

1 INTRODUCTION

1.1 Preamble

- 1.1.1 This Technical Note (TN) provides a formal highways response by Prime Transport Planning (Prime) in relation to application reference 25/00458/FUL for the redevelopment of the former Huyton Cricket Club site, Huyton Lane, Knowsley, comprising residential development and associated infrastructure. The application was submitted to Knowsley Metropolitan Borough Council (KMBC) by Breck Homes Ltd (hereby referred to as the 'Applicant') following a period of formal pre-application engagement with the Local Highway Authority (LHA) (Ref: 25/00016/PREAPP).
- 1.1.2 Section 2 of this TN sets out, in chronological order, the highways engagement undertaken to date. This includes initial advisory emails from the LHA Officer commencing on 28th November 2024 through to 22nd January 2025, as well as subsequent written confirmation provided at senior officer level on 7th January 2025. Paid-for pre-application advice was formally issued by the LHA in April 2025 and the scheme was progressed in direct response to that advice. This section is intended to provide a clear and factual record of the application process to date and the context within which the full planning submission was made. It also then refers to the formal LHA response received post-submission.
- 1.1.3 Section 3 of this TN then considers the formal LHA response issued in relation to the full planning application. Each point raised by the LHA is addressed in turn, with responses provided by Prime to clarify the technical position, explain the basis of the submitted proposals and, where appropriate, identify matters that can be addressed through further detail, conditions or subsequent technical approval processes.
- 1.1.4 Pre-application advice referred to below can be viewed in Appendix I and Appendix II of this TN, with all technical drawings provided in Appendix III.

2 PRE-APP HIGHWAYS ENGAGEMENT

- 2.1.1 The Applicant entered into KMBC's pre-application process in good faith, incurring significant cost to obtain early highways advice with the express purpose of de-risking the scheme before submission. That advice was relied upon to shape the development, its access strategy and the scope of the supporting technical work.

- 2.1.2 The formal Highway Pre-Application Advice (dated 1st April 2025 and contained in Appendix I) confirmed that Highways “*would have no objections to the proposed development*”, subject to a reasonably defined and proportionate list of matters relating to trip generation, parking justification, servicing arrangements, a Road Safety Audit and a residents’ parking Traffic Regulation Order. The advice accepted the principle of access onto Huyton Lane and confirmed that the overall layout was generally acceptable, with no indication that the access strategy or junction form was unacceptable in principle. The form of access consisted of:
- The addition of a fourth arm to the Huyton Lane roundabout;
 - 6m corner radii;
 - 2m wide footways;
 - Tactile dropped kerbs with associated refuge island;
 - 6m carriageway width near junction mouth, narrowing to 5.5m width internally; and
 - No amendments to any of the pre-existing roundabout arms
- 2.1.3 It is worth noting that the Pre-Application advice received was based on a much larger quantum of development than what was actually submitted for, i.e. Pre-Application was for 130 dwellings, actual formal submission only accounts for 82 dwellings.
- 2.1.4 Importantly, the ‘No Objection’ position was maintained throughout all correspondence with KMBC, beginning in November 2024 and subsequently being confirmed at senior officer level. The LHA Group Manager, Richard Thorpe, confirmed via email on 7th January 2025 (viewable in Appendix II) that he had reviewed the proposals and supported the approach being taken. In that email, Mr Thorpe stated:
- “I appreciate that this development should not be solving existing problems, therefore we would not expect a relatively small development to fund a scheme to convert the roundabout to a signalised crossroads however the proposed road layout should ensure that it does not prevent future works from taking place.”*
- 2.1.5 This statement explicitly confirms that the LHA did not expect the development to resolve existing congestion or pedestrian issues at the junction, nor to deliver or fund a signalised junction, provided that the proposed layout safeguarded the ability to deliver such works in the future. The email goes on to suggest practical safeguarding measures, including the adoption of land adjacent to the junction and the provision of ducting beneath the access road, reinforcing that the LHA expectation at that stage was one of future-proofing rather than intervention.
- 2.1.6 The email received from Mr Thorpe does not qualify, caveat or withdraw the positive pre-application advice, nor does it introduce any requirement for a reassessment of junction form, access strategy or policy compliance position. Instead, it provides constructive clarification consistent with the written Pre-Application response and gives the Applicant a clear and reasonable basis on which to proceed.

- 2.1.7 Following receipt of both the Group Manager's confirmation (7th January 2025 and viewable in Appendix II) and formal Pre-Application response (April 2025 and viewable in Appendix I), the scheme was progressed to full application in direct accordance with the advice provided. The Transport Assessment (TA) scope was adjusted, a Travel Plan (TP) prepared, access design developed, Road Safety Audit completed, requirements acknowledged and the safeguarding measures identified by Mr Thorpe were taken into account. At no point during the Pre-Application process, nor within the subsequent email correspondence from the Group Manager, was it indicated that further substantive work, additional justification or reassessment of the access or junction arrangement would be required at full application stage. In particular, no indication was given that any such further work would be of a scale or nature that would require significant additional resources to address or could, if not accepted by KMBC, give rise to a fundamental or ongoing highways objection.
- 2.1.8 Notwithstanding this, the formal LHA response for the full planning application departs materially from the Pre-Application position and the subsequent Group Manager confirmation. While the response accepts that the development would operate within junction capacity and does not object to the principle of access in traffic terms, it introduces a significantly expanded scope of requirements that effectively reopen matters previously treated as acceptable in principle.
- 2.1.9 In particular, the response raises fundamental concerns regarding the suitability of the proposed access and junction arrangement in relation to pedestrian and cycle movements, asserting that capacity performance alone is insufficient. It requires a reassessment of pedestrian desire lines, crossing provision and safety associated with the introduction of a fourth arm, together with a junction options appraisal comparing the proposed roundabout with alternative forms, such as a signalised junction. These requirements were neither identified nor foreshadowed at Pre-Application stage and are inconsistent with the Group Manager's express confirmation that *'this development should not be solving existing problems'* and that it would not be expected to fund a scheme to convert the roundabout to a signalised crossroads.
- 2.1.10 The formal response further extends the scope of assessment to include additional junctions, sensitivity testing and a broader review of sustainable travel assumptions and permeability. It also identifies a range of matters—such as the requirement for a combined Stage 1/2 Road Safety Audit, detailed visibility assessments, access geometry and internal layout compliance—that are typically addressed through detailed design, Section 278 or Section 38 processes, or secured by planning condition. However, these matters are presented collectively as fundamental deficiencies rather than detailed refinements.
- 2.1.11 In short, less than two pages of Pre-Application advice were received, compared to the 17 pages received through formal submission.
- 2.1.12 The Applicant has sought to discuss this inconsistency with the LHA. However, it has been confirmed that, notwithstanding the Pre-Application advice and the Group Manager's written confirmation, the

current formal comments stand. This leaves the applicant in a position where paid-for Pre-Application advice, expressly endorsed at senior officer level, has not provided certainty or meaningful risk reduction.

- 2.1.13 In practical terms, the applicant has paid for, relied upon and complied with highways' advice that has subsequently been superseded without any explanation as to what material change in policy, evidence or circumstances justifies such a shift in position. This undermines confidence in the Pre-Application process and places an unreasonable and disproportionate burden on the applicant, who has acted entirely in accordance with the advice given.
- 2.1.14 To adhere to the 17 pages issued by the LHA in its entirety would provide no benefit in planning terms.

3 HIGHWAY REBUTTAL

3.1 Preamble

- 3.1.1 This section of the TN considers the formal highways response to application reference 25/00458/FUL, responding to each comment in turn and identifying where clarification, agreement or further justification is provided. It is worth acknowledging that the Applicant is an experienced national housebuilder with a strong track record of delivering well-designed, accessible and sustainable residential developments.
- 3.1.2 The KMBC commentary will be highlighted in *red italic text*, with Prime's response positioned beneath in standard black font.
- 3.1.3 The comments provided by KMBC lack internal consistency and a clear, evidence-led rationale. As an example, while the Officer acknowledges that the site is in a highly accessible location, the response elsewhere calls for further detailed assessment to re-demonstrate accessibility that has already been accepted within the same submission.
- 3.1.4 These repeated requests are not supported by a clear or logical justification and would introduce unnecessary additional work that does not materially advance the assessment of the proposals. As such, they would result in avoidable delay without delivering a proportionate planning benefit.

3.2 Highway Rebuttal

KMBC Statement 1:

'The submitted plans do not illustrate the required visibility. The applicant must provide scaled drawings demonstrating visibility in accordance with DMRB CD116.'

- 3.2.1 Please see Drawing P24120-001D in Appendix III of this TN.
- 3.2.2 Visibility for all existing roundabout arms remains unaffected.

KMBC Statement 2:

'In line with Knowsley's adoptable standards for highway infrastructure, for a residential development of this scale the site access should be a minimum of 6.0m in width. The submitted plans do not confirm this and amended drawings are required.'

