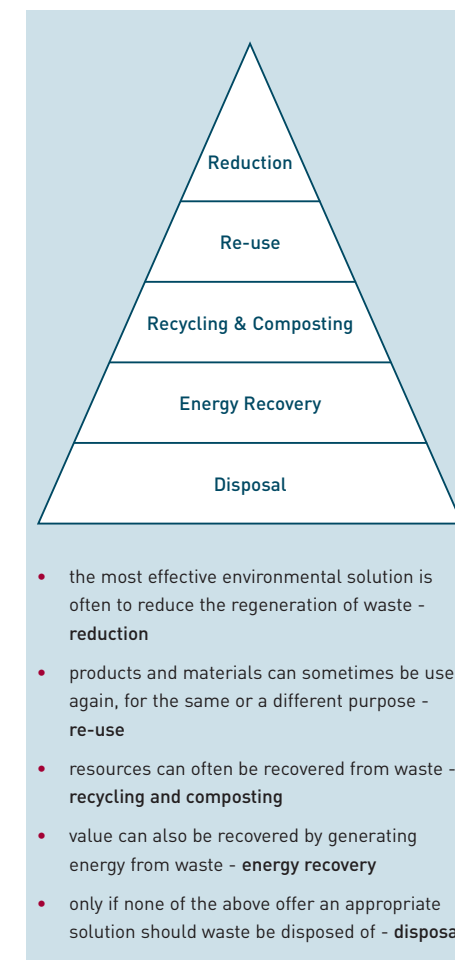
12.23

Waste management options will be guided by the extent to which waste is moved up the hierarchy, that is, dealt with in such a way as to reduce its environmental impact and encourage sustainable waste planning.

POLICY LINKS

Policies MW5 and MW6 below

Figure 12.1: The Waste Hierarchy (Source: Planning Policy Statement 10, 'Planning for Sustainable Waste Management' Annex C



POLICY MW5: WASTE MANAGEMENT AND TREATMENT FACILITIES

1. Proposals for new waste management facilities (or for the enlargement or amended operation of existing facilities) will be permitted where they are seen to be meeting the strategic objectives set out in Policy MW4, subject to an assessment of their likely environmental impact or other harm. In determining applications for new or enlarged waste management facilities regard will be had to whether the proposed development would cause significant and unacceptable harm to any of the following:
 - a) environmental resources or assets;
 - b) the visual character of the surrounding area;
 - c) the amenities of occupiers of nearby property (particularly residential property or other environmentally sensitive uses such as schools, hospitals or specialist industrial or business uses such as food processing and high technology uses) in terms of visual amenity, noise, vibration, dust, windblown material, smells, litter, vermin, air, land or water or other nuisance;
 - d) air safety, (including the need to safeguard the airspace around Liverpool John Lennon Airport and avoid birdstrike hazard);
 - e) road safety and highway capacity.
2. Proposals for waste management facilities should also be compatible with any approved regeneration strategy for the area in which they are proposed to be located.
3. Proposals for waste management facilities must include facilities for the recovery of materials for re-use and recycling and / or the recovery of energy from waste.

4. Planning permissions for temporary waste management uses and facilities may be made subject to planning conditions requiring reinstatement of the site, followed by after-care, to enable the subsequent use of the site for purposes agreed with the local planning authority.
5. Proposals for new superstores, supermarkets and other appropriate large developments with their own car parks, which are acceptable in principle, will only be permitted provided that recycling facilities are designed as an integral part of the development, so as to minimise their impact on amenity and traffic circulation.

EXPLANATION MW5

12.24

Policy MW5 applies to proposals for all forms of waste management facility. It therefore covers:

- waste transfer stations, waste reception and recycling facilities, scrapyards, aggregates and soil recycling facilities, and Materials Recovery Facilities (MRFs);
- composting;
- energy from waste facilities;
- waste water (sewage) and sewage sludge treatment plants; and
- landfill proposals (which also need to satisfy the criteria in policy MW6).

12.25

These operations and uses can contribute in differing ways to the management of waste and at different levels in the waste hierarchy. The government's policies on waste are set out in Planning Policy Statement 10 "Sustainable Waste Management" (PPS10) and are augmented by Waste Strategy 2000 which sets national targets for recycling. As far as is possible, as explained under Policy MW4, local authorities should seek to minimize the production of waste and thereafter to facilitate its re-use, or recycling and the recovery of energy from materials which cannot be re-used or recycled. Proposals for

waste management developments which accord with this overall strategy will be permitted where they will not have a significant unacceptable harmful impact on the local environment. The locational criteria given in Annex E of PPS10 may be referred to in assessing the suitability of a proposed site.

12.26

The criteria set out in Policy MW5 will be reviewed in the context of the potential future adoption by the Council of the Joint Merseyside Development Plan Document on waste. However, there will be circumstances where energy recovery from waste management and treatment facilities will not be practicable; for example, where landfill or landraise uses inert materials such as construction demolition and excavation waste.

PROCEDURES

12.27

To ensure that the environmental effects of waste management facilities are fully considered proposals must be accompanied by an Operations Statement, and (unless the proposal is of a permanent nature), a Restoration and Aftercare Plan, prepared to a specified and acceptable standard.

12.28

Most forms of waste management, in addition to a planning permission, require a waste management permit from the Environment Agency. Where this is the case, detailed conditions are normally placed on the operation controlling its environmental effects. Planning conditions will, however, be used where these would not duplicate controls under the licensing or other statutory provisions.

POLICY LINKS

See policies listed in relation to policy MW2.

POLICY MW6: LANDFILL OR LANDRAISING

Any planning application for landfill and/or landraising operations will need to satisfy the following additional criteria:

- a) The type of material used for filling and the degree of compaction should be compatible with the proposed after-use;
- b) Where the proposed development is located on a floodplain, the proposals will not have an unacceptable detrimental impact on flood attenuation capacity and would not impede the flow of flood waters;
- c) The visual impact of finished contours (pre-settlement and post-settlement) must be acceptable;
- d) Landfill and landraising schemes must have a positive contribution to landform and landscape quality on completion; and
- e) Satisfactory means (such as interim restoration) must be used to ensure that damage to restoration caused by subsidence or landfill gas is minimised.

EXPLANATION MW6

12.29

Policy MW6 sets criteria that all proposals for landfill or landraising must satisfy, in addition to the more general criteria set by policy MW5. Regardless of operational requirements and other matters that might be within the remit of the waste-licensing regime, it is important that controls are exercised by the Plan on matters that could have adverse effects on land-use considerations. Policy MW6 seeks to ensure that all land-use related matters are addressed when considering the impact of landfill and landraising operations and that such adverse effects that cannot be avoided are mitigated.

POLICY LINKS

See policies listed under policy MW2

POLICY MW7: RENEWABLE ENERGY

- Proposals for new development required in connection with the generation of energy from renewable sources will be encouraged and permitted.
- Proposals for new infrastructure required to generate renewable energy should seek to avoid causing a detrimental impact on:
 - Sites of national, international and local importance for nature conservation;
 - The appearance or character of the surrounding area;
 - The amenity of any nearby residents by reason of noise, odour, disturbance, pollution, visual intrusion or traffic generation.
- Proposals for renewable energy development in sensitive areas such as the Green Belt, nature conservation designations, and Conservation Areas will only be permitted if the developer has established that it would be impractical to site the development outside such areas, and that any adverse impacts of the proposal would be minimised through careful site selection, location, scale, design and screening.
- Any large scale new residential, commercial and industrial developments will be required to generate at least 10% of the predicted energy requirements from renewable sources, where this is practicable and viable given the type of development proposed, its location and design.

fossil fuels, include the contribution that this can make to limiting emissions of green-house gases (and hence restricting the effects of global warming) and also the contribution that it can make to a diversified supply of energy.

12.31

The government has set a target that, by 2010, 10% of the UK's electricity shall be supplied from renewable energy sources. It also states, in its Energy White Paper¹⁵, that this figure should be doubled to 20% by 2020, and suggests that more renewable energy will be needed beyond that date.

12.32

The North West region has the potential to generate significant quantities of energy from a wide range of renewable sources including onshore wind, offshore wind, marine technologies (wave and tidal power), landfill gas, biomass, anaerobic digestion, small scale hydroelectric schemes, photovoltaics and energy from biodegradable waste. Revised regional targets are being prepared for the amount of energy that is supplied from renewable resources. A need has been identified to strengthen the policy framework at the local level, including local planning guidance, to promote the achievement of renewable energy generation targets.

12.33

The topography of Knowsley limits its potential contribution to the generation of some forms of renewable energy. However, there is considered to be scope to develop renewable energy from:

- Combustion of energy crops and / or agricultural and forestry biomass;
- Small anaerobic digestion plants fuelled by farm biogas;
- Small scale wind turbines e.g. on buildings or within industrial parks; and

- Domestic, commercial and motorway solar photovoltaic (PV) systems (e.g. solar tiles or modules), which convert solar energy into electricity, and which may be installed or integrated into commercial or domestic buildings.

12.34

The impact that renewable energy schemes can have varies significantly according to the type of scheme proposed. For example, in the case of a proposal to install photovoltaic cells on a building the impacts are likely to be primarily of a visual nature - with the range of designs that is available it should in most cases be possible to ensure that such schemes have an acceptable visual impact although special considerations will apply in the case of Listed Buildings or buildings in Conservation Areas. Proposals for digestion plants or biomass plants can have significant local effects on amenity, for example as a result of odour. These should therefore normally be sited away from residential properties. Wind turbines can have significant visual impact and also more local impacts in terms of noise.

