

25/00486/OUT Land East of Knowsley Lane

Transport Update

A25007

1. Introduction

- 1.1. Astute Transport Planning Limited is appointed by Hallam Land Management Ltd to support the current outline planning application (ref. 25/00486/OUT) for residential development on land to the east of Knowsley Lane. Following submission of the planning application there has been correspondence and a number of meetings to discuss remaining transport issues in relation to off-site highway impacts and the need for the application to provide supporting bus services and active travel infrastructure.
- 1.2. A meeting of interested parties including the applicant, Astute, the local planning and highway authority Knowsley Metropolitan Borough Council (KMBC) and the Council's Environmental Sustainability Service, was held on Thursday 16th April 2026. This meeting resulted in a number of actions being agreed for all parties to progress. These actions, including progress made by Astute and the applicant's team, are discussed in turn below. A summary of next steps is provided at the end.

2. Flukers Brook

- 2.1. It is agreed that provision of an active travel link across Knowsley Lane to Flukers Brook is important both for leisure trips to The Sanctuary (KMBC owned woodland and open space) and wider links via a Bridleway and cycle route 862 to Kirkby including the Kirkby Industrial Park and to Stockbridge.
- 2.2. KMBC support the provision of a safe crossing across Knowsley Lane and the use of their land outside of the adopted highway. They propose that the crossing leads to an enhanced entrance to The Sanctuary, creating more space between a gateway feature and Knowsley Lane. The crossing of Knowsley Lane would provide access to The Sanctuary and Flukers Brook. Works within the adopted highway would form part of a Section 278 Agreement with the works being implemented by the developer. Any works that aren't on the adopted highway would need to be funded via a Section 106 agreement.
- 2.3. KMBC has agreed to provide a scheme showing the works that would be required on their land alongside a costing.
- 2.4. In the meantime, Astute has prepared a revised drawing **A25007-0100-004 PO3** (attached) of the works that are required either within the application site or on the adopted highway. This shows an active travel crossing of Knowsley Lane to the south of the junction with Flukers Brook, including dropped kerbs with tactile paving and a central refuge that is suitable for pedestrians and cyclists to wait. This crossing point has been relocated 5m further south from the junction with Flukers Brook in response to comments received from KMBC. An indicative route for

active travel to the entrance of The Sanctuary and on to Flukers Brook, making use of KMBC's land, is also shown and will tie-in with KMBC's proposals.

3. Home Farm Road

- 3.1. It is agreed that there is a requirement to provide infrastructure to aid the crossing of Home Farm Road whilst at the same time minimising alterations to the existing hedgerow. It is however recognised that the current planning application is in outline, and therefore the exact location of active travel routes onto Home Farm Road needs to be flexible in order to allow for future masterplanning of the site.
- 3.2. For consistency, schemes have been developed that reflect the Illustrative Framework Plan that was submitted with the planning application. This includes pedestrian access at the eastern end of Home Farm Road (not requiring a crossing point), between Longborough Road and Berry Hill Road and at the junction with Knowsley Lane.
- 3.3. Drawing **A25007-0100-005 Rev P01** shows alterations proposed to Home Farm Road. Viewport 1 shows the visibility splay requirements for drivers exiting from Home Farm Road onto Knowsley Lane. This drawing reflects the proposed widening of Knowsley Lane and the repositioning of the active travel route behind a newly located hedgerow. This relocated hedgerow and a proposed grass verge would result in a suitable visibility splay of 2.4m x 43m being created.
- 3.4. Viewport 2 demonstrates how the proposed active travel corridor, passing along the western boundary of the site, would interact with Home Farm Road. Firstly, pedestrians would be provided with dropped kerbs and tactile paving should they wish to cross Home Farm Road before either turning right or continuing north along Knowsley Lane. The visibility splay to Knowsley Lane will already be improved to allow for the vehicular egress as outlined above, whilst the visibility splay to the east along Home Farm Road would likely require management of the existing hedgerow or setting back of the hedgerow to provide the splay (as shown).
- 3.5. Secondly, cyclists could either use the proposed pedestrian refuge to the south on Knowsley Lane to continue their journey, or could instead arrive at the end of the cycleway and dismount at Home Farm Road. Cyclists could then choose to either exit from Home Farm Road onto Knowsley Lane, or pass east along Home Farm Road and make use of the quiet residential streets to the north.
- 3.6. Viewport 3 shows the detail of the central crossing point on Home Farm Road, consisting of a build-out through the existing hedgerow which would result in pedestrians having good visibility whilst reducing the impact on the hedgerow. The build-out would result in Home Farm Road operating with priority one-way working through this section, requiring suitable road markings and signage. Traffic Regulation Orders will also be required to prevent on-street car parking in the vicinity of the crossing through the implementation of double yellow lines.