- 3.2.3 Please see Drawing P24120-001D in Appendix III of this TN.

KMBC Statement 3

'The TA is predominantly vehicle-focused and does not address pedestrian and cycle movements adequately, despite the site being within the Huyton Core Walking Zone, directly opposite Asda and within walking distance of the Town Centre and public transport hubs. Although the TA identifies the existing puffin crossing and informal roundabout crossing points, it does not assess whether these facilities adequately serve the main desire lines or how pedestrian and cyclist safety or delay will change once a fourth arm is added

- 3.2.4 The site is already served by established pedestrian infrastructure, including a puffin crossing on Huyton Lane and informal crossing points around the existing roundabout, which currently accommodate a healthy proportion of pedestrian movements associated with ASDA and the town centre.
- 3.2.5 The proposed fourth arm would serve low levels of residential traffic and would not materially alter traffic volumes, speeds or the overall pedestrian environment at the roundabout. The collision analysis identifies no recorded pedestrian or cyclist injury collisions at the roundabout during the assessment period, confirming that there is no existing safety issue at this location.
- 3.2.6 The request for further pedestrian and cycle assessment is framed in generic terms and does not identify any specific safety deficiency, policy breach or measurable impact arising from the development. No clear or proportionate assessment methodology has been identified, particularly given the limited scale of additional traffic proposed.
- 3.2.7 Any perceived issues for pedestrians at the roundabout are acknowledged by the LHA to be pre-existing and unrelated to the development. The Council's Group Manager has confirmed that *"this development should not be solving existing problems, therefore we would not expect a relatively small development to fund a scheme to convert the roundabout to a signalised crossroads."*
- 3.2.8 On this basis, there is no justification to require the application to reassess or remediate existing pedestrian conditions that would not be materially exacerbated by the proposals. Any minor refinement to pedestrian provision at the site access can appropriately be addressed at detailed design stage.

- 3.2.9 As a further point, it should be noted that Huyton Town Centre is fully pedestrianised, well lit and covered by CCTV. In this context, the requirement for a detailed audit of any routes is unnecessary and would not provide any additional planning benefit.

KMBC Statement 4:

'Although the TA identifies the existing puffin crossing and informal roundabout crossing points, it does not assess whether these facilities adequately serve the main desire lines or how pedestrian and cyclist safety or delay will change once a fourth arm is added.'

- 3.2.10 See response to KMBC Statement 3.

KMBC Statement 5:

'Pedestrian trip routing and route quality: while multimodal person trip forecasts are provided using Census data, the TA does not map or assess the quality of the key walking routes between the site, Asda, Huyton Town Centre, schools and public transport hubs (footway continuity, crossing provision, lighting, gradients, etc.). These forecasts are not then used to inform the design of pedestrian infrastructure.'

- 3.2.11 The TA appropriately identifies the site as being in a highly sustainable location and uses multimodal trip forecasts to contextualise travel behaviour associated with a modest residential development.
- 3.2.12 Given the limited scale of the proposals, there is no requirement for the TA to undertake a detailed audit of walking route quality across the wider town centre network, particularly where the development does not introduce new pedestrian routes or materially alter existing conditions.
- 3.2.13 The principal walking routes between the site, ASDA, Huyton Town Centre, schools and public transport hubs are already established, well used and operate independently of the proposed development. The scheme would not result in severance, degradation or reconfiguration of existing pedestrian infrastructure.
- 3.2.14 In the absence of any identified deficiency or development-related impact, it would be disproportionate to require further route-quality assessment or to use multimodal forecasts to inform off-site pedestrian infrastructure design for a development of this scale. Any deficiencies KMBC may be aware of within the wider highway network would be pre-existing and not for a modestly sized development to rectify.

KMBC Statement 6:

'Cycling is included in the multimodal forecast and the surrounding cycle network is described, but there is no assessment of how the proposed layout supports these trips, no appraisal against LCWIP priorities and no LTN 1/20-based assessment of safety, directness, coherence, comfort and attractiveness.'

- 3.2.15 The development would generate low levels of vehicular traffic and would function as a residential-only environment with no through-routing. Vehicle movements would therefore be limited in both volume and speed, consistent with a low-traffic, low-speed residential street.
- 3.2.16 In this context, LTN 1/20 is clear. Figure 4.1 of LTN 1/20 confirms that, at speeds of 20mph and traffic flows of up to 2,000 vehicles per day, mixed-traffic environments are considered suitable for cycling for most users without the need for dedicated cycle infrastructure. The proposed development would operate well below this threshold and be subject to a 20mph design speed. As such, the provision of dedicated internal infrastructure would not be proportionate given the modest scale and low traffic nature of the development.

KMBC Statement 7:

'The TA relies on unadjusted TRICS-derived vehicular trip rates and explicitly makes no allowance for reduced car use or internalisation of trips in this highly accessible location. This is inconsistent with NPPF 104–106, which expect assessments to reflect opportunities for sustainable access and internal capture.'

- 3.2.17 The TA deliberately applies unadjusted TRICS-derived vehicular trip rates to present a robust worst-case scenario. This approach was accepted in principle by KMBC at pre-application stage and ensures that vehicle impacts are not understated.
- 3.2.18 The criticism that no allowance has been made for reduced car use or internal trip capture is therefore misplaced. Any such adjustment would only further reduce vehicular demand and strengthen the conclusion that the development would not give rise to a severe highway impact.

KMBC Statement 8:

'Bus and rail services are described in terms of distance and frequency, but there is no assessment of the actual walking routes to stops and stations (step-free access, crossing provision, personal security, footway width and continuity), nor any consideration of proportionate improvements, despite the site's proximity to high-frequency services.'

- 3.2.19 See response to KMBC Statement 5.

KMBC Statement 9:

'the ARCADY assessment is limited to a single scenario comparing with- and without-development conditions. No sensitivity testing has been undertaken for variations in growth, background traffic, blocking-back, peak-hour stacking or different junction forms, so the robustness of the results is not demonstrated'

- 3.2.20 The ARCADY assessment tests the only scenario that is relevant for planning purposes: baseline conditions compared against with-development conditions in the agreed design year. This is entirely

proportionate to a development generating low levels of additional traffic and reflects standard practice for schemes of this nature.

3.2.21 KMBC explicitly confirmed at the pre-application stage that assessment of the site access roundabout alone would be sufficient. There has been no material change in the proposals to justify the sudden introduction of expanded modelling or alternative scenarios.

3.2.22 Demands for sensitivity testing, blocking-back analysis, peak-hour stacking and alternative junction forms are unjustified by the evidence. The modelling already demonstrates that the junction operates within capacity with only negligible changes in performance; additional assessment holds no merit or benefit in planning terms.

KMBC Statement 10:

'The TA similarly does not assess movements to the residential areas and schools to the north (Adswood Road / Longview). The only north–south link is a narrow alleyway that is constrained, indirect and not compliant with NPPF 112–117, CS2/CS7, LTN 1/20 or LCWIP principles.'

3.2.23 This statement is incorrect.

3.2.24 The alleyway referred to is an existing, lit pedestrian route that already accommodates regular pedestrian movements. The proposed development does not alter its alignment, condition or use. If the LHA considers this route to be unsuitable, that is a pre-existing issue unrelated to the application and cannot reasonably be attributed to the development. Any such concern would require separate consideration by the Authority, independent of this proposal.

3.2.25 While the alleyway would remain available to future residents, pedestrian access to schools and residential areas to the north is readily achieved via Huyton Lane and Longview Lane. This route is well used, well lit and benefits from continuous footways and established pedestrian infrastructure. There is therefore no reliance on the alleyway to provide safe or suitable access to education facilities, and no basis to suggest non-compliance with NPPF or local policy.

KMBC Statement 11:

'The TA also does not provide adequate information to enable the Council to consider impacts on vulnerable road users or meet its Public Sector Equality Duty under the Equality Act 2010.'

3.2.26 The Public Sector Equality Duty is a statutory duty placed on public authorities. It requires decision-makers to have due regard to equality considerations when exercising their functions; it does not place a separate or additional assessment obligation on planning applicants.

- 3.2.27 In this case, the TA demonstrates that the proposed development would not worsen existing conditions, remove pedestrian routes, introduce new barriers or give rise to increased risk for vulnerable road users. There is therefore no identifiable adverse impact on any protected group that would engage the Public Sector Equality Duty in a material way.
- 3.2.28 In the absence of any demonstrated harm or differential impact, it is not reasonable to rely on the Public Sector Equality Duty as justification for further assessment or to suggest non-compliance with the Equality Act 2010.

KMBC Statement 12:

'The TA must also be extended to include the impact on nearby junctions: Lathom Road / Archway Road and Longview Drive / Huyton Road.'