12.35

Some renewable energy projects can, if sited within the Green Belt, constitute "inappropriate" development, which may impact on the openness of the Green Belt. Careful consideration will therefore need to be given to the visual impact of such projects and developers will need to demonstrate very special circumstances that clearly outweigh any harm by reason of inappropriateness in these areas. Such very special circumstances may include the wider environmental and sustainable development benefits associated with increased production of energy from renewable sources. Where renewable energy is proposed in the Green Belt it will be necessary for the applicant to demonstrate compliance with the relevant policies in chapter 9 "Green Belt and the Rural Economy".

12.36

Where renewable energy developments such as wind turbines are proposed, the potential impact on the operational integrity and safety of Liverpool John Lennon Airport will be an important consideration - see chapter 8 "Transport".

12.37

In considering all proposals for renewable energy schemes, the Council will weigh up the benefits of the specific scheme which is proposed, against any adverse impacts which may occur. Potential impacts on the environment may be acceptable if they are minor, or are outweighed by wider benefits, such as contributing to achieving the regional targets for renewable energy production.



¹⁵"Our energy future - creating a low carbon economy", CM5761, February 2003

12.38

The Regional Spatial Strategy for the North West proposes in its draft partial review (2004), that proposals for new developments such as housing, industrial and commercial uses should be encouraged to incorporate infrastructure to meet at least some of the energy requirements of the proposed development. Therefore, policy MW7 requires that large scale new residential, commercial and industrial developments will be required to generate at least 10% of the predicted energy requirements from renewable sources. Where a developer considers that it is not feasible to generate 10% of the energy requirement from on-site renewable sources, the developer should provide evidence with the planning application demonstrating why this is the case.

12.39

The Council's proposed Supplementary Planning Document on design issues will contain further advice on incorporation of renewable energy requirements in the design of new development.

POLICY LINKS

See policy links listed under policy MW2

Policy G1

"Development within the Green Belt"

Policy DQ1

"Design Quality in New Development"

Policy T12

"Aerodrome Safeguarding"

Photovoltaic installations on domestic properties will also be considered under policy H8 "Extensions and Alterations to Residential Properties".

**STRATEGIC OBJECTIVES**

- To ensure that new development protects or enhances the quality of air, land and the water environment in Knowsley.
- To ensure that the design of new development provides for good levels of amenity and avoids any detrimental impacts on nearby occupiers.
- To protect and manage Knowsley's sites and species of nature conservation importance (including those identified as requiring protection in the North Merseyside Biodiversity Action Plan) and encourage a net gain in the biodiversity resource.

INTRODUCTION**13.1**

This chapter covers a number of environmental issues which are concerned with protection of the public and the environment from risk of harm arising from development.

CHAPTER 13

Environmental Protection and Nature Conservation

KEY ISSUES - ENVIRONMENTAL RISKS AND POLLUTION**13.2**

The first part of the chapter (policies ENV1 to ENV8) provides guidance on:

- The control of polluting development;
- The control of hazardous industries, pipelines etc.;
- Control over sensitive uses (such as housing) where these would be close to existing sources of pollution or hazard;
- Development on contaminated land;
- Flood risk and drainage; and
- The siting of new telecommunications masts.

13.3

The planning system does not operate alone in controlling potentially polluting or hazardous developments. Other legislative controls exist and are described in relation to each policy. Planning decisions will be used to complement, rather than duplicate, the controls available under other legislation.

KEY ISSUES - NATURE CONSERVATION

13.4

The second part of the chapter (policies ENV9 and 10) provides guidance which seeks to protect sites and species of nature conservation importance. Knowsley contains a number of ecological sites and species, which are identified as important within the North Merseyside Biodiversity Action Plan (NMBAP).

The NMBAP is an important document, prepared under the provisions of the Government's biodiversity strategy - see footnote¹⁶.

13.5

The NMBAP identifies sites, species and habitats of conservation importance, together with links between wildlife habitats which should be protected.

13.6

Additional information concerning nature conservation is also provided in the Alt/Crossens and the Lower Mersey Local Environment Agency Plans (LEAPs). These identify, for example, a need to retain wetland features, in view of the rarity of such habitats in Knowsley and their importance for habitat creation, landscape renewal and recreation.

13.7

The Regional Spatial Strategy for the North West requires the Council to set out a coherent and functional ecological framework which identifies priority biodiversity resources, areas of land which have the potential for returning these resources to viable levels and wildlife corridors. Work is currently being carried out to develop Knowsley's spatial ecological framework in accordance with the RSS.

POLICY ENV1: CONTROL OF POLLUTION IN NEW DEVELOPMENT

Development will not be permitted which is likely to cause significant harm to amenity as a result of impact on any of the following:

- Air quality;
- The quality of land and soil (due to contamination); or
- The quality of the water environment.

EXPLANATION ENV1

13.8

Policy ENV1 aims to ensure that new development, where it is not adequately controlled by other pollution control legislation, will not be permitted where it would cause harm to air, land or water quality.

13.9

Polluting industrial processes (and emissions to air, land and water, noise, heat, waste, energy and raw material usage) are controlled under the Environmental Protection Act 1990 and the Pollution Prevention and Control Regulations Act 1999. This legislation is implemented by the Council's Environmental Health and Consumer Protection officers and the Environment Agency.

13.10

In considering proposals for development it will be necessary to take into account the effect that any pollution which may result from the development may have on amenity of the surrounding area and also the effect on amenity of measures that may be needed to comply with other pollution control legislation. For example, pollution controls under other legislation may require the use of high chimney stacks or other pollution control measures to serve new development. These can in themselves have a significant visual impact and such measures

therefore need to be identified at the original design stage so that the full effects of a proposed development can be considered at the outset.

IMPACT OF NEW DEVELOPMENT ON AIR QUALITY

13.11

Under the National Air Quality Strategy, the Council may adopt Air Quality Management Action Plans. These plans may be adopted on the declaration of Air Quality Management Areas identified by the Council in accordance with the Environment Act 1995.

The Council is currently identifying priority areas in which developers will have to demonstrate that their proposals will not affect Air Quality Standards.

13.12

Air pollution will be a material consideration in any planning decision which may affect air quality (either within or outside Air Quality Management Areas). Separate policies in chapter 8 "Transport" require that development which would generate significant amounts of traffic within an Air Quality Management Area may require the submission of detailed transport assessments or Travel Plans.

IMPACT OF NEW DEVELOPMENT ON THE QUALITY OF LAND AND SOIL

13.13

New development, for example for industrial uses, waste disposal or mineral extraction, can, if not adequately controlled cause contamination of soil and reduce the quality of the land. Waste management operations are controlled by the Environment Agency through the Waste Management Licensing Regulations. Planning controls will be used where necessary to complement these other controls to prevent contamination arising from new development. A separate policy within this chapter (policy ENV5) deals with how the Council will assess proposals for new development on sites which are already contaminated.

IMPACT OF NEW DEVELOPMENT ON WATER QUALITY

13.14

Bodies of water, in the form of groundwater, watercourses and lakes, are valuable for wildlife, the quality of life of local people and provision of water supplies. These environmental assets are sensitive to pollution. Developments that may give rise to an increase in the level of pollution of the water environment could have a detrimental impact on fish populations and other species. Many streams run through Knowsley and the Borough is underlain by rocks that serve as valuable groundwater reservoirs. It is important to maintain the quantity and quality of these groundwater resources. Protection of the Borough's water resources will be achieved through the continued support of the Mersey Basin Trust and the Alt 2000+ Partnership action plans.

The Environment Agency will be consulted on developments that may have an impact on rivers, streams or groundwater resources. The Environment Agency has the power to control discharge to controlled waters under the Water Resources Act 1991.

POLICY LINKS

Policy H5

"Development within Primarily Residential Areas"

Policy T8

"Transport Assessments"

Policy T9

"Travel Plans"

Policy MW4

"Waste Management Strategy"

Policy MW5

"Waste Management and Treatment Facilities"

Policies ENV2 to ENV7 below

¹⁶The Government's biodiversity strategy is entitled "Biodiversity: The UK Action Plan"

POLICY ENV2: NOISE AND VIBRATION

1. Development that will either cause an unacceptable increase in noise or vibration levels or itself be subject to unacceptable noise or vibration from an existing source will not be permitted.
2. Where developments are permitted, conditions may be attached to the planning permission to ensure effective noise insulation or other required mitigation measures are carried out.

POLICY LINKS

Policy H5
"Development within Primarily Residential Areas"

Policy G2
"Landscape Character and Amenities of the Green Belt"

Policy OS2
"Urban Greenspace"

Policy DQ1
"Design Quality in New Development"

POLICY ENV3: LIGHT POLLUTION

1. Development requiring external lighting must satisfy the following criteria:
 - a) The lighting scheme proposed is the minimum required for security and working purposes to undertake the task;
 - b) There would be no unacceptable impact on visual amenity in the surrounding area;
 - c) The scheme will not have an unacceptable effect on road safety;
 - d) The scheme will not harm wildlife; and
 - e) There will be no unacceptable loss of residential amenity.

EXPLANATION ENV3

13.17

The lighting of developments is important for security and safety reasons. However, different forms of lighting, from street lighting to security lighting, increasingly and unnecessarily pollute today's environment. Poorly designed or badly aimed lights that are responsible for "sky-glow" can have detrimental effects on wildlife, astronomical interests, highway safety and reduce the feeling of remoteness in rural areas. The Council may in some cases use conditions to require that lighting is orientated away from residential properties or from nearby amenity or countryside areas.

13.18

Planning applications for development should be accompanied by details of any lighting schemes proposed to allow assessment of any likely impact.

POLICY LINKS

Policy H5
"Development within Primarily Residential Areas"

Policy T12
"Aerodrome Safeguarding"

Policy G2
"Landscape Character and Amenities of the Green Belt"

Policy OS2
"Urban Greenspace"

POLICY ENV4: HAZARDOUS SUBSTANCES

1. Development which involves the use or storage of hazardous substances, including modifications to existing establishments, will not be permitted if it would cause unacceptable risk to the users of the site, surrounding land users or the environment.
2. Development within the consultation zones around existing hazardous installations or pipelines will only be permitted if:
 - a) The level of risk to occupiers, visitors or users of the proposed development is considered acceptable; or
 - b) The proposal includes measures that will mitigate the likely risks to the surrounding population.

