

Cherryfield Drive, Kirkby

TN04 – KMBC Highways Consultation Response

Client:	Barratt & David Wilson Homes North West	Job No:	J326949
Date:	19 December 2024	File Name:	TN04
Prepared by:	LJ / MA	Approved by:	ME

1. Introduction

1.1 Background

- 1.1.1 Mode Transport Planning ('Mode') has been appointed by Barratt and David Wilson Homes North West (the 'Applicant') to provide transport planning and highways advice in relation to a full planning application (App Ref 24/00068/FUL) for a residential development on Cherryfield Drive in Kirkby, Knowsley.
- 1.1.2 The proposed development includes 800no. residential dwellings, with vehicular access proposed via 4no. new access junctions on the local highway network. A full Transport Assessment (TA) dated 27th March 2024 was submitted as part of the planning application, with Technical Notes (TN01, TN02 and TN03) produced in response to comments received from Knowsley Metropolitan Borough Council (KMBC) Highways.
- 1.1.3 KMBC Highways latest consultation response (dated 11th December 2024) has recommended further modifications to the proposed layout. KMBC Highways' latest consultation response is attached in [Appendix A](#).

1.2 KMBC Highways Consultation Response

- 1.2.1 This Technical Note (TN04) provides a response to the points raised by KMBC Highways and describes the corresponding update to the proposed site layout. The updated site layout drawing is attached in [Appendix B](#). This Technical Note should be read in conjunction with the TA and Technical Notes.
- **Traffic calming measures** – as requested by KMBC Highways, horizontal deflection has been introduced to the internal road layout, in the form of build-outs/ carriageway narrowings. These replace the speed cushions that were previously proposed. On the straight sections of the shared surface roads the build-outs are shown at spacings of around 40m, and around 60m on the other internal site roads.
 - The updated site layout shows that horizontal deflection can be provided without impacting driveway accesses. If further minor amendments are required to the proposed traffic calming

measures, it is expected that this can be addressed and agreed with KMBC Highways at the detailed design stage.

- **Pedestrian transition to shared surfaces** – at the transition points between roads with footway and shared-surfaces, the footway has been extended so pedestrians do not need to walk on ramps.
- It should be noted that in a number of locations the shared surface private drives are accessed off raised table junctions where the footway on the major arm is the same level as the carriageway and there are no ramps up to the shared surface on the minor arm. In these locations there is no requirement to extend the footway onto to the initial section of the minor arm. Where there is a ramp on the shared surface minor arm of junctions, footways have been continued 2m beyond the ramp to ensure a continuous level access for pedestrians.
- **Turning heads** – the turning heads adjacent to Plots 97 and Plot 236 have been extended to accommodate a refuse collection vehicle, as shown by the updated swept path analysis shown in **Drawing No. J32-6940-PS-013** attached in **Appendix C**.
- **Driveways conflicting with ramps** – the site layout has been amended so driveways are not located immediately adjacent to ramps.
- **Maximum dwellings shared-surfaces** – it is noted that SMBC Highways have stated that shared-surfaces should be restricted to a maximum of 25no. dwellings and should generally comprise cul-de-sacs or short sections. The proposals included sections of shared-surface that exceed 25no. dwellings – specifically in the south-east corner of the site and north-west corner of the site.
- Traffic levels at these shared-surfaces is expected to remain low on the basis that:
 - these roads do not provide a through-route to other areas of the site so would only accommodate the dwellings on the shared-surface roads;
 - more than one access is available to these areas so traffic would not all be concentrated on a single shared-surface route;
- In addition, traffic calming features are provided along the shared-surface roads to reduce traffic speeds. Therefore, although the number of dwellings served by a shared-surface does exceeds 25no. dwellings in certain locations within the site, this arrangement is considered acceptable.
- **Dropped kerbs on Cherryfield Drive** – it is noted that an extended section of dropped kerb on Cherryfield Drive to serve private driveways would not be accepted by KMBC Highways, and instead the kerb should be dropped in the location of each driveway, with the other sections of kerb remaining at full height. **Drawing No. J32-6940-PS-012** indicates the change from verge to hardstanding, rather than the extent of dropped kerb, therefore this is accepted by the Applicant and can be addressed at the detailed design stage as part of the S278 Agreement.