- 3.2.29 This requirement is unreasonable and directly contradicts KMBC's own pre-application advice. It was explicitly confirmed at the pre-application stage that assessment of the site access roundabout alone would be sufficient, reflecting the modest scale of traffic generation associated with the development.
- 3.2.30 The TA demonstrates that additional traffic would be limited and localised, with no credible pathway by which development trips could materially affect the wider highway network.
- 3.2.31 No evidence, modelling trigger or policy threshold has been identified to justify the sudden expansion of assessment scope. In the absence of any demonstrable impact, the request to assess further junctions is not proportionate, is not supported by policy, and represents an unjustified departure from the previously agreed assessment methodology.
- 3.2.32 Attention is drawn to Appendix I of this TN, where the LHA Officer stated on 22nd January 2025, following an evidence based approach from Prime, that *'based on what you have shown, just the roundabout will be fine'*.

KMBC Statement 13:

'While the TA shows spare capacity, this does not demonstrate that a compact four-arm roundabout is the most appropriate or safest junction form in a location with strong pedestrian desire lines.'

- 3.2.33 In the absence of any identified safety deficiency, the suggestion that an alternative junction form may be "more appropriate" represents a preference rather than a policy-based or evidence-led requirement and provides no justification for rejecting a junction arrangement that is demonstrably safe and proportionate.
- 3.2.34 It should be reiterated that the scope and form of the junction access arrangements were reviewed, amended and subsequently agreed with both the LHA Officer and Group Manager, with all

correspondence provided in Appendix I and Appendix II for review. Anything to the contrary is a direct contradiction of advice paid for, received and implemented in good faith.

KMBC Statement 14:

'A proportionate junction options and safety/permeability assessment is required to compare the proposed roundabout with a signalised junction option, assess pedestrian/cycle movements using LTN 1/20, and determine how controlled crossings might best accommodate desire lines.'

- 3.2.35 There is no policy requirement to undertake a junction options appraisal or to compare a safe and acceptable roundabout with a signalised junction where no safety or operational deficiency has been identified. Such an exercise would seek to address pre-existing perceived pedestrian issues, which the Council has already confirmed the development is not required to resolve.
- 3.2.36 The Council's Group Manager has explicitly stated in Appendix II that *"this development should not be solving existing problems, therefore we would not expect a relatively small development to fund a scheme to convert the roundabout to a signalised crossroads."*

KMBC Statement 15:

'The submitted drawing is an architectural layout, not a technical highways general arrangement, and it does not provide the level of detail required at full planning stage to demonstrate safe and suitable access.'

- 3.2.37 It is standard practice for matters such as precise geometry and construction details to be developed post-permission through a technical highways general arrangement, secured by condition and progressed via the Section 38 and Section 278 processes.
- 3.2.38 Requiring this level of technical detail at determination stage goes beyond what is necessary to establish that safe and suitable access can be achieved in principle and does not provide a reasonable basis to withhold support for the application.
- 3.2.39 Nonetheless, a technical and scaled (1:500) highway design drawing for the proposed access was submitted with the formal submission.

KMBC Statement 16:

'The submitted layout does not include scaled widths, kerb radii or visibility splays at internal junctions and bends. These details are required under Manual for Streets to demonstrate:

safe two-way movement on the primary spine road,

appropriate geometry at junctions, and

adequate forward visibility around bends.'

- 3.2.40 The internal layout has been designed in accordance with the principles set out in Manual for Streets 1 and 2 and reflects geometries that are routinely accepted on residential developments across the UK and within Knowsley.
- 3.2.41 Subsequent comments made by the LHA (21st January 2025) have stated their acceptance of the internal arrangements of the development. Drawing P24120-005 in Appendix III highlights that all internal junctions and parking bays close to bends provide suitable visibility for vehicles.

KMBC Statement 17:

'Only limited tracking has been provided in the Transport Assessment, and it does not cover the critical locations within the layout.'

- 3.2.42 Subsequent comments made by the LHA (21st January 2025) have stated their acceptance of the internal arrangements of the development.

KMBC Statement 18:

'A marked feature is shown on the spine road, but its purpose is not identified. Without clarity, the LHA cannot assess whether it is intended as a traffic-calming measure, an informal crossing, or simply a change in surface material.

If it is a pedestrian crossing, the location does not reflect any clear desire line and is unlikely to be used. Crossings must align with natural movement patterns and include full tactile and kerb detail to meet NPPF 112–113, Local Plan CS2/CS7, Manual for Streets and LTN 1/20. No such details are provided.

If it is a traffic-calming feature, an isolated measure on an otherwise uninterrupted loop road is unlikely to manage speeds effectively, especially where numerous driveways feed directly onto the carriageway and regular reversing movements occur. Effective speed management requires a coordinated approach, appropriate spacing and supporting geometry.

The applicant must therefore confirm the purpose of this feature and provide appropriate construction details, including tactiles, kerb arrangements and gradients where relevant. Without this information on a technical GA, the LHA cannot confirm that pedestrian movements or vehicle speeds will be managed safely within the development.'

3.2.43 This point relates to the detailed design and specification of an internal feature rather than the acceptability of the layout in principle. The internal street network is designed as a low-speed, residential-only environment, with vehicle movements constrained by geometry, frontage access and the absence of any through route.

3.2.44 Nevertheless, subsequent comments made by the LHA (21st January 2025) have stated their acceptance of the internal arrangements of the development

KMBC Statement 19:

'The spur serving Plots 65–81 is indicated as a private shared drive with no segregated footways.'

3.2.45 The use of shared private driveways which omit segregated footways within low-speed, low-traffic residential environments is entirely standard practice and has been commonly accepted across numerous development sites within Knowsley.

3.2.46 Notwithstanding this, subsequent comments made by the LHA (21st January 2025) have stated their acceptance of the internal arrangements of the development

KMBC Statement 20:

'The submitted Transport Assessment confirms that this spur is not intended to form part of any future Section 38 adoption agreement but does not provide any justification for the number of dwellings served from a single private access, nor demonstrate how it can operate safely under normal residential use.'

3.2.47 Subsequent comments made by the LHA (21st January 2025) have stated their acceptance of the internal arrangements of the development

KMBC Statement 21:

'In its current form, the layout therefore does not demonstrate compliance with Building Regulations or provide an acceptable refuse collection strategy.'

3.2.48 Subsequent comments made by the LHA (21st January 2025) have stated their acceptance of the internal arrangements of the development.

KMBC Statement 22:

'The communal parking court serving the apartment block is acceptable in principle, but the submitted plans do not yet demonstrate that it can operate safely or in accordance with national guidance, KMBC standards or Local Plan Policies CS2 and CS7.....'

The Transport Assessment refers to Knowsley-specific Census car ownership data but applies this at a broad geographical level and provides no evidence that these figures are representative of car ownership patterns in new-build suburban apartments. It does not assess parking stress, visitor demand, disabled parking need or overspill risk. Consequently, the submitted evidence does not sufficiently justify a reduction from the maximum parking standards set out in the Ensuring a Choice of Travel SPD.'

- 3.2.49 Subsequent comments made by the LHA (21st January 2025) have stated their acceptance of the internal arrangements of the development.

KMBC Statement 23:

'The bays within the court are not dimensioned and vary in depth and width.'

- 3.2.50 Proposed Site Layout - Option A Rev H has suitably dimensioned all requested areas.

KMBC Statement 24:

'Disabled and visitor parking have not been provided, despite being required by the SPD.'

'Motorcycle parking is also omitted. The SPD requires appropriate provision for all parking modes generated by the development. For residential schemes, motorcycle parking must be secure and anchored (e.g. ground-fixed hoop or Sheffield stand) in a well-overlooked, lit position. A simple marked bay is not acceptable. No such provision is shown.'

- 3.2.51 Knowsley parking standards for dwellings state that disabled parking is 'Negotiated on a case by case basis'. Two accessible spaces have been provided for the apartment block, a number considered by the Applicant to be sufficient based on usage associated with other developments sites they have developed. Motorcycle parking is not stated as a requirement for dwellings.

- 3.2.52 Notwithstanding this, subsequent comments made by the LHA (21st January 2025) have stated their acceptance of the internal arrangements of the development

KMBC Statement 25:

'EV charging is indicated at one charger per two bays, but the bays are standard-sized with no hatching or clearance to allow cables to be deployed without obstructing pedestrian movement. This arrangement is not compliant with Building Regulations Part S or best practice for safe communal EV infrastructure.'

- 3.2.53 Compliance with Building Regulations Part S is a matter for Building Control and detailed design, not a basis for questioning the acceptability of the development at planning stage.

- 3.2.54 Notwithstanding this, subsequent comments made by the LHA (21st January 2025) have stated their acceptance of the internal arrangements of the development

KMBC Statement 26:

'Pedestrian access is also unresolved. There is no defined route to the apartment entrance, no tactiles or dropped kerbs and no consideration of desire lines. Residents would be required to walk through live manoeuvring areas'

- 3.2.55 Subsequent comments made by the LHA (21st January 2025) have stated their acceptance of the internal arrangements of the development

KMBC Statement 27:

Refuse collection has not been addressed at all. There is no reference to bin stores, drag distances, presentation points or refuse vehicle access. Given the location of the court on a bend close to the main site access, this requires clarification to ensure safe and workable servicing.