EXPLANATION ENV4

13.19

A fundamental aim of this policy is to prevent major accident hazards and limit the consequences of such hazards. Certain sites and pipelines are designated as hazardous installations by virtue of the quantities of hazardous substance present. The siting of such

installations is subject to planning controls, for example under the Planning (Control of Major Accident Hazards) Regulations 1999. The objective in operating these controls is to maintain appropriate distances between establishments and residential areas, areas of public use and areas of particular sensitivity or interest. The Council will consult the Health and Safety Executive (HSE) about any proposals to site new hazardous installations, or to modify existing installations, within Knowsley.

13.20

The Borough of Knowsley already contains a number of hazardous substances establishments and major accident hazard pipelines. Whilst they are subject to stringent controls under existing health and safety legislation, it is considered prudent to control the kinds of development permitted in the vicinity of these installations. The HSE has advised the Council on consultation distances for each of these installations. In determining whether or not to grant planning permission for a proposed development within these consultation distances the Council will consult the HSE about risks to the proposed development from the hazardous installation.

POLICY LINKS

Policy EC3
"Primarily Industrial Areas"



POLICY ENV5: CONTAMINATED LAND

1. New development will not be permitted if there is existing contamination on the site which could, as a result of the proposed development, place the occupiers or users of the development, ecological systems, the water environment or surrounding land uses at unacceptable risk.
2. Where there is evidence that a site may be unacceptably affected by contamination, proposals shall be accompanied by a site investigation report and schedule of remedial measures.
3. Where remedial measures are necessary then a verification report must be submitted before the development is brought into use to demonstrate that remedial work has been satisfactorily completed.
4. Where ongoing monitoring and risk assessment are necessary, reports must be submitted to the Council on an agreed basis. The developer must undertake any further investigations or remedial measures which the risk assessment shows to be required.

contamination include for example chemical or biological contamination or contamination from gas from any source. Issues of stability and subsidence should also be considered when proposing development on made or potentially contaminated ground.

PROCEDURES

13.23

It is the developer's responsibility to find out the extent of any harmful substances affecting their sites. It is important to protect the development site and other receptors from any contamination. However, the Council will have regard to sources of information at its disposal and will provide advice to developers.

13.24

Where there is evidence that a site is potentially contaminated, the Council will require site investigations and risk assessments to be carried out. Details of these, together with any remedial measures that are considered to be necessary and their timetable for completion, should be submitted, normally at the planning application stage, and agreed with the Council. Where there is evidence that development of a contaminated site could cause risk to an existing ecosystem, applicants will also be required to submit an ecological survey with the application together with details of how the risk would be mitigated.

13.25

Planning conditions or legal agreements will be used to ensure that agreed remedial measures are carried out to the approved timetable, and that the satisfactory completion of such measures is verified by a suitably qualified expert. A verification report, including evidence to confirm that works have been satisfactorily completed, must be submitted before such conditions can be fully discharged. Evidence should include for example: photographs; on site logs and records; results of any validation testing; waste transfer notes; and delivery notes for new materials. Where monitoring and risk assessment are needed

after the development is complete this must be reported to the Council according to prior agreement. The developer is responsible for carrying out any further remediation works which such risk assessments indicate are necessary.

13.26

Under Part IIA of The Environmental Protection Act 1990, the Council has prepared a strategy (see footnote¹⁷) which describes how it will inspect its area for contaminated land, and seek to secure the remediation of any land which is found to be contaminated. Developers are advised to have regard to any liability that they may have under this legislation when carrying out development proposals. Failure to remediate sites to a standard compatible with the part IIA regime may leave a developer liable for future remedial works.

POLICY LINKS

Policy ENV9

"Protection of Habitats and Designated Sites"

Policy ENV6

"Landfill Gas"

POLICY ENV6: LANDFILL GAS

1. Development on former landfill sites, or within 250 metres of current or former landfill sites will only be permitted, where the applicant can clearly demonstrate that there is no risk from the generation or migration of landfill gas or other hazardous substances, or that satisfactory measures can be taken to counter any possible hazard either to the development site or other receptors.
2. Residential development will not be permitted where active gas control measures are necessary.

3. Where remedial measures are necessary a verification report must be submitted before the development is brought into use to demonstrate that remedial work has been satisfactorily completed.
4. Where ongoing monitoring and risk assessment are necessary, reports must be submitted to the Council on an agreed basis. The developer must undertake any further investigations or remedial measures which the risk assessment shows to be required.

EXPLANATION ENV6

13.27

The decomposition of material within landfill sites can cause the generation of landfill gas. This gas can migrate in any direction through permeable ground, structures such as drains or even dissolved in water. Gas can subsequently enter or affect adjacent land or buildings and pose an unacceptable risk to human health, property or ecosystems. Without control, the accumulation of gas may lead to explosions and fire risk, or to odours and the risk of asphyxiation or toxic effects. The latter may also affect ecosystems.

13.28

In the event of failure of active gas control measures an unacceptable risk would be presented to property. Gas monitors used to back up such systems may also fail. In the event of such failures there would be a very high risk of a serious incident. It is therefore the Council's policy not to permit residential development where site conditions are such as to require active gas control measures. This approach is in line with guidance (see footnotes¹⁸ and¹⁹).

EXPLANATION ENV5

13.21

Previously developed sites may have been affected by past land use in such a way that may cause harm to human health or the environment. Such sites need to be brought back into beneficial use in line with the Government's policy on regeneration of brownfield sites.

13.22

Historically, the main industries within Knowsley have included collieries, the extraction of other minerals (including, gravel, sandstone, marl, clay and pebble beds), cable manufacture, watch making and potteries. The deposit of various materials has taken place within various locations, for example through the infilling of excavations. Potential sources of

¹⁷ "Contaminated Land Inspection Strategy" Knowsley MBC, June 2001

¹⁸ Building Regulations 2000, Approved Document C "Site Preparation and Resistance to Moisture

¹⁹ BR212 "Construction of New Building on Gas Contaminated Land" Building Research Establishment

PROCEDURES

13.29

Article 10 of the Town and Country Planning (General Development Procedure) Order 1995 requires the Council to consult with the Waste Regulation Authority (now the Environment Agency) before granting planning permission for development within 250 metres of land which:

- a. is or has, at any time in the 30 years prior to the submission of the application, been used for the deposit of refuse or waste; or
- b. is or has been notified to the Council by the Waste Regulation Authority for the purposes of this provision.

13.30

The Environment Agency maintains a publicly available register of former landfill sites, and notifies Knowsley Council of sites within the Borough. The statutory distance where consultation is required (250 metres) is a minimum, and the Council may consult the Environment Agency about suspect sites outside the consultation zone. The Council will consult closely with the Environment Agency at all stages of an application, as advised in Department of the Environment Circular 17/89.

13.31

It is the developer's responsibility to supply the following information if required:

- i) A site investigation report containing information on the nature and extent of landfill gas and any other harmful mobile substances;
- ii) A site specific risk assessment for gas;
- iii) A schedule of any remedial measures that are necessary to prevent migrating gas or other harmful substances causing a hazard either during the course of development or during the subsequent use of the site;
- iv) Where remedial measures are put in place a verification report; and
- v) Where appropriate, evidence that adequate provision has been made for the continued monitoring of gas on site.

13.32

Planning conditions or legal agreements will be used to ensure that appropriate measures are incorporated into proposals to control the migration of gas or other mobile substances and to monitor and if necessary remediate any potential problems following development.

POLICY LINKS

Policy ENV9

"Protection of Habitats and Designated Sites"

Policy ENV5

"Contaminated land"

POLICY ENV7: FLOOD RISK AND DRAINAGE

1. Development at an unacceptable risk of flooding will not be permitted. Where a development would be within an area of flood risk, the applicant will be required to:
 - a) submit evidence to establish that the development could not be practicably located within an area of lower or no flood risk.
 - b) submit a flood risk assessment, which will fully assess the risks of flooding associated with the development in accordance with the requirements of Planning Policy Guidance note 25 "Development and Flood Risk".
2. Development will not be permitted if it may cause an unacceptable risk of flooding elsewhere.
3. Mitigation measures will be required, where necessary, to manage flood risk associated with or caused by new development. These should:
 - a) Be derived from a flood risk assessment;
 - b) Be fully described in the planning application;
 - c) Be fully funded - including for the provision of long-term maintenance - as part of the development; and

- d) Contribute to the biodiversity resource of the Borough.
4. New development will not be permitted unless a Sustainable Drainage System is incorporated into the overall design. Exceptions may be made where it can be demonstrated that:
 - a) The Sustainable Drainage System would be likely to cause either significant land or water pollution; or
 - b) The site's ground conditions would preclude the use of a Sustainable Drainage System; or
 - c) The size of the site precludes the use of a Sustainable Drainage System; or
 - d) The proposed Sustainable Drainage System could cause damage to adjacent buildings or sites.

13.35

The policy also imposes controls over new development which may itself increase flooding elsewhere by increasing surface run-off, thereby over stretching the capacity of watercourses and sewers. To control run off as close to the source as possible, the use of Sustainable Drainage systems (SuDS) is often appropriate. These represent a move away from traditional piped drainage systems to those that mimic natural drainage processes e.g. balancing ponds and infiltration devices.

13.36

Part 4) of this policy aims to complement Part H of the Building Regulations 2000 by ensuring that SuDS are incorporated into the overall design of the development. The policy will apply to developments comprising one dwelling or more and also to applications for new retail, industrial and warehousing, as well as commercial uses such as hotels.