1.3 Summary

- 1.3.1 In summary, the further information and drawings presented in this Technical Note addresses the comments received from KMBC Highways, and therefore it is respectfully requested that any potential reasons for objection can now be withdrawn.

APPENDIX A KMBC Highways Consultation Response

Date:	11 th December 2024
To:	Planning Services
Planning App. No:	24/00068/FUL
Proposal:	DEMOLITION OF EXISTING BUILDINGS AND ERECTION OF 807 DWELLINGS (USE CLASS C3) WITH VEHICULAR ACCESS FROM CHERRYFIELD DRIVE AND BEWLEY DRIVE AND ASSOCIATED LANDSCAPING AND INFRASTRUCTURE , EXTENSION TO THE EXISTING CHERRYFIELD DRIVE CAR PARK TO PROVIDE AN ADDITIONAL 60 PARKING SPACES AND HIGHWAY IMPROVEMENTS TO CHERRYFIELD DRIVE.
Location:	Land South Of Cherryfield Drive, Kirkby Town Centre, Knowsley

☒ Highway Objection

Layout Comments - based upon drawing H9305-DWH-XX-XX-DR-UD-23004 Rev Z and H9305-BAH-XX-XX-DR-UD-203001 Rev 26

Also considered: additional new information received in TN02 and TN03 (Mode Transport Planning).

Highways object to the proposed development. The proposed layout requires various modifications to make it acceptable.

Highway Layout

Residential shared surface roads should have a design speed of 15mph. Horizontal deflection will be required to ensure speeds are kept low. This can include the use of build outs/carriageway narrowings and chicanes at spacings of no more than 40m. The maximum number of dwellings for a shared surface is 25. They should generally be culs de sac or short sections (100m maximum) to ensure low traffic flows and to avoid the issues around restraining traffic speeds to that commensurate with a pedestrian environment. Vertical deflection (e.g. speed cushions) are not considered appropriate as they are not proven to reduce speeds sufficiently below 20mph, and the measures can be a hazard to pedestrians who will be negotiating the space in addition to vehicles. Flush features (painted virtual humps or different surfacing material) are considered to be supporting measures only, which may be useful for the purposes of highlighting crossing points or uncontrolled junctions, but are not sufficient to restrain speeds without being used in conjunction with other measures.

Other internal site roads will require traffic calming for unrestrained distances over 60m, commensurate with the site wide design speed of 20mph. These features should be identified on the site plan to demonstrate they will not interfere with driveway accesses or other constraints. Including, but not limited to: B254 -B281, B194 – B217, B177 – B157, D264 – D284, D268 – D280, D330 – D319,

Transitions from roads with carriageway and footway to shared surface either missing or inadequate to allow pedestrians access from footway into shared surface without negotiating a ramp (sitewide). Revised layout does not address this at all locations e.g.D202, D173.

Swept path analysis provided in TN03 shows that the turning heads adjacent plots B97 and D236 are not large enough to cater for the turning movement of the refuse collection vehicle and will need to be enlarged.

Driveways coinciding with ramps (speed tables) are not acceptable – e.g. plot B61

For information, the extended length of dropped kerb along Cherryfield Drive (D150-D139 is not acceptable – this will need to remain full height and be dropped at the location of each driveway access.

Active Travel England

Notwithstanding any subsequent advice from Active Travel England, Highways note the additional cycle links set out in the revised plans which are listed in TN02 and are broadly supportive of the measures, subject to detailed design. TN02 also accepts conditions relating to Travel Plan, Off site highway works/transport infrastructure, pedestrian access to local infrastructure, active travel route audit. These conditions are supported by Highways.