- 3.2.56 This statement is inaccurate. Refuse collection has been considered as part of the proposed layout and can be accommodated safely within the development.

- 3.2.57 Notwithstanding this, subsequent comments made by the LHA (21st January 2025) have stated their acceptance of the internal arrangements of the development.

KMBC Statement 28:

'Because this area lies wholly outside any potential Section 38 adoption, a clear management and maintenance plan is required setting out allocation, enforcement, lighting, EV operation, surfacing, markings, drainage and long-term upkeep. No such plan has been submitted'

- 3.2.58 This matter relates to estate management rather than the acceptability of the development in principle. It is standard practice for management and maintenance arrangements for non-adopted areas to be secured through a management company and conditioned at planning stage where necessary.

- 3.2.59 The absence of a detailed management and maintenance plan at submission stage does not indicate that the area cannot be operated safely or effectively. Matters such as allocation, enforcement, lighting, EV operation, surfacing, drainage and long-term upkeep are routinely finalised post-permission and can be secured by condition.

- 3.2.60 Accordingly, this point does not provide a reasonable basis to withhold support for the application and can be appropriately addressed through the imposition of a planning condition if required.

- 3.2.61 Notwithstanding this, subsequent comments made by the LHA (21st January 2025) have stated their acceptance of the internal arrangements of the development.

KMBC Statement 29:

'The SPD requires community/leisure uses to provide disabled bays close to the entrance, secure motorcycle parking and covered, secure cycle parking. None of these are shown.'

- 3.2.62 Two accessible bays, two motorcycle bays and a bike store are clearly highlighted with Proposed Site Layout - Option A Rev H. The exact detail of the scope and form of cycle storage can be addressed through a planning condition.

- 3.2.63 Notwithstanding this, subsequent comments made by the LHA (21st January 2025) have stated their acceptance of the internal arrangements of the development.

KMBC Statement 30:

'Pedestrian movement through the site requires further clarification. While footways are shown throughout the layout, the submission does not provide the level of technical detail expected at full planning stage. There is no information on the location and design of uncontrolled crossings, tactile paving, dropped kerbs, gradients or pedestrian-priority points, and several key desire lines are not clearly supported. For a development of this scale, the LHA expects a coherent pedestrian strategy that provides safe, direct and continuous routes, supported by appropriate crossing points and surface treatments'

- 3.2.64 Pedestrian movement through the site has been appropriately considered at this stage, with continuous footways shown throughout the layout and a clear internal hierarchy established. The submitted drawings demonstrate that safe, direct and continuous pedestrian routes can be achieved.

- 3.2.65 The level of detail now sought – including the precise location and specification of uncontrolled crossings, tactile paving, dropped kerbs, gradients and surface treatments – relates to detailed highway and public realm design rather than the acceptability of the layout at planning stage.

- 3.2.66 It is standard practice for such matters to be developed through a technical highways general arrangement post-permission and secured by condition where necessary. The absence of construction-level detail at this stage does not indicate that a coherent or safe pedestrian strategy cannot be delivered, nor does it justify withholding support for the application.

- 3.2.67 Notwithstanding this, subsequent comments made by the LHA (21st January 2025) have stated their acceptance of the internal arrangements of the development.

KMBC Statement 31:

'The layout does not yet confirm the refuse collection points for each dwelling, whether drag distances comply with Building Regulations (maximum 25m), or how a refuse vehicle will access and manoeuvre within the site.'

- 3.2.68 Subsequent comments made by the LHA (21st January 2025) have stated their acceptance of the internal arrangements of the development.

KMBC Statement 32:

'The proposed private driveways and on-plot parking bays are not dimensioned on the submitted plan.'

- 3.2.69 Proposed Site Layout - Option A Rev H has suitably dimensioned all requested areas.

KMBC Statement 33:

'Neither the Transport Assessment, Travel Plan nor Design & Access Statement provide any substantive detail on cycle or EV infrastructure.'

- 3.2.70 This statement is incorrect. The submitted TA identifies cycling and EV provision in principle, and the application drawings clearly indicate the location of cycle storage and EV charging infrastructure.
- 3.2.71 The level of detail now being sought relates to specification and detailed design rather than planning acceptability. Matters such as stand types, enclosure details, power supply, lighting and security are routinely finalised post-permission and secured by condition where necessary.
- 3.2.72 At this stage, it is sufficient to demonstrate that appropriate cycle and EV infrastructure can be accommodated within the site. The absence of construction-level detail does not indicate a lack of provision nor justify withholding support for the application.
- 3.2.73 Notwithstanding this, subsequent comments made by the LHA (21st January 2025) have stated their acceptance of the internal arrangements of the development.

KMBC Statement 34:

'the applicant is seeking a reduced level of car parking. Any reduction from SPD standards must be supported by a high-quality cycle offer that provides a realistic alternative to the private car. As presently submitted, the scheme does not demonstrate this'

- 3.2.74 The development is located on the edge of Huyton Town Centre and has been explicitly acknowledged by KMBC as highly accessible. The TA clearly demonstrates this through the site's immediate proximity to a bus station, rail station and a wide range of everyday services and amenities.

3.2.75 In this context, the proposed reduction in car parking is entirely policy-compliant. The Ensuring a Choice of Travel SPD sets parking standards as maximums, not minimums, and does not require reduced parking provision to be contingent on the delivery of enhanced or “high-quality” on-site cycle infrastructure.

3.2.76 Notwithstanding this, subsequent comments made by the LHA (21st January 2025) have stated their acceptance of the internal arrangements of the development.

KMBC Statement 35:

Although the installation of EV charging equipment is governed by Building Regulations rather than planning conditions, the layout and safe operation of EV-equipped bays remain material planning considerations. Highways must be satisfied that the proposed arrangement does not compromise pedestrian safety, vehicle circulation or the usability of parking spaces,

3.2.77 See response to KMBC state 28

KMBC Statement 36:

At this stage, the communal EV strategy lacks sufficient detail to demonstrate safe day-to-day operation. There is no information on bay dimensions, clearance for cable routes or how charging activity will be managed within a shared court. Without this, it is not possible to confirm that the layout can function safely once the development is occupied.

3.2.78 See response to KMBC state 28

KMBC Statement 37:

Neither the Transport Assessment, Travel Plan nor Design & Access Statement provide any substantive detail on cycle or EV infrastructure. As a result, the only information available is an architectural site plan and the shed drawing, both of which fall well short of demonstrating compliance with LTN 1/20 requirements for long-stay cycle parking. Internal dimensions, door widths, access space, security specifications, lighting and surveillance measures are all omitted.

3.2.79 This statement is fundamentally flawed. The application clearly demonstrates, in principle, that cycle storage and EV charging can be accommodated within the site, which is the only test required at planning determination stage.

3.2.80 LTN 1/20 has been misapplied. It is guidance for the design of strategic and dedicated cycle infrastructure, not a requirement to submit construction-level specifications for cycle stores as part of a planning application. There is no policy basis to demand internal dimensions, door widths, security systems, lighting or surveillance details at this stage.

- 3.2.81 These matters are routinely addressed through detailed design and secured by condition post-permission. To present their absence as evidence of non-compliance is incorrect and represents an unreasonable escalation of assessment requirements.
- 3.2.82 Notwithstanding this, subsequent comments made by the LHA (21st January 2025) have stated their acceptance of the internal arrangements of the development.

KMBC Statement 38:

The Plan includes initial trip forecasts based on Census data and acknowledges the need for SMART targets once baseline surveys have been undertaken. However, the current targets are derived from broad MSOA-level mode share and are not expressed as clear, site-specific mode share targets with time-bound milestones. The interim action plan in Section 8 is generic, with measures presented at a high level and without firm timescales, funding commitments or quantified outcomes.

Management, monitoring and review are discussed in principle: the Plan proposes appointment of a Travel Plan Co-ordinator (TPC), baseline surveys once a given occupancy threshold is reached, and periodic monitoring with potential remedial measures if targets are not met. These mechanisms are welcome but remain outline at this stage and rely heavily on post-permission work. There is no detailed monitoring methodology (survey tools, sample sizes, reporting format), no agreed timescales for review beyond broad statements and no defined package of remedial interventions tied to specific trigger points.

- 3.2.83 This criticism is misplaced. The submitted TP is interim, which is entirely appropriate at planning stage prior to occupation and before baseline travel behaviour data is available.
- 3.2.84 SMART, site-specific targets, detailed monitoring methodologies and trigger-based remedial measures can only be meaningfully defined once baseline surveys have been undertaken. Fixing these in advance would be speculative and premature.
- 3.2.85 The TP appropriately sets out management, monitoring and review mechanisms, with detailed refinement routinely secured post-permission by condition or legal agreement. The absence of this detail at this stage does not undermine the acceptability of the Travel Plan or provide a sound basis for objection.