13.37

SuDS may be inappropriate in areas which comprise soils with low infiltration rates or where there may be an increased risk of polluting land or water. For example, SuDS may not be suitable for use on contaminated sites or where industrial development is proposed that uses or stores hazardous materials. It will be the responsibility of the applicant to demonstrate why it may be inappropriate to incorporate SuDS into the overall design of their scheme. Whilst secondary benefits such as the creation of new biodiversity habitats are to be welcomed, the primary functions of SuDS must take priority.

EXPLANATION ENV7

13.33

It is recognised by the Council that flood risk is likely to increase as a result of climate change. Planning Policy Guidance Note 25 "Development and Flood Risk" requires new development to be consistent with the sustainable management of river systems. Within Knowsley this means having regard to Merseyside-wide initiatives including the Mersey Basin Campaign and the Alt/Crossens Action Plan 2000+.

13.34

The areas currently identified as being at risk from flooding within Knowsley are within the catchment of the River Alt in the northern part of the Borough and Ditton Brook to the south. These areas are based upon the most up to date data from the Environment Agency. Policy ENV7 requires proposals for new development (other than for very minor development such as small extensions and alterations) that are to be located in an area of flood risk to be accompanied by evidence to establish that there are no areas of lower or no flood risk available for that development.

PROCEDURES

13.38

A flood risk/run-off assessment will be required as part of the planning application for any development which is likely to cause or be subject to a risk of flooding. The Council will adopt a Supplementary Planning Document which will describe where the areas of flood risk are, using the most up to date copy of the Environment Agency's flood zone maps and to explain the other requirements of this policy further. Merseyside-wide planning guidance is currently being prepared for SuDs to provide more detailed guidance including cross boundary flooding and drainage issues.

13.39

Planning conditions or legal agreements will be used to ensure that where appropriate Sustainable Drainage Systems are provided and maintained.



POLICY ENV8: TELECOMMUNICATIONS DEVELOPMENTS

1. Proposals for new telecommunications masts and associated antennae and buildings will not be permitted unless the applicant has demonstrated that the following criteria would be satisfied:
 - a) Where the proposal is for a free standing mast, the need for the development could not, for technical reasons, be met in a more environmentally acceptable manner by:
 - Sharing an existing mast or site,
 - Erecting antennae on an existing building or other structure;
 - b) The development would not, by reason of its scale, siting or design, have an unacceptable impact on the character or appearance of the surrounding area, or the amenity of nearby residents.
2. New telecommunications development will not be permitted within environmentally sensitive areas, such as Conservation Areas, residential areas or the Green Belt, unless the applicant has demonstrated that there are no other suitable alternative sites outside such areas and that appropriate steps have been taken to minimise any visual impact through careful siting, design and screening.
3. Applications for development by telecommunications code system operators must be accompanied by:
 - a) Evidence that the proposal would comply with all relevant ICNIRP14 Standards (or future guidance which may supersede the current guidelines), taking into account any cumulative emissions from other nearby telecommunications equipment;
 - b) Evidence of how the proposal fits into the wider network, regionally and nationally.
 - c) Where the telecommunication development would be on or near a school or college site, evidence that the governing body of the relevant school or college has been consulted.

EXPLANATION ENV8

13.40

The telecommunications industry is constantly evolving, and it is recognised that the planning system has a role in facilitating the improvement and expansion of telecommunications coverage. However, it is important that such development does not compromise environmental quality.

13.41

Telecommunication development includes radio masts and towers, antennae of all kinds, radio equipment housing, public call boxes, cabinets, poles and overhead wires. The Government's general policy on telecommunication development is to facilitate the growth and efficiency of telecommunication systems, whilst keeping the environmental impact of such development to a minimum (Planning Policy Guidance Note 8: 2001). A significant proportion of new telecommunications development is connected with the roll-out of mobile telephone networks. These networks are subject, in addition to planning controls, to licensing controls exercised by the Office of Communications (Ofcom).

13.42

All large new telecommunications masts (of over 15 metres in height) and some smaller masts require full planning permission. Many types of smaller development (whilst not requiring a planning permission) require a determination from the Council as to whether prior approval will be required for the siting and appearance of the proposed installation. Policy ENV8 applies both to cases requiring planning permission and to applications for determinations.

13.43

In planning for new telecommunications development, a key requirement for the operators will be to minimise the impact of the network on the visual appearance of the area. Often, it will be appropriate to share an existing mast or construct a mast on an existing building rather than construct a

new freestanding mast. Developers will therefore be expected to demonstrate that they have considered mast sharing or the use of an existing building as an option before they can obtain permission for a new mast.

13.44

All applications for a new telecommunication structure (on a mast or an existing building) must demonstrate that the proposal is needed to provide adequate coverage or quality of service to users of the network. Site conditions, technical constraints, landscape features and capacity requirements will affect the options for the design used by an operator.

13.45

The preferred location for telecommunications development, particularly larger equipment, will normally be within industrial and other employment areas, where feasible. Any applications for telecommunication development in environmentally sensitive areas such as Conservation Areas, the setting of Listed Buildings, the Green Belt, areas of attractive landscape, Sites of Biological or Geological interest, or Local Nature Reserves should demonstrate that there are no suitable alternative locations and that the development would be sensitively sited and designed.

13.46

The impact of telecommunications equipment on human health is a major public concern and all proposals for telecommunications development will be required to meet all relevant standards of the International Commission on Non-Ionizing Radiation Protection (ICNIRP). Consequently all applications should be accompanied by a statement to the effect that the appliance when operational will meet the guidelines.

13.47

The requirements of policy ENV8 are based on those set down in "A Code of Best Practice on Mobile Phone Network Development" (ODPM, 2002).

POLICY LINKS**Policy T12**

"Aerodrome Safeguarding"

Policy H5

"Development in Primarily Residential Areas"

Policy G1

"Development within the Green Belt"

Policy DQ5

"Development in Conservation Areas"

Policy DQ7

"Listed Buildings"

**POLICY ENV9:
PROTECTION OF HABITATS AND DESIGNATED
SITES**

1. Development proposals will not be permitted if they would destroy or have a significant adverse effect on nature conservation interests within any of the following:
 - a) Any sites which are designated nationally or internationally;
 - b) Locally designated sites including:
 - i. Sites of Biological Interest (SBIs);
 - ii. Sites of Local Geological Interest (SLGIs);
 - iii. Local Nature Reserves;
 - c) Other sites, which include habitats or other features of the landscape, or links between habitats identified as priorities nationally or in the North Merseyside Biodiversity Action Plan.
2. Exceptions from the requirements of 1) above may be permitted (on locally or non-designated sites only) in cases where the applicant has proven:

- a) That the development cannot reasonably be located elsewhere and the benefits of the development would clearly outweigh any harm to the nature conservation or geological value of the site; and
 - b) All practical measures will be taken to minimise harm to nature conservation or earth science interests and mitigate any unavoidable harm within or near to the site.
3. Where planning permission is granted planning conditions and/or agreements may be used to ensure the implementation of appropriate measures to compensate for any residual impacts and to enhance the site's management.

EXPLANATION ENV9**13.48**

Policy ENV9 will ensure that the UDP supports the North Merseyside Biodiversity Action Plan (NMBAP) and Local Environment Agency Plans (see introduction to this chapter) by giving special protection to a range of wildlife habitats.

NATIONALLY AND INTERNATIONALLY DESIGNATED SITES**13.49**

Under the National Parks and Access to the Countryside Act 1949 and other legislation, sites can be designated as Sites of Special Scientific Interest or as National Nature Reserves. Areas of international significance are protected under separate European law and conventions. Knowsley does not currently have sites protected either by national or international designations, but policy ENV9 and any other criteria within Planning Policy Statement 9 "Biodiversity and Geological Conservation" will apply in the event of these designations being made during the Plan period.

LOCALLY DESIGNATED SITES**13.50**

Knowsley has a number of sites (shown on the Proposals Map) which are locally important, either for their nature conservation or for their geological interest. Sites of Biological Interest (SBIs - see list in Appendix 8) are important for wildlife interest whilst Sites of Local Geological Interest (SLGIs) are designated because of their earth science features.

13.51

In addition to the controls provided by policy ENV9, the Local Nature Reserve (of which there is currently only one within the Borough, at Acornfield Plantation, Kirkby) enjoys further statutory protection, being managed by the local authority under powers granted by the National Parks and Access to the Countryside Act. This statutory provision establishes nature conservation as the primary land use within this site.

NON-DESIGNATED SITES**13.52**

Policy ENV9 also lends protection to other sites which, although they are not formally designated on the Proposals Map, are important to wild animals and plants. This part of the policy brings the Plan into line with the 1994 Habitats Regulations, which recognise that wildlife importance can extend beyond formally designated sites.

13.53

The local habitats in Knowsley that have been identified in the NMBAP as requiring protection include the following:

- conifer woodland, lowland mixed broad-leaf woodland (including ancient woodland), lowland wood-pasture and parkland, lowland heath land, lowland raised bog, pond habitat, reed bed habitat, urban grasslands and field boundaries habitat.

LINKAGES BETWEEN HABITATS**13.54**

Isolated wildlife habitats tend to be less rich in species than continuous, larger tracts. This is particularly true in urban areas, where habitats are separated from one another by development. Linear and continuous structures, such as rivers with their banks or stepping stones (such as ponds or small woods), are essential for the migration, dispersal and genetic exchange of wild species. Policy ENV9 therefore will provide protection to land which provides valuable links between existing habitats.