4. Hedgerow on Home Farm Road and Knowsley Lane

- 4.1. KMBC requested a plan that clearly highlights the sections of existing hedgerow along Knowsley Lane to be retained, and the sections of new hedgerow that will be planted as a result of the development proposals. **Drawing A25007-**

0100-006 Rev P01 shows the latest access proposals along Knowsley Lane, which have been developed in consultation with KMBC.

- 4.2. The existing hedgerow to be retained can be seen in green and the proposed hedgerow can be seen in blue. The relocated hedgerow is as a result of the requirement to provide adequate visibility splays at site access junctions, the Knowsley Lane/Home Farm Road junction and where pedestrians and cyclists will cross Knowsley Lane.

5. Syders Grove

- 5.1. The woodland known as Syders Grove is located to the north of the application site and is surrounded by residential development and Sugar Lane to the south, Frederick Lunt Avenue to the northwest and Tithebarn Road to the northeast. It currently forms an informal leisure route between these three roads.
- 5.2. KMBC has requested that consideration be given to formalising the route between Sugar Lane and Tithebarn Road, providing a better route for children accessing St John Fisher Catholic Primary School and removing the need to improve the southeasterly section of Tithebarn Road.
- 5.3. KMBC support the provision of an active travel corridor through Syders Grove, noting that this must be carefully designed. KMBC has previously stated that the routeing, construction and lighting requirements will need to be discussed and agreed internally. Noting that the works will not be within the adopted highway or on land controlled by the applicant, they will be costed with the aim being to fund the works via a Section 106 agreement. These works are discussed in more detail in **Section 8** of this note.

6. Ross Close

- 6.1. KMBC has proposed an active travel route that extends across their land between the Home Farm Road footpath to the south and Ross Close to the north. The Illustrative Framework Plan shows this existing informal route and proposes a couple of links up to the edge of the application boundary.
- 6.2. KMBC have agreed to provide a costed scheme drawing for consideration that would be funded via a Section 106 contribution. Further active travel improvements could then be provided via a Section 278 agreement to widen the footpaths on Ross Close and to provide dropped kerbs and tactile paving across the Ross Close junction bellmouth leading to Sugar Lane. These improvements are discussed in further detail in **Section 8** of this note.

7. Stockbridge Lane Junction

- 7.1. Further consideration regarding the Stockbridge Lane junction with Knowsley Lane is required. This currently operates as a simple priority-controlled junction, which is busy at peak times, resulting in some traffic using the adjacent Park Way as a rat run.
- 7.2. Astute propose the introduction of a ghost-island right turn lane onto Knowsley Lane, which is demonstrated to enhance the operation of the junction such that it mitigates the development's impacts and therefore meets the relevant planning tests as outlined in the National Planning Policy Framework. An alternative scheme, consisting of

the signalisation of the junction, could be implemented but at additional cost and with the potential to require third party land owned by the Council.

- 7.3. Were the Council keen to progress this alternative signalised scheme, resulting in a junction that operates better than existing, it may be possible that a contribution be made via a Section 106 agreement up to the value of the improved priority scheme. The Highway Authority could then fund any further enhancement that is beyond the requirement of this planning application.
- 7.4. KMBC also consider that there is benefit in closing Park Way to through traffic and preventing it from being a rat run. Again, this would require Council-owned land and therefore cannot be delivered by the applicant.
- 7.5. KMBC have agreed to consider this point in more detail and to provide a full response outlining their position.

8. Active Travel Improvements

- 8.1. KMBC and Astute have discussed the need for the proposed development to fund a series of active travel improvements to the north of the site, including across Home Farm Road and up to Sugar Lane and beyond to St John Fisher School on Tithebarn Road. Knowsley would also like to see an improvement to the footpath provision to the south of the site, along Knowsley Lane to the junction with Croxteth Lane which leads to Stockbridge.
- 8.2. Astute have reviewed these requirements and attach a table of costs for consideration and comparison with the Council's contractor rates, as the majority of these works will need to be funded via a Section 106 agreement where they include Council land that is outside of the adopted highway.
- 8.3. These improvements have broadly been developed making use of the following principles:
 - Home Farm Road crossings as per those outlined in Section 3 of this report.
 - Dropped kerbs and tactile crossings provided where they are missing or not to current standards.
 - Footways widened to circa 2m where land is available without impacting upon residential car parking.
 - Assumed resurfacing of existing footway adjacent to proposed widening.
 - Lit active travel route provided through Syders Grove as discussed in Section 5 of this report.
 - Traffic regulation orders and lining implemented to prevent on-street car parking where necessary.
- 8.4. A plan showing the location of the proposed works alongside a table that includes a cost estimate of the works can be found at **Appendix A**. With reference to industry standard cost estimate guidance, including improvements to the footpath to the south of the site to Croxteth Lane, a total cost circa £240,000 has been calculated.