KMBC Statement 39:

'Neither the submitted layout nor the Transport Assessment evaluates the quality of the walking routes to these public transport facilities. There is no assessment of footway continuity, surface conditions, lighting, crossing provision, step-free access or personal security. These elements are essential to determining whether sustainable transport is

genuinely accessible. The lack of assessment is a significant omission for a development in this location.'

- 3.2.86 See response to KMBC Statement 5. For completeness, it should be noted that Huyton Town Centre is fully pedestrianised, well lit and covered by CCTV. In this context, the requirement for a detailed audit of this route is unnecessary and would not provide any additional planning benefit.

KMBC Statement 40:

'Huyton station offers frequent rail services to major employment and service centres including Liverpool and Manchester, and the local bus network provides additional connectivity across the region. This makes the site potentially very sustainable, but only if pedestrian and cycle routes to stops and stations are safe, direct and well-lit, something that is not currently demonstrated by the layout. Without those links, the theoretical accessibility is undermined'

- 3.2.87 See response to KMBC Statement 5 and KMBC Statement 39.

KMBC Statement 41:

'Neither the submitted layout nor the Transport Assessment evaluates the quality of the walking routes to these public transport facilities. There is no assessment of footway continuity, surface conditions, lighting, crossing provision, step-free access or personal security. These elements are essential to determining whether sustainable transport is genuinely accessible. The lack of assessment is a significant omission for a development in this location.'

- 3.2.88 See response to KMBC Statement 5 and KMBC Statement 39.

KMBC Statement 42:

'At this stage, the LHA is not seeking financial contributions towards off-site public transport infrastructure. However, this position can only be maintained if the applicant demonstrates that:

walking routes to existing bus stops and rail stations are safe, direct, legible and step-free,

any deficiencies in footway width, lighting, surface quality or crossing provision are addressed,

walking links between the site, Asda and Huyton Town Centre do not expose users to avoidable conflict or severance, and

Merseytravel/LCRCA have confirmed the bus stops can accommodate additional demand without requiring upgrades.'

3.2.89 See response to KMBC Statement 5 and KMBC Statement 39.

KMBC Statement 43:

'The first audit undertaken as part of the planning TA is useful context, but it does not replace or reduce the requirement for the formal GG119 road safety audit process tied to Section 278. An RSA must therefore be commissioned once any revised junction options, pedestrian/cycle permeability work and technical design drawings requested elsewhere in this response have been completed.'

3.2.90 A Stage 1 Road Safety Audit was undertaken at the pre-application stage at the request of the LLHA, and all matters raised were suitably addressed through the accompanying Designer's Response.

3.2.91 It is accepted that a GG119-compliant Road Safety Audit will be required at the appropriate stage as part of the Section 278 process once the detailed design has been finalised

KMBC Statement 44:

'The overall collision record does not indicate a systemic or location-specific safety problem on Huyton Lane. However, the presence of a serious pedestrian injury close to the proposed access, coupled with strong desire lines between the development, Asda and Huyton Town Centre, highlights the need for careful consideration of pedestrian/cycle movements, approach speeds and crossing provision as part of the final access design. These elements are currently under-assessed in the TA and will need to be addressed through the junction options and permeability review identified earlier in this memo.'

3.2.92 By KMBC's own admission, the collision analysis confirms that there is no systemic or location-specific safety problem on Huyton Lane. The reference to a single historic serious pedestrian collision does not, in itself, demonstrate a pattern of risk or a development-related safety issue.

3.2.93 The proposed development would generate low levels of additional traffic and would not materially alter traffic speeds, volumes or pedestrian conditions in the vicinity of the site. There is no evidence to suggest that the proposals would exacerbate existing conditions or give rise to an unacceptable safety impact.

3.2.94 Any perceived risk by the LHA is therefore an existing issue, not one for which a modest development should be rectifying.

KMBC Statement 45:

'A CTMP can be secured via planning condition and must be approved by the Local Planning Authority prior to commencement of any works on site.'

3.2.95 Agreed.

KMBC Statement 46:

'A residents' parking scheme (RPZ) was discussed at pre-application stage due to existing parking pressures on Huyton Lane and the potential for overspill from the apartment block in particular. The Transport Assessment dismisses the need for an RPZ but provides no parking stress surveys or evidence demonstrating that surrounding streets would be unaffected. Simply aggregating the overall on-site parking numbers across the whole development does not assess external impacts or reflect the differing behaviour of apartment parking when provision is reduced.'

'At this stage, the justification provided is not sufficient to rule out the need for a residents' parking scheme should parking displacement be identified. A proportionate parking stress assessment (evening and weekend surveys on surrounding streets) is required before the LHA can determine whether an RPZ is necessary to mitigate impacts in accordance with NPPF 112–115 and Local Plan Policy CS7.'

- 3.2.96 There is no clear planning or highways benefit arising from the introduction of a residents' parking scheme in connection with the proposed development.
- 3.2.97 The suggestion that a residents' parking scheme may be required is not supported by evidence and does not reflect local parking conditions. The site lies directly opposite a large ASDA car park and in close proximity to Huyton Town Centre, where free public parking is readily available. These facilities provide substantial spare capacity and significantly reduce any incentive for overspill parking on surrounding residential streets.
- 3.2.98 The majority of surrounding residential streets are already subject to permit controls, and much of Huyton Lane is controlled by Traffic Regulation Order waiting restrictions. The former cricket club has been closed for an extended period and generates no existing parking demand. There is therefore no baseline condition against which development-related parking displacement can reasonably be inferred.
- 3.2.99 In this context, the introduction of a residents' parking scheme would serve no meaningful mitigation purpose and would not address any development-generated harm. There is therefore no justification to require a residents' parking scheme or a parking stress assessment in connection with this application. Furthermore, any assessment of unrestricted streets would necessitate surveys extending several hundred metres from the site, well beyond the 200m survey extent referenced in

the Lambeth Parking Survey Guidance Notes. Such a distance is very unrealistic to be appealing to any residents or visitor to park away from the site, to then walk to their destination.

- 3.2.100 KMBC would be at liberty to implement a residents parking zone following development of the site and subsequent s38 adoption process, should they feel it necessary and future residents feel it necessary following a consultation exercise.

APPENDIX I

LHA CORRESPONDENCE AND FORMAL PRE APP ADVICE

Anthony Morley

From: Parry, Jon <Jon.Parry@knowsley.gov.uk>
Sent: 22 January 2025 17:42
To: Anthony Morley
Cc: Carrick McClean; David Stoddart
Subject: RE: External Mail: RE: Huyton Lane, Huyton

Hi Ant,

That all seems logical. Based on what you have shown, just the roundabout will be fine.

Jon

From: Anthony Morley <A.Morley@primetp.co.uk>
Sent: 21 January 2025 09:54
To: Parry, Jon <Jon.Parry@knowsley.gov.uk>
Cc: Carrick McClean <c.mcclean@primetp.co.uk>; David Stoddart <D.Stoddart@primetp.co.uk>
Subject: RE: External Mail: RE: Huyton Lane, Huyton

Morning Jon

Thanks for the below,

I've attached the 2018 traffic flows from the Aldi application. Given the location of any potential future resi scheme, I think its most realistic to assume that residents would walk to ASDA (rather than drive). As such, I have taken the Eastbound and Westbound only movements to determine a proportional split (AM Flows).

Eastbound 43%
Westbound 57%

(PM proportions are pretty much 50/50)

The development peak AM movements are the highest (i.e. 40 two way), so we could expect the following:

Eastbound 17 vehicles

Westbound 23 vehicles

Given this is below the rough 30-vehicle threshold, can I assume that the access roundabout is the only junction needed for assessment?

Thanks,

Anthony Morley
Associate
Prime Transport Planning

DD: +44 (0)151 728 1867



From: Parry, Jon <Jon.Parry@knowsley.gov.uk>
Sent: 20 January 2025 17:15
To: Anthony Morley <A.Morley@primetp.co.uk>
Subject: RE: External Mail: RE: Huyton Lane, Huyton

Hi Ant,

I'm content with the trip rates and the method of distribution. However, could you take a look at the application for a foodstore on the same site please, and use it to ascertain the background traffic so we can get a better understanding of the likely development traffic distribution, before we exclude off site capacity assessment locations.

Thanks
Jon

From: Anthony Morley <A.Morley@primetp.co.uk>
Sent: 15 January 2025 08:30
To: Parry, Jon <Jon.Parry@knowsley.gov.uk>
Subject: RE: External Mail: RE: Huyton Lane, Huyton

Morning Jon

Yes it reflects Richards comments, we haven't collected the data yet (avoiding the bad weather) but will look to get this booked in over the next couple weeks.