CONSIDERATION OF DEVELOPMENT PROPOSALS AFFECTING WILDLIFE HABITATS**13.55**

Planning applications that are likely to affect important habitats or geological sites (whether designated or not) must be accompanied by an expert ecological survey and assessment which must:

- Describe in full the nature conservation interest of the site and the likely impact of the development on this;
- Identify any mitigation measures that will be included to offset any harm to nature conservation interests; and
- Supply supporting evidence laying out the reasons why the development cannot reasonably be located elsewhere.

13.56

Where it seems likely that a development could lead to loss or damage, the Council will seek discussions with developers (and where necessary impose conditions or enter into legal agreements with the developer) to prevent avoidable damage and also to explore possibilities for creating or enhancing habitats in line with NMBAP and Regional Biodiversity Targets. Where it is not possible to secure satisfactory mitigation of any harm caused by a proposed development, the Council will only grant permission if it is satisfied that the development

would bring benefits (for example related to the urban regeneration objectives of this Plan) which would clearly outweigh any harm caused.

POLICY LINKS

Policy G6

"Conversion or Change of Use of Existing Buildings in the Green Belt"

Policy OS2

"Urban Greenspace"

Policy ENV10

"Protection of Species"

POLICY ENV10: PROTECTION OF SPECIES

1. Development proposals will not be permitted where there is evidence that they would harm, directly or indirectly, a legally protected species or its habitat, unless it can be demonstrated that the impact can be successfully mitigated or that the development cannot reasonably be located elsewhere and the benefits of development clearly outweigh the harm it would cause. Planning applications likely to affect protected, rare or vulnerable species should be supported by an expert survey and specialist advice.
2. In the case of species that are identified in the North Merseyside Biodiversity Action Plan or which are not legally protected but which are nevertheless rare or vulnerable, the development proposals should be designed so as to prevent and/or mitigate any harm.
3. Where permission is granted, a planning condition or legal agreement should be used to secure the continued protection of that species and protection or enhancement of its habitat.

EXPLANATION ENV10

13.57

Some species of animals and plants are protected by law and their presence is a material consideration in planning decisions. All wild birds and certain plants and animals are protected under the Wildlife and Countryside Act 1981, in which case it is a criminal offence to harm the species or their habitat. Bats and great crested newts are further protected under the Habitats Regulations. Developments affecting such species must pass statutory tests that are laid down in the Regulations. In addition to planning permission such developments may require a licence which can be obtained from the Department of the Environment, Food and Rural Affairs.

13.58

It is advisable for prospective developers to check as early as possible whether any protected, rare or vulnerable species are present on potential sites for development. Where proposals may harm such species or their habitat an appropriate survey should be carried out by a suitably experienced and qualified person and submitted with the proposal. If it is considered that a development would be likely to result in harm to a legally protected species or its habitat, English Nature will be consulted before the application is determined.

13.59

The North Merseyside Biodiversity Action Plan identifies the following species in Knowsley which are of conservation concern:

- Corn Bunting, Grey Partridge, Lapwing, Skylark, Song thrush, Urban Birds (House Sparrow, Starling), Bats, Brown Hare, Water Vole, Common Lizard, Great Crested Newt and Bluebells.

PROCEDURES

13.60

All Planning applications likely to affect protected, rare or vulnerable species should be supported by an expert ecological survey and assessment.

This should:

- a) Describe in full the nature conservation interest on the site and the likely impact of the development on this; and
- b) Identify any mitigation measures that will be included to offset any harm to nature conservation interests.

POLICY LINKS

Policy G6

"Conversion or Change of Use of Existing Buildings in the Green Belt"

Policy OS2

"Urban Greenspace"

Policy ENV9

"Protection of Habitats and Designated Sites"



CHAPTER 14

Community Benefits and Planning Agreements

STRATEGIC OBJECTIVES

This chapter links to all the strategic objectives set down in chapter 3 "Vision and Objectives". The aim is to ensure that planning agreements are used as a pro-active tool as and when necessary to deliver the vision and objectives of the Plan.

INTRODUCTION

14.1

The Council is keen to encourage development and regeneration within Knowsley. However, in some cases development can impose costs or harm on the community or on the environment. Such costs can include, for example, the need to provide and maintain public open space, recreational facilities or transport facilities to meet the needs of a new development, or harm to environmental assets.

14.2

Under the planning legislation (see footnote²⁰), the Council can enter into agreements with developers. The policy set down in this chapter explains how the Council will use planning obligations and agreements in a pro-active way, to mitigate any costs arising from development proposals and thereby help achieve the objectives of this Plan.

²⁰The legal powers for Local Planning Authorities to enter into legal agreements with developers are set down in Section 106 of the Town and Country Planning Act 1990 (as amended). The new Planning and Compulsory Purchase Act 2004 will replace the existing legislation, but the relevant part of the Act has yet to be enacted. The implications of the new legislation are described at the end of this chapter.

POLICY PA1:

PLANNING AGREEMENTS

1. Legal agreements will be used as appropriate to ensure that new development contributes to and complies with the Strategic Objectives and policies of this Plan.
2. Legal agreements with developers will only be sought where:
 - a) The development would not otherwise be acceptable and a planning condition would not be effective;
 - b) The agreement would cover those matters which would otherwise result in permission being withheld and where practicable would enhance the overall quality of the development; and
 - c) The requirements of the agreement would be necessary, relevant to planning, directly related to the proposed development, fairly and reasonably related in scale and kind to the proposed development, and reasonable in all other respects.

EXPLANATION PA1

14.3

In considering any planning applications for development, the Council must assess whether the development complies with the policies of this Plan. If the development does comply with the policies of this Plan, planning permission will in most cases be granted. If the development would not comply with the policies, the Council will firstly consider whether any harm likely to be caused can be alleviated through the use of planning conditions (see glossary). Guidance on the use of planning conditions is set down in DETR Circular 11/95 "The use of conditions in planning permissions". If any harm associated with a development cannot be mitigated by the use of a condition, the Council will then consider whether a planning agreement can be used to offset the harm (as an alternative to refusing permission).

14.4

Planning agreements can either:

- Restrict development or the use of land;
- Require operations to be carried out, or the land to be used in any specific way; or
- Require payments to be made to the authority either by a single sum or periodically.

14.5

Agreements can be positive, requiring a developer to do a specific thing, or negative - restricting a party to the agreement or his successors from developing or using the land in a specified way. Agreements must be directly related to the development and to the UDP policies and proposals for the area. Agreements may require provision of a specific community benefit or facility, and/or a financial contribution towards the provision of such a benefit by the Council.

14.6

Developers will only be liable to enter into planning agreements where their development would not otherwise (with the use of any conditions which may be necessary) comply with the policies of this Plan. In practical terms, agreements are unlikely to be necessary for most minor developments such as extensions or alteration to existing buildings.

14.7

The content of agreements (for example the size of any financial contributions that are required) will be the subject of negotiation between the Council and the prospective developer. The scale and kind of benefit sought will always be related reasonably to the needs likely to be generated by the development.

14.8

In the case of planning agreements requiring a financial contribution towards a community benefit, payment will be made into specific funds managed by the Council for achieving the requirements of the policies of the UDP.

POLICY LINKS

The list in table 14.1, which is not exhaustive, indicates what types of obligation the Council is most commonly likely to seek from developers.

Table 14.1

Measures or funding provision likely to be sought through planning agreements with developers	
Chapter Area	Measures or funding provision likely to be sought
Chapter 5 "Housing"	<ul style="list-style-type: none"> • Phasing of large housing sites.
Chapter 6 "Economic Development"	<ul style="list-style-type: none"> • Use of local labour in new development proposals.
Chapter 7 "Town Centres and Shopping"	<ul style="list-style-type: none"> • Provision of car parking for use by the public. • Funding of town centre improvements such as improved CCTV provision, landscaping, paving and street furniture. • Improvements to community buildings such as libraries, community centres or health centres. • Management and promotion of town centres.
Chapter 8 "Transport"	<ul style="list-style-type: none"> • Improvements to public transport system infrastructure, highways, cycleways and/or pedestrian routes - see policies T2, T5, T6, T7 and T9.
Chapter 9 "Green Belt and the Rural Economy"	<ul style="list-style-type: none"> • Off-site landscape enhancements – see policy G2.
Chapter 10 "Urban Greenspace, Sport and Recreation"	<ul style="list-style-type: none"> • Provision and maintenance of areas of greenspace or landscaping principally of benefit to the development - see policy OS5. • Improvements to and provision of community buildings and greenspaces for recreational, leisure, sporting or educational purposes - see policy OS6.

Chapter Area	Measures or funding provision likely to be sought
	<ul style="list-style-type: none"> • To secure community use of sporting or educational facilities.
Chapter 11 "Development Quality and the Built Environment"	<ul style="list-style-type: none"> • Provision of an acceptable balance and phasing of uses in mixed-use developments. • Provision of art or sculpture in public places. • Funding of off site compensatory tree planting - see policy DQ4. • Conservation of buildings, structures and places of historic or architectural or archaeological interest - see policies DQ5 to DQ9.
Chapter 12 "Minerals, Waste and Energy"	<ul style="list-style-type: none"> • Provision of recycling facilities.
Chapter 13 "Environmental Protection and Nature Conservation"	<ul style="list-style-type: none"> • Off site mitigation measures needed to prevent harm from pollution or other environmental risks (e.g. noise control bunds, flood prevention measures) - see policies ENV1 to ENV7. • Provision of mitigation measures where a development would damage a natural habitat, geological site, or important species - see policies ENV9 and 10.