APPENDIX B Proposed Development Site Layout (Rev AA)

Affordable Rented

Affordable Shared Ownership

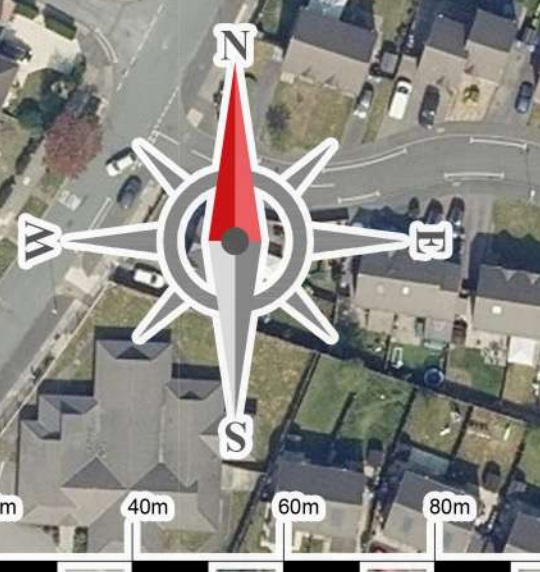
H9305-DWH-XX-XX-DR-UD-203100

Cherryfield Drive, Kirkby

Overall Site Layout

Rev AA

Cherryfields Lane - Kirkby				
House Mix				
Phase 3 DWH				
15.11.24				
Private	Bed/Person No.	sqft	sqft combined	
P20a - Wilford (end)	1BR/1P	5	650	3250
P20a - Wilford (end)	1BR/1P	8	820	3360
P20a - Wilford (end) (gabbed)	1BR/1P	2	650	3240
P20a - Archford (end)	1BR/1P	24	830	19920
P20a - Archford (end) (gabbed)	1BR/1P	8	830	6640
P20a - Archford (end)	1BR/1P	5	830	4150
P20a - Archford (end)	1BR/1P	8	830	6640
P20a - Hadley (end)	1BR/1P	7	1000	7000
P20a - Hadley (del)	1BR/1P	21	1000	21000
T20a - Kennatt (end)	1BR/1P	2	1000	2000
T20a - Kennatt (end)	1BR/1P	6	1000	6000
T20a - Ingley	1BR/1P	10	1000	10000
T20a - Greenwood (end)	1BR/1P	2	1320	2640
T20a - Greenwood (end)	1BR/1P	10	1320	13200
H20a - Hollwood	1BR/1P	8	1320	10560
H20a - Shenton	1BR/1P	18	1320	23760
H20a - Milford (gabbed)	1BR/1P	13	1320	17160
H20a - Milford (gabbed)	1BR/1P	3	1320	3960
H20a - Kirkdale	1BR/1P	31	1320	40920
H20a - Kirkdale (gabbed)	1BR/1P	3	1320	3960
H20a - Avenale	1BR/1P	16	1320	21120
Totals		301		134400
Affordable (suff)				
Totals	No.	sqft	sqft combined	
T20a (end)	1BR/1P	5	750	3750
T20a (end)	1BR/1P	8	750	6000
T20a (end)	1BR/1P	3	820	2460
T20a (end)	1BR/1P	10	950	9500
T20a (end)	1BR/1P	2	1100	2200
T20a (end)	1BR/1P	1	1100	1100
T20a (end)	1BR/1P	6	950	5700
Totals		36		28110
Nett Dev. Area no spine road (m2)				18.20
Coverage (suff/m2)				1568.8
Tossey Cherryfield Drive				
Barrett				
15.10.24				
Private	Bed/Person No.	sqft	sqft combined	
Barrett (end)	1BR/1P	10	624	6240
Barrett (end)	1BR/1P	1	624	624
Barrett (end)	1BR/1P	33	624	20592
Barrett (end)	1BR/1P	3	624	1872
Barrett (end)	2BR/2P	10	954	9540
Barrett (end)	2BR/2P	10	954	9540
Barrett (mid)	3BR/3P	7	830	5810
Barrett (end)	3BR/3P	18	830	14940
Barrett (end)	3BR/3P	2	830	1660
Barrett (end)	3BR/3P	19	854	16226
Barrett (del)	3BR/3P	8	854	6832
Barrett (del)	4BR/4P	11	1072	11792
Barrett (del)	4BR/4P	35	1072	37520
Barrett (del)	4BR/4P	14	1440	20160
Barrett (del)	4BR/4P	5	1440	7200
Barrett (del)	4BR/4P	2	1440	2880
Barrett (del)	4BR/4P	10	1680	16800
Barrett (del)	4BR/4P	39	1680	65520
Barrett (del)	4BR/4P	1220	1680	204960
Barrett (del)	4BR/4P	188	1680	316320
Totals		320		99520
Nett Dev. Area no spine road (m2)				18.20
Coverage (suff/m2)				1568.8
Cherryfields Lane - Kirkby				
House Mix				
15.11.24				
Private	Bed/Person No.	sqft	sqft combined	
P20a - Wilford (end)	1BR/1P	2	650	3240
P20a - Wilford (end)	1BR/1P	8	820	3360
P20a - Archford (end)	1BR/1P	24	830	19920
P20a - Archford (end) (gabbed)	1BR/1P	8	830	6640
P20a - Archford (end)	1BR/1P	5	830	4150
P20a - Archford (end)	1BR/1P	8	830	6640
P20a - Hadley (end)	1BR/1P	7	1000	7000
P20a - Hadley (del)	1BR/1P	21	1000	21000
T20a - Kennatt (end)	1BR/1P	2	1000	2000
T20a - Kennatt (end)	1BR/1P	6	1000	6000
T20a - Ingley	1BR/1P	10	1000	10000
T20a - Greenwood (end)	1BR/1P	2	1320	2640
T20a - Greenwood (end)	1BR/1P	10	1320	13200
H20a - Hollwood	1BR/1P	8	1320	10560
H20a - Milford	1BR/1P	13	1320	17160
H20a - Milford (gabbed)	1BR/1P	3	1320	3960
H20a - Kirkdale	1BR/1P	31	1320	40920
H20a - Avenale	1BR/1P	16	1320	21120
Totals		133		132720
Affordable (suff)				
Totals	No.	sqft	sqft combined	
Fakirk GP	1BR/1P	2	516	1032
Fakirk GP	1BR/1P	4	650	2600
T20a (end)	1BR/1P	1	820	820
T20a (end)	1BR/1P	4	820	3280
T20a (end)	1BR/1P	1	1100	1100
T20a (end)	1BR/1P	1	1100	1100
Totals		145		14352
Nett Dev. Area no spine road (m2)				6.50
Coverage (suff/m2)				1620.4
Combined Totals Affordable				
80				
40208				
Nett Dev. Area no spine road (m2)				
44.20				
Nett Dev. Area no spine road (in acres)				
10.0459				
Combined Coverage (suff. per acre)				
1338.9				