As a point of interest, please see attached the proposed TRICs rates. This is for 74 dwellings, although its worth noting that the scheme may change slightly, offering a larger portion of the site to a care facility. This would naturally reduce the vehicle trips highlighted below and as such it could be considered a worst case.

Once the below trips have been distributed from the Huyton Lane/ASDA roundabout, I assume there would be no need to assess other junctions in the area? We would split the trips based on existing turning proportions derived from the traffic survey.

Many thanks,

	Dwellings		74	
	Arr	Dep	Tot	
07:00-08:00	6	25	31	
08:00-09:00	12	28	40	
09:00-10:00	12	15	27	
10:00-11:00	9	12	21	
11:00-12:00	9	11	20	
12:00-13:00	14	13	27	
13:00-14:00	13	13	26	
14:00-15:00	13	13	26	
15:00-16:00	18	13	31	
16:00-17:00	23	13	36	

17:00-18:00	27	12	39
18:00-19:00	19	12	31
Sum	175	180	355

Anthony Morley
Associate
Prime Transport Planning

DD: +44 (0)151 728 1867



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From: Parry, Jon <Jon.Parry@knowsley.gov.uk>
Sent: 09 January 2025 15:46
To: Anthony Morley <A.Morley@primetp.co.uk>
Subject: RE: External Mail: RE: Huyton Lane, Huyton

Good afternoon Ant,

I think what you have provided is basically what Rich set out in his email, and yes, it will definitely need modelling. Have you collected the data yet?

I noticed some Padel courts in the sketch layout too. Its all the rage I gather!

Look forward to seeing it come in.

Jon

From: Anthony Morley <A.Morley@primetp.co.uk>
Sent: 09 January 2025 14:58
To: Parry, Jon <Jon.Parry@knowsley.gov.uk>
Subject: RE: External Mail: RE: Huyton Lane, Huyton

Afternoon Jon

We have amended the layout slightly based on Richard's comments

Any amendments you would like to see prior to ourselves submitting? I assume you would want the roundabout modeled?

Best Regards,

Anthony Morley
Associate
Prime Transport Planning

DD: +44 (0)151 728 1867



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From: Parry, Jon <Jon.Parry@knowsley.gov.uk>
Sent: 17 December 2024 11:44
To: Anthony Morley <A.Morley@primetp.co.uk>
Subject: RE: External Mail: RE: Huyton Lane, Huyton



Parry, Jon reacted to your message:

From: Anthony Morley <A.Morley@primetp.co.uk>
Sent: Tuesday, December 17, 2024 11:43:12 AM
To: Parry, Jon <Jon.Parry@knowsley.gov.uk>
Subject: RE: External Mail: RE: Huyton Lane, Huyton

Cheers Jon

Ill ping Richard an email

Thanks,

Anthony Morley
Associate
Prime Transport Planning

DD: +44 (0)151 728 1867



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From: Parry, Jon <Jon.Parry@knowsley.gov.uk>
Sent: 17 December 2024 11:41
To: Anthony Morley <A.Morley@primetp.co.uk>
Subject: RE: External Mail: RE: Huyton Lane, Huyton

Good morning Ant,

I literally had your previous email on my screen. I think I mentioned to you that this corridor is undergoing a review at the moment, including this junction. I'm not going to be able to provide comments on it without feedback from Richard Thorpe. I have sent him the drawing, but in the meantime you may want to contact him directly?

Kind regards
Jon

From: Anthony Morley <A.Morley@primetp.co.uk>
Sent: 17 December 2024 11:37
To: Parry, Jon <Jon.Parry@knowsley.gov.uk>
Cc: David Stoddart <D.Stoddart@primetp.co.uk>
Subject: External Mail: RE: Huyton Lane, Huyton

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Morning Jon

Is there any follow up from the below?

Many thanks,

Anthony Morley
Associate
Prime Transport Planning

DD: +44 (0)151 728 1867



www.primetp.co.uk

From: Anthony Morley
Sent: 28 November 2024 10:32
To: 'jon.parry@knowsley.gov.uk' <jon.parry@knowsley.gov.uk>
Cc: David Stoddart <D.Stoddart@primetp.co.uk>
Subject: Huyton Lane, Huyton

Morning Jon

Site access and very indicative masterplan attached for land adjacent to Huyton ASDA to provide context

As the existing roundabout has single lanes on approach and a 32m diameter, it is considered to be a 'compact' roundabout rather than a 'full size' roundabout in DMRB terms. As seen from the drawing, we have enough room to tag a fourth arm on without needing to increase the diameter of the roundabout. The arm obviously wouldn't need to account for through traffic and swept paths work well with a large car/refuse wagon.

Any KMBC opinions would be appreciated regarding the access,

Any issues or queries, feel free to give me a call,

Thanks,

Anthony Morley
Associate
Prime Transport Planning

DD: +44 (0)151 728 1867



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Date:	1 st April 2025
To:	Planning Services
Planning App. No:	25/00016/PREAPP
Proposal:	RESIDENTIAL DEVELOPMENT OF 116 NO. DWELLINGS, REFURBISHMENT OF PAVILLION AND ERECTION OF 3NO. PADEL COURTS TOGETHER WITH ASSOCIATED INFRASTRUCTURE WORKS
Location:	FORMER HUYTON CRICKET CLUB HUYTON LANE ST GABRIELS SOUTH HUYTON L36 7XG

☒ Highway Pre-Application Advice

Highways would have no objections to the proposed development. As previously advised to the Transport Consultant, the Council has an aspiration to upgrade the junction to signal control to facilitate pedestrian and cycle movements. Any works to provide access to this site would be expected to at least take this into consideration within the design.

TS Scoping Exercise

The proposed scoping note is broadly accepted, however the decision to omit trip generation from the padel courts is not accepted. The courts would not be reserved for the sole use of the residents and such facilities tend to have increased patronage from 5pm onwards as people visit after work. A trip generation exercise for this land use will need to be included.

The trip generation is based upon 60 dwellings + 70 unit assisted care, whilst the pre-application description states 116 dwellings in total. There is no objection to the assessment being carried out using more dwellings than that being proposed, however, the consultant may find it useful to restrict the trip generation to that being proposed once the padel trips are included to minimise the junction impact.

A Travel Plan should be submitted with the application.

Layout

The layout is generally considered to be acceptable. The site has no parking for the padel courts. As noted above, the courts will not only be frequented by residents of the development, and therefore car parking will be necessary. A justification for the level of parking provided will also be required.

The car parking for the maisonettes is below the levels set out in the 'Ensuring a Choice of Travel' SPD, and this should be justified in the TS.

Servicing arrangements for the Assisted Living element of the scheme should be clearly identified.

TRO – the site is located close to the town centre and all residential roads within walking distance are subject to residents' parking zones, this development will also need to be covered by such a TRO.

Highways would require a Road Safety Audit to be conducted of the proposed access arrangements as a fourth arm of the existing roundabout. The entry radii at 10m could permit relatively high speeds of traffic from the south western approach on Huyton Lane into the site, which would be hazardous to pedestrians crossing the access. The existing street trees, although currently immature will increase in size and this could cause an impairment to visibility of vehicles approaching from this direction.

APPENDIX II

GROUP MANAGER ADVICE

From: [Thorpe, Richard](#)
To: [Anthony Morley](#)
Cc: [Parry, Jon](#); [Fortune, Louise](#)
Subject: RE: External Mail: RE: Huyton Lane, Huyton
Date: 07 January 2025 10:09:42
Attachments: [image001.jpg](#)
[image002.jpg](#)
[image003.jpg](#)
[image004.jpg](#)
[image005.jpg](#)
[image006.png](#)
[image007.png](#)
[0008-005-NIE-XX-XX-DR-A-SK01-P3 - Ind. Colour.pdf](#)
[P24120-001 SITE ACCESS FROM B5199 ROUNDABOUT.pdf](#)

Morning Ant

Hope you and the family are well.

In reference to your e-mail regarding the proposed development off Huyton Lane it should be noted that there is an aspiration to signalise this junction at some point in the future, as it is difficult for pedestrians to get across the Asda access road, in addition traffic signals would assist in the flow of traffic at peak times as sometimes this roundabout can get congested. I appreciate that this development should not be solving existing problems, therefore we would not expect a relatively small development to fund a scheme to convert the roundabout to a signalised crossroads however the proposed road layout should ensure that it does not prevent future works from taking place. I would therefore suggest that the land adjacent to the junction is offered up for adoption so that we do not need to transfer it at a later date, it looks like this would be put up for adoption anyway as it is between the footway and the carriageway. It would also be useful if ducting was put in under the access road of the new development so that the road would not need to be dug up in the future if the junction was to be signalised.

Unfortunately we do not have any sketches or drawings of the proposed signalised crossroads layout as it is only an aspirational scheme.

I should also be grateful if you would relocate the informal pedestrian crossing so it is closer to the desire line, I also think that a splitter island is required to assist pedestrians to cross the access road to the new development.