IMPLICATIONS OF THE PLANNING AND COMPULSORY PURCHASE ACT 2004

14.9

Under the terms of the Planning and Compulsory Purchase Act 2004, planning agreements will be replaced by "planning contributions". Local authorities will be able to ask developers to make payments or other contributions, either through a pre-set "planning charge", the details of which will need to be published beforehand by the Council, or through agreements which are specifically negotiated for particular cases. The Act introduces new legal duties for local authorities to identify (in a

Development Plan Document) various matters including the types of development for which they will consider, or not consider, accepting a planning contribution, and the basis on which the value of contributions will be calculated. The relevant part of the new Act has yet to be commenced, and detailed Regulations concerning its operation have yet to be made. The policy guidance set down in this chapter should therefore be viewed as interim pending the introduction of the new system of planning contributions. Following the commencement of the new Act, the Council will set down its policy on the use of contributions in a future Development Plan Document for Knowsley.



CHAPTER 15

Monitoring and Review

HOW WILL WE MONITOR PROGRESS?

15.1

The Plan contains a number of strategic objectives. For each objective, a number of targets and indicators have been identified. Progress against these will be monitored by the following means:

- Measuring the amount and type of development - e.g. the number of new houses; amount of land developed for employment uses etc.;
- Monitoring compliance with the Plan policies when the Council makes decisions on planning applications; and
- Monitoring any loss of environmental assets protected by the Plan.

15.2

An annual monitoring report will be produced. If it appears that the targets are not being met, or have no longer become appropriate, suitable adjustments will be made in a future review of this Plan.

INDICATORS AND TARGETS

15.3

The government has produced a set of national core indicators against which the success of local planning documents can be assessed. The Council will use the national indicators (indicated in table 15.1 below) to monitor progress in implementing the policies of this UDP. The Council is also considering developing a set of local indicators which can be used with other Merseyside authorities to monitor planning issues on a sub-regional basis.

Table 15.1: Indicators of success and targets

CHAPTER 5 "HOUSING"	<ul style="list-style-type: none"> • Employment land available by type. • Losses of employment land in (i) employment/regeneration areas and (ii) the whole of Knowsley. • Amount of employment land lost to residential development. 	CHAPTER 12 "MINERALS, WASTE AND ENERGY"
<ul style="list-style-type: none"> • Housing trajectory showing: <ol style="list-style-type: none"> net additional dwellings over the previous five year period or since 1st April 2002 (the start of the UDP Plan period) whichever is the longer; net additional dwellings for the current year; projected net additional dwellings for the following five years and up to 2016; the annual net additional dwelling requirement; and annual average number of net additional dwellings needed to meet overall housing requirements, having regard to previous year's performance. <p>(TARGET: PROJECTED NET NUMBER OF DWELLING COMPLETIONS BETWEEN 1ST APRIL 2002 AND 1ST APRIL 2016, AND OVER ANY FIVE YEAR PERIOD BETWEEN THESE DATES, TO EQUATE TO 230 PER YEAR)</p> <ul style="list-style-type: none"> • Percentage of new and converted dwellings on previously developed land (TARGET: 65%). • Percentage of new dwellings completed at: <ol style="list-style-type: none"> less than 30 dwellings per hectare; between 30 and 50 dwellings per hectare; and Above 50 dwellings per hectare. • Affordable housing completions. 	CHAPTER 7 "TOWN CENTRES AND SHOPPING" <ul style="list-style-type: none"> • Amount of completed retail, office and leisure development. • Amount of completed retail, office and leisure development in town centres. 	<ul style="list-style-type: none"> • Production of primary land won aggregates. • Production of secondary/recycled aggregates. • Capacity of new waste management facilities by type. • Amount of municipal waste arising, and managed by management type, and the percentage each management type represents of the waste managed. • Renewable energy capacity installed by type.
CHAPTER 6 "ECONOMIC DEVELOPMENT"	CHAPTER 8 "TRANSPORT" <ul style="list-style-type: none"> • Amount of completed non-residential development within Use Classes Order A, B and D complying with car parking standards to be set out in the local development framework. • Amount of new residential development within 30 minutes public transport time of a GP, hospital, primary school, secondary school, areas of employment and a major retail centre(s). 	CHAPTER 13 "ENVIRONMENTAL PROTECTION AND NATURE CONSERVATION" <ul style="list-style-type: none"> • Number of planning permissions granted contrary to the advice of the Environment Agency on either flood defence grounds or water quality. • Change in areas and populations of biodiversity importance, including: <ol style="list-style-type: none"> change in priority habitats and species (by type); and change in areas designated for their intrinsic environmental value including sites of international, national, regional or sub-regional significance.
<ul style="list-style-type: none"> • Amount of floorspace developed for employment by type. • Amount of floorspace developed for employment, by type, which is in employment or regeneration areas defined in the UDP. • Amount of floorspace by employment type which is on previously developed land. 	CHAPTER 9 "GREEN BELT AND THE RURAL ECONOMY" <p>Indicators yet to be defined.</p>	
	CHAPTER 10 "URBAN GREENSPACE, SPORT AND RECREATION" <ul style="list-style-type: none"> • Amount of eligible open spaces managed to green flag award standard. 	
	CHAPTER 11 "DESIGN QUALITY AND THE BUILT ENVIRONMENT" <p>Indicators yet to be defined.</p>	

FUTURE REVIEW OF THE PLAN

15.4

The Plan aims to provide a vision for new development and land use over the whole period to 2016. Inevitably, however, circumstances will change and new development and conservation needs will emerge in the next few years. The Plan will in due course be replaced by new planning documents, prepared under the new planning system introduced by the Planning and Compulsory Purchase Act 2004. These new documents will take account of the performance of this UDP against the indicators and targets which have been set, and will replace, amend or continue the policies as appropriate.

APPENDIX 1

Key Partners

The implementation of the Plan will require co-ordinated action on the part of both the Council and its key partners. These include the following:

GENERAL

- Neighbouring Local Planning Authorities
- Town and Parish Councils
- The Knowsley Partnership and its constituent organisations
- The development industry and land or property owners
- North West Regional Assembly
- Government Office for the North West
- North Huyton New Deal for Communities
- Merseyside Objective 1 - Strategic Investment Area Partnerships and Pathways Partnerships
- Single Regeneration Budget Partnerships for Kirkby and Halewood
- The Mersey Partnership

HOUSING

- Knowsley Housing Trust and other Registered Social Landlords
- House Builders Federation
- Housing Corporation

THE ECONOMY

- North West Development Agency
- Knowsley Chamber of Commerce
- Knowsley Business Link

TOWN CENTRES/SHOPPING

- The traders associations for Huyton, Kirkby and Prescot
- Land owners, developers and retailers

TRANSPORT

- Merseytravel
- Transport operators

GREEN BELT AND THE RURAL ECONOMY

- Rural landowners and farmers
- National Farmers Union

URBAN GREENSPACE, SPORT AND RECREATION

- Sport England
- Private and voluntary sector providers of sport and recreation facilities

DEVELOPMENT QUALITY AND THE BUILT ENVIRONMENT

- English Heritage
- "New Approaches" Partnership
- Mersey Forest Partnership

MINERALS, WASTE AND ENERGY

- Neighbouring Minerals Planning Authorities
- Neighbouring Waste Planning and Collection Authorities
- Merseyside Waste Disposal Authority
- Waste Management Operators

ENVIRONMENTAL PROTECTION AND NATURE CONSERVATION

- Environment Agency
- Health and Safety Executive
- English Nature

APPENDIX 2

List of Development Briefs adopted by Knowsley Council (July 2005)

Name of site covered by brief	Date of adoption by the Council
Asda Environs Site, Kirkby Town Centre	1997
Land to the North of Shevingtons Lane, Kirkby	February, 1998
Roscoes Wood West, Land off Cronton Road, Tarbock	February, 1998
Roscoes Wood East, Land off Cronton Road, Tarbock	January 1999
Asda store site, Huyton	March 2000
Land off Greensbridge Lane (including Bridgefield Forum), Halewood	November 2000
Ravenscourt, Halewood	September 2003

APPENDIX 3

Glossary

ACTION AREA

An area within which it is proposed that comprehensive development, redevelopment or improvement should take place.

AFFORDABLE HOUSING

Housing that is below a threshold cost when compared with average incomes in an area.

AGRICULTURAL DEVELOPMENT

Under government legislation, planning permission is automatically granted for some forms of agricultural development. However even if a specific planning permission is not required, the Local Planning Authority must in many cases be notified in advance of the intended development. The Local Planning Authority may then require details of siting, design and external appearance to be submitted for approval before work starts.

AIR QUALITY MANAGEMENT AREA

A priority area for the management of air quality, identified by the Council under the terms of the Environment Act 1995.

ALLOCATED SITE

These are sites that are allocated for a specific use e.g. industry or housing on the Proposals Map.

ARTICLE 4 DIRECTION

A legal direction imposed by the Council which requires that development which would otherwise be "Permitted Development" will require a planning permission.

BROWNFIELD LAND

This is land which has been previously developed i.e. has previously had buildings, hardstanding, car parks or other hard development. The definition of brownfield land (see ODPM Planning Policy Guidance note 3: "Housing") also includes land within the curtilage of buildings.

BULKY RETAIL GOODS

Large retail goods such as DIY products, domestic appliances or furniture.

COMPARISON GOODS

Goods such as clothing where the customer can make a comparison between different retailers.

COMPLETION NOTICES

A notice issued by the Council to require the completion of a development which has planning permission.

CONSERVATION AREA APPRAISALS

These documents are prepared by the Council and identify the special character of Conservation Areas, together with necessary action to preserve and enhance them. For further advice see "Conservation Area Character Appraisals", English Heritage 1996.

CONSERVATION AREAS

Areas of special historic or architectural character. New development within these areas must preserve or enhance the character or appearance of the area.

CONVENIENCE GOODS

These are goods of relatively low value such as food which is bought on a frequent (often daily) basis.

CURTILAGE

Land which is attached (physically or by virtue of its use) to an existing building e.g. school playing fields are often within the "curtilage" of school buildings.

DEVELOPMENT

Section 55 of the Town and Country Planning Act 1990 defines "development" as being (subject to certain inclusions and exceptions) "...the carrying out of building, engineering, mining, or other operations in, on, over or under land .."