APPENDIX C Swept Path Analysis Drawing

Filename: \\MAC\HOME\MODE DROBOX\PROJECT\MANCHESTER\2 PROJECTS\J326949_CHERRYFIELD DRIVE, KIRKBY\5 GRAPHICS\2 CAD\2 SHEETS\J32-6949-PS-013.DWG
Last saved by: LUKE WHEELER Last Plotted: 2024-12-19

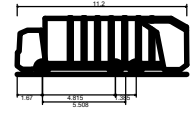
Project Management Initials: Designer: LCW Checked: MA Approved: ME ISO A3 297mm x 420mm





transport planning

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Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)	11,200m
Overall Length	2,530m
Overall Width	3,751m
Min Body Ground Clearance	0,394m
Track Width	2,500m
Lock to lock time	4,00s
Kerb to Kerb Turning Radius	9,500m

- notes:
1. this drawing is to be read in conjunction with all other relevant drawings, any discrepancies, errors or omissions to be brought to the attention of overseeing organisation.
 2. all dimensions to be checked before commencement of work on site.
 3. all dimensions in metres unless otherwise stated.
 4. the design is subject to approval of knowlsley council.
 5. drawing based on os mapping.

issue/revision		
-	19/12/2024	issued
l/r	date	description

client: barratt and david wilson homes
project: cherryfield drive, kirkby
project number: J326949
scale: 1:250@A3
drawing title:
cul-de-sac swept path analysis
drawing number:
J32-6949-PS-013



keep up with mode:



Birmingham
☎ 0121 794 8390

London
☎ 020 7293 0217

Manchester
☎ 0161 464 9495

Reading
☎ 0118 211 8180

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