Should you have any comments or queries please do not hesitate to contact me.

Regards

Richard Thorpe

Group Manager – Capital and Infrastructure Delivery
Strategic infrastructure

Telephone: [0151 443 2320](#)

Mobile: [07768 032553](#)

Knowsley Council, Stretton Way Depot, Stretton Way, Huyton, Knowsley, L36 9JF



From: Anthony Morley

Sent: 03 January 2025 13:43

To: Thorpe, Richard

Subject: RE: External Mail: RE: Huyton Lane, Huyton

Morning Richard,

Happy new year, hope all is well at KMBC

Regarding Jons email below, have you had a chance to review the plan we sent through at all for the roundabout?

Many thanks,

Anthony Morley

Associate

Prime Transport Planning

DD: +44 (0)151 728 1867



www.primetp.co.uk

From: Parry, Jon <Jon.Parry@knowsley.gov.uk>

Sent: 17 December 2024 11:41

To: Anthony Morley <A.Morley@primetp.co.uk>

Subject: RE: External Mail: RE: Huyton Lane, Huyton

Good morning Ant,

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Kind regards

Jon

From: Anthony Morley <A.Morley@primetp.co.uk>

Sent: 17 December 2024 11:37

To: Parry, Jon <Jon.Parry@knowsley.gov.uk>

Cc: David Stoddart <D.Stoddart@primetp.co.uk>

Subject: External Mail: RE: Huyton Lane, Huyton

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Morning Jon

Is there any follow up from the below?

Many thanks,

Anthony Morley

Associate

Prime Transport Planning

DD: +44 (0)151 728 1867



www.primetp.co.uk

From: Anthony Morley

Sent: 28 November 2024 10:32

To: 'jon.parry@knowsley.gov.uk' <jon.parry@knowsley.gov.uk>

Cc: David Stoddart <D.Stoddart@primetp.co.uk>

Subject: Huyton Lane, Huyton

Morning Jon

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considered to be a 'compact' roundabout rather than a 'full size' roundabout in DMRB terms. As seen from the drawing, we have enough room to tag a fourth arm on without needing to increase the diameter of the roundabout. The arm obviously wouldn't need to account for through traffic and swept paths work well with a large car/refuse wagon.

Any KMBC opinions would be appreciated regarding the access,

Any issues or queries, feel free to give me a call,

Thanks,

Anthony Morley

Associate

Prime Transport Planning

DD: +44 (0)151 728 1867



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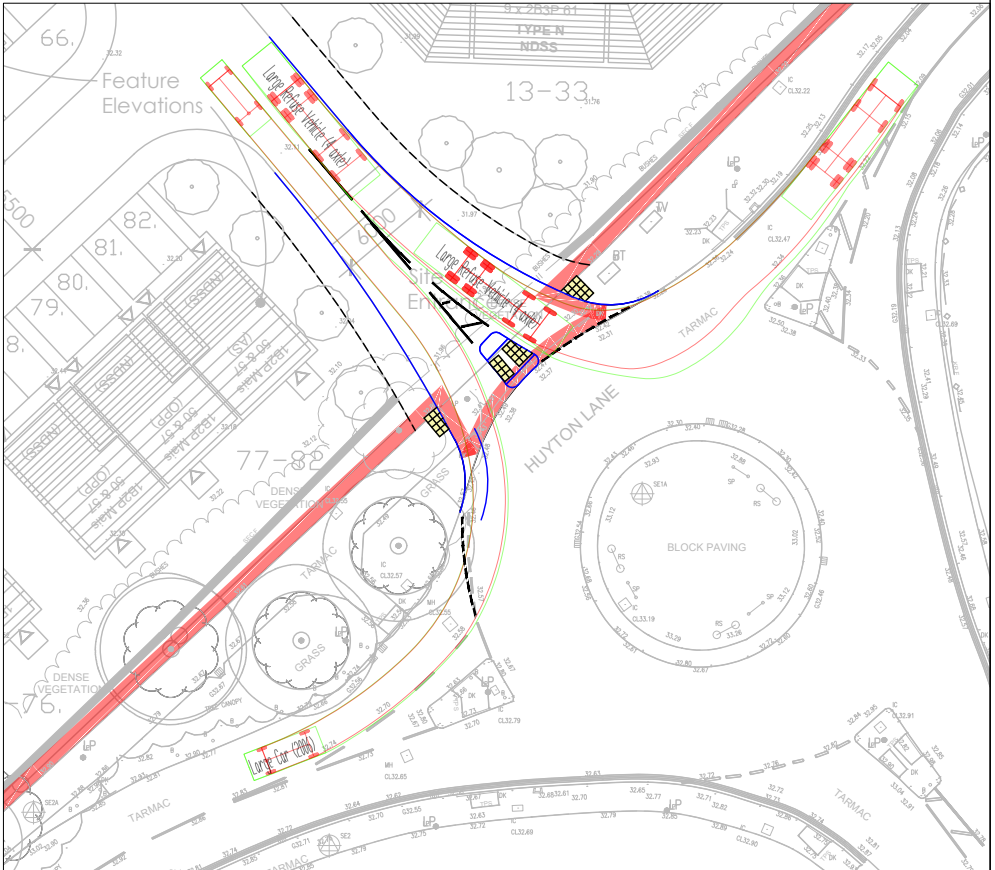
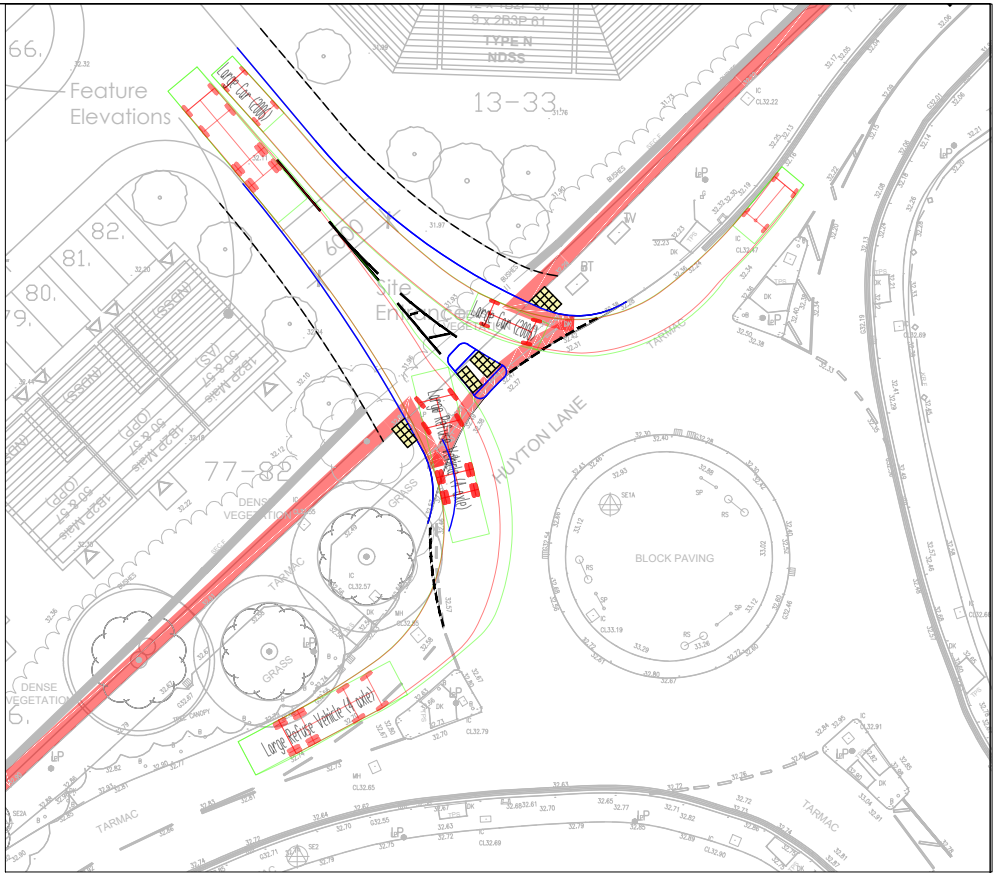
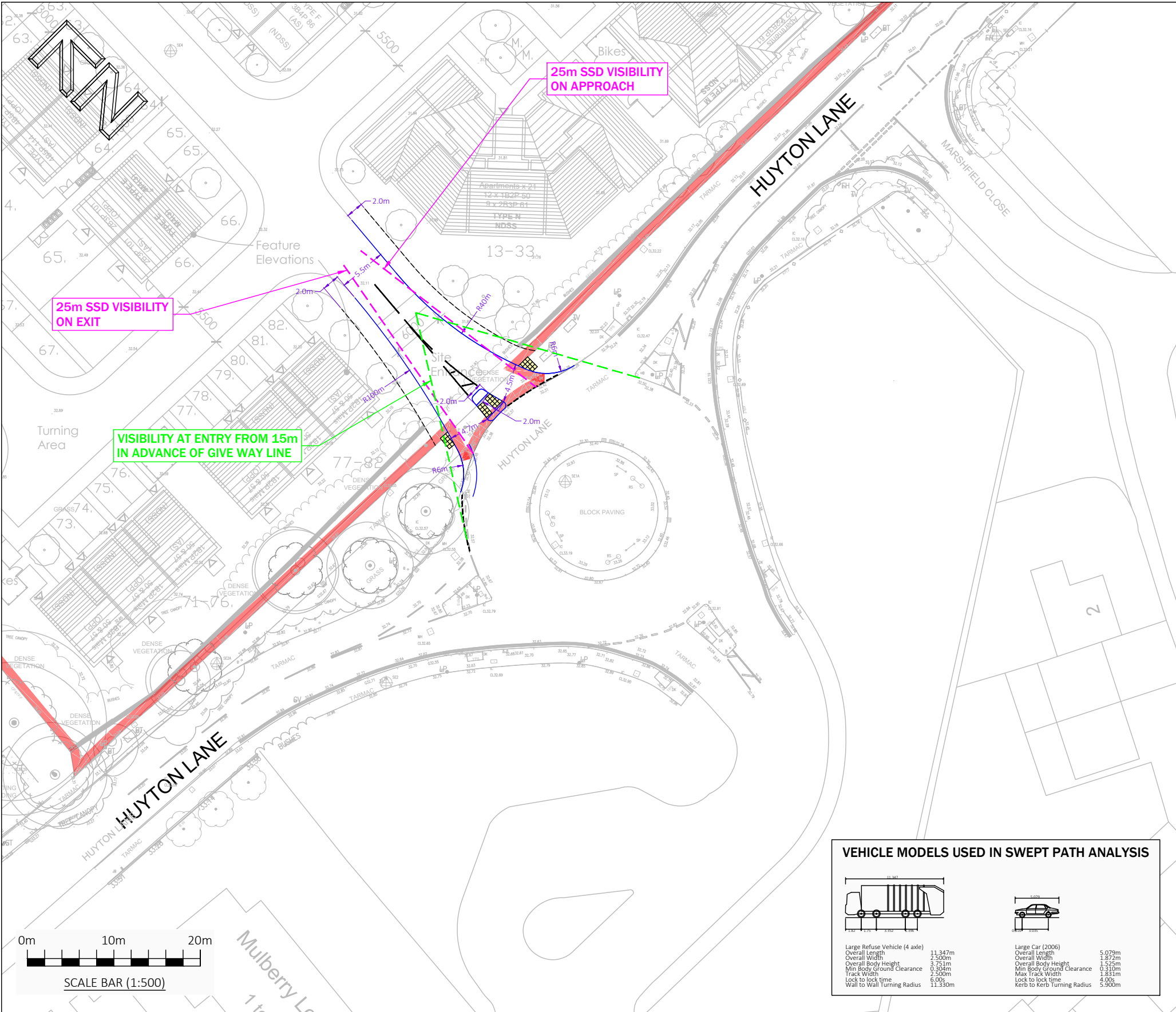
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APPENDIX III