DEVELOPMENT BRIEF

A document which describes how a site or group of sites is to be developed.

"EDGE-OF-CENTRE"

Retail or leisure development that is just outside (normally within 200-300 metres of) an existing town or district centre.

ENVIRONMENTAL IMPACT ASSESSMENT

A rigorous process required by the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999, by which the environmental impact of a proposed development is assessed prior to a decision on whether the development should be permitted.

GENERAL DEVELOPMENT ORDER

The Town and Country Planning (General Permitted Development) Order 1995 and the Town and Country Planning (General Development Procedure) Order 1995 together set down rules about what forms of development require planning permission (see "Permitted Development" below) and also certain procedural matters. For example, some forms of agricultural developments (policy G8) or telecommunications development (policy ENV8) do not require a full planning permission but require the Council to be notified of the details of siting and design of the development.

GREENSPACE

Open land which may be used for either formal or informal recreation and is in either public or private ownership.

GREENWAYS

Largely car-free off-road routes, for shared use by people of all abilities on foot, bicycle or horseback.

FREIGHT QUALITY PARTNERSHIP

This is based on the existing Freight Forum, containing representatives from a wide cross section of industry interests. The main role of the partnership is to debate issues, exchange ideas, help develop a sustainable distribution strategy and implement the recommendations of the Merseyside Freight Study.

INDEX OF MULTIPLE DEPRIVATION

This is published annually by the Government, and provides an overall measure of "deprivation" across a range of indicators, against which social and economic conditions in Knowsley can be compared to other areas in the United Kingdom.

LANDFILL

Disposal of waste by burying the waste in landfill or land raised ground.

LISTED BUILDINGS

Buildings or other structures which are on a statutory list because of their special architectural or historic character, and which are protected from demolition or inappropriate alterations. Listed Building Consent is required for works affecting these buildings.

LOCAL DEVELOPMENT DOCUMENTS

New documents which the Council will produce under the Planning and Compulsory Purchase Act 2004 and which will supplement and (in the case of those which have development plan status) replace policies of the Unitary Development Plan. They will include a new Core Strategy and a range of new Supplementary Planning Documents.

LOCAL DEVELOPMENT SCHEME

A "project plan" which the Council updates every year and which will set down which Local Development Documents the Council intends to produce and when.

MATERIAL PLANNING CONSIDERATIONS

Issues that can be taken into account by the Council in determining planning applications. These relate to the purpose of planning legislation and the need to promote the public interest.

MERSEYSIDE LOCAL TRANSPORT PLAN

This plan is produced by the Merseyside local authorities and Merseytravel. It sets out the transport strategy for a 10-year period and the detailed policies and proposals for transport over a 5-year period.

NEIGHBOURHOOD RENEWAL FUND

A Government funding stream which is available to use for local regeneration initiatives in Knowsley.

NORTH WEST REGIONAL ASSEMBLY

A representative body of local authorities in the North West.

ODPM

Office of the Deputy Prime Minister.

OUT-OF-CENTRE

Development which is constructed totally away from the town centre (normally more than 200-300 metres walking distance).

PERMITTED DEVELOPMENT RIGHTS

Under government legislation, certain forms of minor development (such as small extensions to houses, small fences and walls, small extensions to factories) are automatically granted planning permission. This means that you do not always need to apply to the Council for planning permission for these forms of development. However, the rules governing these "Permitted Development" rights are complex and you are always advised to contact the Council for advice. In some areas (e.g. some Conservation Areas, converted barns and in some housing estates), Permitted Development rights have been removed by the Council meaning that planning permission is required even for the smallest extensions to houses, boundary walls etc.

PLANNING AGREEMENT

Legal agreement, normally involving a developer and the Council, under which, in return for the grant of planning permission, the developer makes undertakings which are aimed at addressing any planning objections to the development which cannot be otherwise overcome.

PLANNING CONDITION

Condition imposed on the granting of planning permission for a development.

PLANNING POLICY GUIDANCE NOTE AND PLANNING POLICY STATEMENT

Documents published by the Government which provide planning policy guidance on specific topics e.g. housing or economic development.

PUBLIC REALM

Areas within the town which, although they can be in either public or private ownership, are available for every one to use e.g. roads, footpaths and play areas within housing estates.

QUANTITATIVE NEED

The level of need that there is for new retail development arising from trends in consumer spending.

QUIET LANES

Roads which are designated as important walking or cycling routes as they have little traffic.

REGIONAL PLANNING GUIDANCE (RPG)

Regional Planning Guidance for the North West was published by the Government Office for the North West in 2003. By virtue of the Planning and Compulsory Purchase Act 2004, Regional Planning Guidance now has the status of the Regional Spatial Strategy.

REGIONAL SPATIAL STRATEGY (RSS)

The Regional Spatial Strategy for the North West is produced by the North West Regional Assembly and published by the First Minister for Planning. RSS provides the strategic framework for the UDP and forms part of the adopted development plan for Knowsley. The Regional Spatial Strategy is currently being reviewed and it is expected that a new RSS will be published in its final form in 2007.

RETAIL IMPACT ASSESSMENT

A study that addresses the need for proposed retail development. This should include an assessment of alternative sites, and the likely impact that a development would have on existing town, district and local centres.

RETAIL NEED

The need for new shopping development that results from increased population levels or expenditure per head in the local area.

RIGHTS OF WAY

Include public footpaths, bridle-ways, and by-ways open to all traffic. They are designated on the statutory Rights of Way map.

SEQUENTIAL TEST

Test which is applied to proposals for development which establishes that a development will not be permitted if an alternative, more suitable site is available for the proposed development. In the context of retail development, this means that out of centre development will not be permitted if an alternative site is available within or on the edge of a town centre.

SINGLE REGENERATION BUDGET

A regeneration programme which covers parts of Kirkby and Halewood, and under which financial support is made available to support a range of projects e.g. to create jobs, improve the environment, or to create new training and educational opportunities.

SUPPLEMENTARY PLANNING DOCUMENTS (SPD)

A document which is produced by the Council and provides further guidance on how the policies of this Plan will be applied in specific situations or for specific types of development. A list of proposed Supplementary Planning Documents in Knowsley is set down in the Council's Local Development Scheme.

URBAN FRINGE

The countryside areas just outside existing towns in Knowsley.

USE CLASSES ORDER

The Town and Country Planning (Use Classes) Order 1987 categorises land uses into certain classes, such as A1 (retail), B1 (Business), B2 (General Industrial) and B8 (Storage and Distribution). Planning permission is not normally needed for a change in the use of property in a class to another within the same class e.g. from one type of shop to another (except for hot food takeaway shops which are in a separate Use Class).

VITALITY AND VIABILITY

The health of a town centre as measured by a number of indicators, such as the range of goods that are sold, level of vacancies, pedestrian "footfall" figures etc.

APPENDIX 4

Housing Land with Planning Permission as at 1st April 2004

Site Name	Site area (ha)	Houses built so far	Houses under construction	Houses unstarted	Capacity
Brownfield					
Headbolt Lane, ex-St Kevins School, Kirkby	9.2	0	0	300	300
Bewley Drive, Kirkby	3.5	9	49	56	114
Arncliffe Road, Halewood	3.43	130	0	23	153
Twickenham Drive, Huyton	0.32	0	0	47	47
207-209 Tarbock Road, Huyton	0.3	0	0	33	33
RAFA Club, Archway Road, Huyton	0.25	0	0	32	32
Brookside Road, Prescott	0.2	0	0	28	28
Former blocks 1-177 Mercer Heights, Kirkby	0.84	0	0	41	41
Land adjacent to All Saints School, Kirkby	2.2	65	0	10	75
Ryton Road/Tithebarn Lane, Kirkby	0.92	0	0	33	33
Overton Close, Westvale, Kirkby	0.34	0	0	21	21
Whitefield Drive/Lingtree Road, Kirkby	0.61	0	16	8	24
The Withens, Stockbridge Village	2.05	0	0	74	74
Total capacity (brownfield sites with permission)				771	
Greenfield					
Land at Melling Mount, Kirkby	20	467	75	67	609
Land West of Saxon Way, Kirkby	6.88	183	43	27	253
Court Farm (south), Halewood	8.58	23	51	106	180
Trispen Close/Okell Drive, Halewood	1.1	0	0	40	40
Total capacity (greenfield sites with permission)				409	
Total for Sites of less than 20 dwellings capacity				354	
Total unbuilt capacity with Planning Permission, at 1 April 2004				1,534	

APPENDIX 5

Employment Land Supply (excluding sites allocated in Policy EC2)

Sites allocated in policies EC4 and EC5:

Area	Site Name	Size (Ha)	Use
Prescot	Area A - The Pirelli plant and adjacent former industrial land, South Prescot Action Area, Prescot.	7.8	See policy EC5
Prescot	Area C - Land bounded by Manchester Road, Station Road, the Liverpool/Wigan railway line, Warrington Road and Steley Way, South Prescot Action Area, Prescot.	8.8	See policy EC5 (NB Planning permission granted for housing development)
	Sub total	16.6	
Kirkby	Kings Business Park - Regional Investment site (developable area remaining)	9	See policy EC4
	Total	25.6	

APPENDIX 6

Local Shopping Centres and Parades in Knowsley

Other Sites with planning permission at 30.6.05:

Area	Site Name	Size (Ha)	Use	Development started?
Kirkby	Former Pre-Treatment Works, Arbour Road	2.3	B1, B2, B8	Started
Kirkby	Deltic Way	0.5	B1, B2, B8	No
Kirkby	Kraft Meadow (part of Alchemy site)	7.0	A3/B1/B2/B8	Started
Kirkby	School Lane	7.5	B1, B2, B8	Started
Kirkby	Land Bounded By M57 Junction 4 Roundabout and School Lane, Knowsley Business Park	0.9	B2, B8	Started
Kirkby	Land to rear of Moorgate Point, Moorgate Road	2.6	B1,B2,B8	No
Kirkby	Former sports ground, Yorkshire Copper Tube Ltd, East Lancs Road (part of Alchemy site)	4.0	B1, B2, B8	Started
Kirkby	News International expansion land, Kitling Road	3.0	B1,B2,B8	No
Huyton	Plot 6A, The Kings Business Park	0.8	B1, B2	Started
Huyton	Wilson Road (site 3) (Land to rear of Halewood International)	3.5	B2, B8	No
	Total (B1, B2, B8)	32.1		
Huyton	Brickfields/Ellis Ashton Street	1.9	Waste transfer and processing	Started
	Total (B1, B2, B8, Sui Generis)	34.0		

Location	Name of Parade / Local Centre	Details
Kirkby	Admin Road	Parade of five shops containing a post office, clothing store, stationers, electric company and takeaway.
	Bewley Drive	Containing a post office and florist.
	Broad Lane	Containing a number of retail stores including supermarket and chemist.
	James Holt Avenue	Five retail units
	Kennelwood Avenue	Six retail units
	Lowes Water Way	Four retail units
	Moorfields	Seven units including a post office.
	Old Rough Lane	Twelve shop units including a post office.
	Park Brow Drive	Seven retail units
	Richard Hesketh Drive	Five retail units
	Old Farm Road	Six retail units
	Rimmer Avenue	Seven retail units
Sugar Lane	Seven retail units	
Prescot	Scotchbarn Lane	Four retail units
	Molyneux Drive	Seven retail units including a post office.
Huyton	Woolfall Heath Avenue	Seven retail units
	Kingsway Parade	15 retail units
	Gentwood Parade	Five retail units
	Pilch Lane	19 retail units and a post office.
	Longview Drive	Seven retail units including a post office.

APPENDIX 7

Examples of Town Centre Uses

Location	Name of Parade / Local Centre	Details
Huyton (Contd)	Swanside Parade	21 retail units.
	Greystone Road	Four retail units including a general store.
	Hillside Avenue	Including a General Store and a post office.
	Hillside Road	A number of retail units including a general store and post office.
	Longview Drive	Seven retail units including a post office.
	Hillside Road	19 retail units and a post office.
	Manor Farm Road	Nine retail units including a post office.
Whiston	Milton Avenue	Eight retail units.
	Byron Avenue	
	Greens Road	17 retail units on both sides of the road plus a post office.
	Dragon Drive shops, Whiston	
Halewood	Merrivale Road	Retail units.
	Baileys Lane	Containing a number of retail units including a post office.
	Mackets Lane	11 retail units.
Fazakerley	Copplehouse Lane	10 retail units.

The uses listed below can often be appropriately located in a town, district or local centre, provided they are appropriate to the scale, role and function of the centre concerned.

Use class name	Use class	Definition (N.B. This is a summary only. Please refer to current legislation for further details)
Shops	A1	Sale of goods and cold food, retail warehouses (but excluding warehouse clubs and motor vehicle showrooms), hairdressers, travel and ticket agencies, post offices, domestic hire shops, funeral directors, dry cleaners, and internet cafes.
Financial and professional services	A2	Professional (excluding health and medical services) and financial services (banks and building societies); other services appropriate in a shopping area where the services are provided principally to visiting members of the public.
Restaurants and cafes	A3	The sale of food and drink for consumption on the premises.
Drinking establishments	A4	Use as a public house, wine bar or other drinking establishment (excluding night clubs).
Hot food takeaways	A5	The sale of hot food for consumption off the premises.
Business	B1	<ul style="list-style-type: none"> a Offices other than financial and professional services providing for the visiting members of the public. b Research and development. c Other industrial processes appropriate in a residential area.
Hotels	C1	Hotels, boarding and guest houses, provided that care is not provided.
Residential Institutions	C2	Residential accommodation and care to people in need of care other than a use falling under use class C3 including hospitals, nursing homes, residential schools, colleges or training centres.

APPENDIX 8

Sites of Biological and / or Geological Interest

Use class name	Use class	Definition (N.B. This is a summary only. Please refer to current legislation for further details)
Residential uses	C3	Dwellings for individuals, families and up to six individuals living as a single household.
Non-residential institutions (community uses)	D1	Medical/dental services, crèches/day nurseries, education, art galleries, museums, libraries, public hall or exhibition hall, religious worship.
Assembly and leisure	D2	Cinemas, concert hall, swimming pool, bingo hall or casinos, dance hall, swimming bath, skating rink, gymnasium or other indoor or outdoor sport.
Other miscellaneous uses for town centres	N/A	Laundrette, beauty salon, photographic studio, DIY store (where sale of good is primarily to the public), pharmacy.

Site Location: (by Community Area Forum area)	Site of Biological or Local Geological Interest	Site Number: (See Proposals Map)	Site Name
Sites in North Kirkby	SBI	2	Charley Wood, Kirkby
	SBI	38	Acornfield Plantation, Kirkby
	SBI	48	Mossland, west of Johnson's Cottage, Kirkby*
	SBI	57	Moss Plantation and Brown Birches, Kirkby*
	SBI	61	Simonswood Brook, Kirkby*
Sites in South Kirkby	SBI	68	Kirkby Brook, Northwood*
	SBI	4	Kraft Operational Land, Kirkby
	SBI	39	Mill Brook, Westvale
	SBI	41	Wango Lane Wetland, M57, Kirkby
	SBI	55	Otis Meadow, Kirkby*
	SBI	63	Meadow, Kirkby (Mill) Brook, south of Old Hall Lane*
	SBI	67	River Alt, Kirkby*
	SBI	71	Croxteth Brook*
SBI/SLGI	77	Kirkby Brook*	
Sites in Prescot, Whiston and Cronton	SLGI	84	Kirkby Brook Waterfall
	SBI	11	Carr Lane Lake, Prescot
	SBI	13	Lickers Lane Wood, Whiston
	SBI	14	Woodland, Sandfield Park, Whiston
	SBI	15	Tushingham's Pond, Whiston
	SBI	16	Big Water, Halsnead
	SBI	18	Strettles Bog, Cronton Road

Site Location: (by Community Area Forum area)	Site of Biological or Local Geological Interest	Site Number: (See Proposals Map)	Site Name
(Contd)	SBI	19	Mine Waste, Cronton
	SBI	22	Pex Hill Country Park
	SBI	23	George's Wood, Cronton
	SBI	44	Stadt Moers Q2 and visitor centre, Whiston*
	SBI/SLGI	46	Stadt Moers Park, Quadrant 4*
	SBI	47	Rough Head Wood, Cronton*
	SBI	49	The Old Wood, north, Halsnead*
	SBI	52	The Old Wood, south, Halsnead*
	SBI	54	Copse, south of A58, Prescott*
	SBI	58	Land east of Fox's Bank Brook*
	SBI	62	Alder Brook, Cronton*
	SLGI	85	Cronton Mineral Line
Sites in North Huyton, Stockbridge Village and Knowsley Village	SBI/SLGI	40	Knowsley Park*
	SBI	8	Little Wood, Stockbridge Village
	SBI	43	Howard's Pits, Knowsley*
	SBI	51	The Roughs, Knowsley Village*
	SBI	53	Meakin's Pits, adj. M57
	SBI	59	Aker's Pits, M57, Knowsley Village*
	SBI/SLGI	70	Knowsley Brook*
	SBI	78	River Alt, Seth Powell Way*
Sites in South Huyton	SBI	12	Huyton Lane Wetland, Huyton
	SBI	56	Court Hey Park, Huyton*
	SBI	60	Coppice Lane Council Depot, Huyton*
	SBI	64	Bowring Park Golf Course, south of M62*
	SBI	65	Ten Acre Pits, Huyton*
	SBI	81	Huyton and Prescott Golf Club*
	SBI	82	Stadt Moers Quadrant 3, Huyton*
Sites in Halewood and Tarbock	SBI	20	Dagger's Bridge Wood, Tarbock
	SBI	21	Ox Lane Wood, Tarbock
	SBI	24	Brickwall Covert, Tarbock

Site Location: (by Community Area Forum area)	Site of Biological or Local Geological Interest	Site Number: (See Proposals Map)	Site Name
(Contd)	SBI	25	Cartbridge Lane Wood, Halewood
	SBI	26	Green's Bridge Plantation, Halewood
	SBI	27	Halewood Triangle
	SBI	29	Ash Lane hedge, ditch and grassland, Halewood
	SBI	42	Flood plain, Ditton Brook, Halewood*
	SBI	45	Crab Tree Rough & Hopyard Wood North, Halewood*
	SBI	66	Netherley Brook*
	SBI	72	Netherley Brook, tributary*
	SBI	73	Mill Brook, Netherley*
	SBI	74	Ochre Brook, Tarbock*
	SBI	75	Ditton Brook, Halewood*
	SBI	76	Tarbock Green ditch*
	SBI	80	Dog Clough Brook, Tarbock*

Notes:

- 1) An asterisk (*) denotes new sites (i.e. not included in the previous 1998 Unitary Development Plan).
- 2) In column 2 the letters "SBI" mean that the site is a Site of Biological Interest, whilst "SLGI" means that it is a Site of Local Geological Interest. Where a site is both an SBI and an SLGI, the boundary shown on the Proposals Map is for the Site of Biological Interest. The specific Site of Local Geological Interest for these "joint sites" is smaller than the SBI and is not shown separately on the Proposals Map. Details of all sites, including the boundaries of all SLGIs and a written citation detailing the biological interest present on sites can be obtained by contacting Knowsley Council's Department of Regeneration and Neighbourhoods.



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