TECHNICAL DRAWINGS



9 Hurricane Court
Liverpool International Business Park | Estuary Boulevard | Liverpool | L24 8RL
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D	22/01/26	RO	AMENDED TO LHA COMMENT
C	02/05/25	RO	KERB RADII AMENDED
B	08/02/25	RO	UPDATED TO TOPO SURVEY
A	09/01/25	RO	ROUNDAABOUT GEOMETRY UPDATED
Rev	Date	By	Revision notes

Status

INFORMATION

Project

HUYTON LANE, HUYTON

Title

PROPOSED SITE ACCESS FROM
B5199 HUYTON LANE ROUNDAABOUT

Drawn by
RO

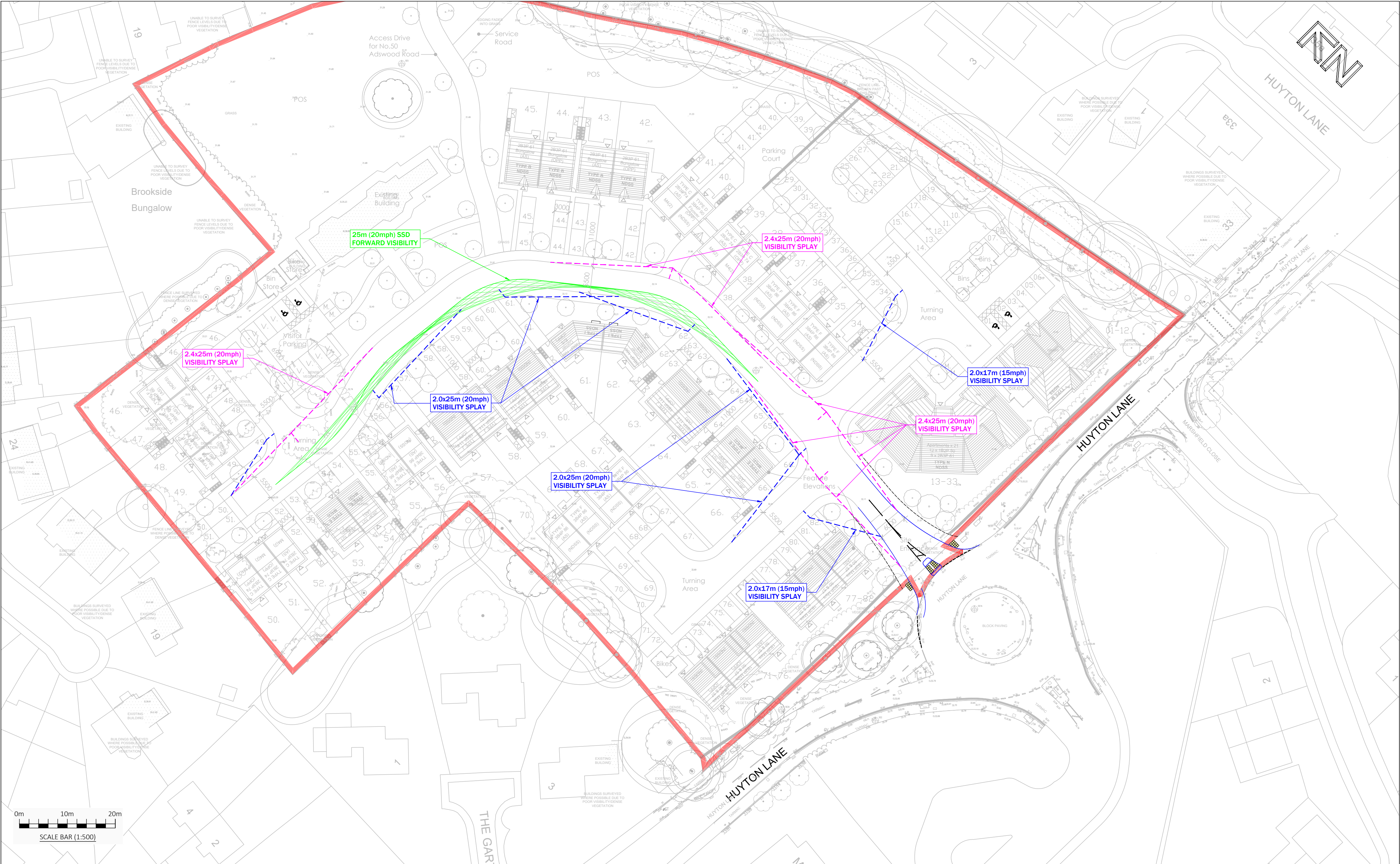
Issue date
13 NOV 2024

Scale(s)

1:500 @ A3

Drawing No

P24120-001D



Key	Vehicle models used in swept path analysis	DISCLAIMER PROPOSALS ARE PRELIMINARY ONLY, NOT FOR CONSTRUCTION PURPOSES PROPOSALS WILL BE SUBJECT TO UTILITY AND DRAINAGE INVESTIGATIONS PROPOSALS WILL BE SUBJECT TO EXTENT OF ADOPTED HIGHWAY DO NOT SCALE THIS DRAWING. DIMENSIONS ARE FOR REPRESENTATIONAL AND INFORMATIONAL PURPOSES ONLY AND SUBJECT TO DETAILED DESIGN THIS DRAWING MUST ONLY BE USED FOR THE PURPOSE FOR WHICH IT HAS BEEN SUPPLIED	 9 Hurricane Court Liverpool International Business Park Estuary Boulevard Liverpool L24 8RL www.primetp.co.uk 0151 728 1860					Project	HUYTON LANE, HUYTON	Drawn by RO	Issue date 22 JAN 2026
				*	*	*	*			Scale(s)	1:500 @ A2
				Rev	Date	By	Revision notes	Title	INTERNAL VISIBILITY		
				Status						INFORMATION	