9. School expansion

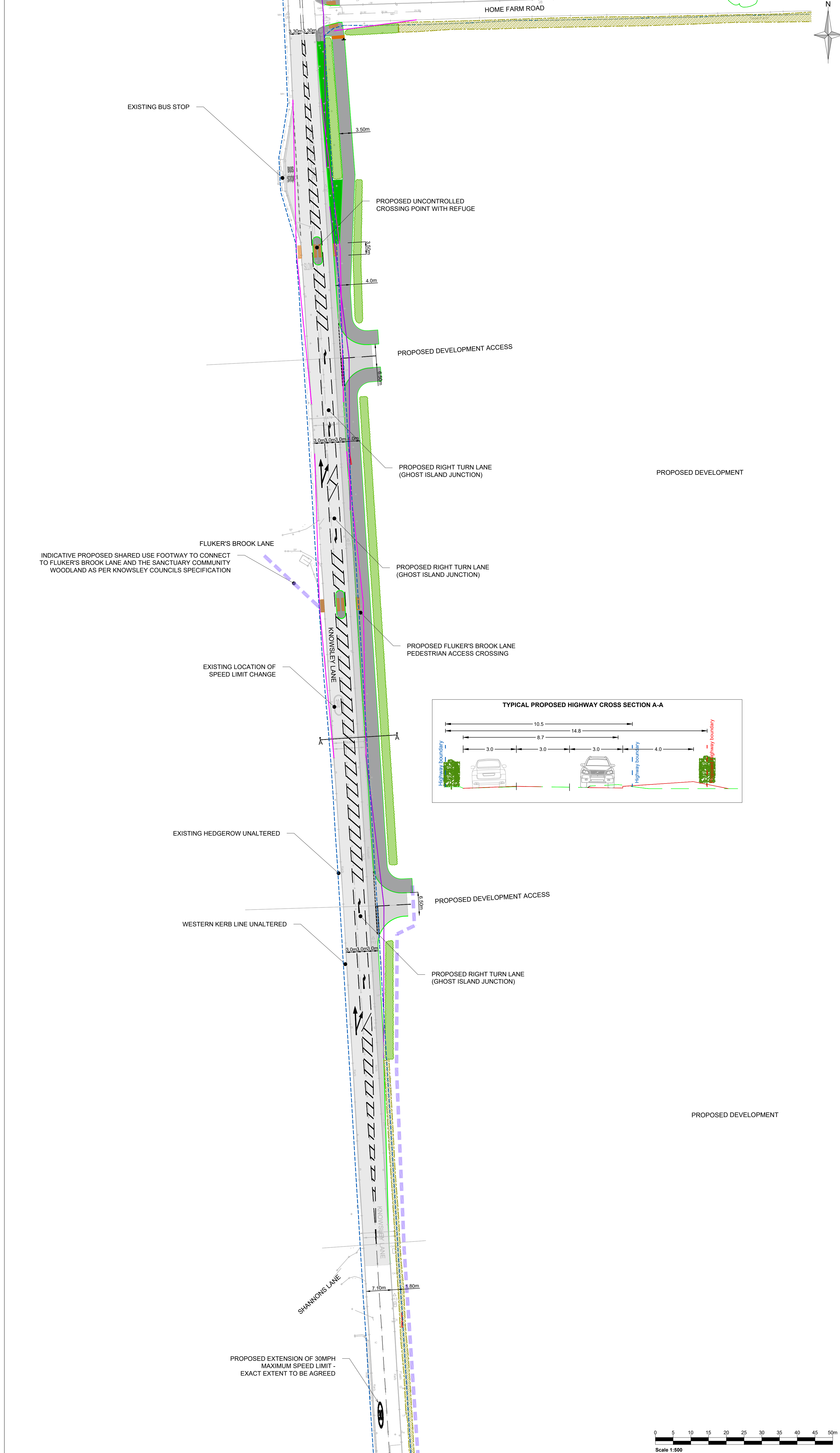
- 9.1. KMBC has queried the impact on Sugar Lane as a result of Knowsley Village Primary School being expanded to cater for the additional local population. They also note that additional transport infrastructure, such as car parking and facilities for deliveries, may be required.
- 9.2. As per the adopted Developer Contributions SPD (2016), all education contributions, 'will be based on the benchmarked costs at that point in time for delivering an educational facility (primary or secondary, based on local capacity needs), in Knowsley.'
- 9.3. In this instance we have had a consultation response from the Council's School Sufficiency Information Officer, Morgan Screen (dated 11th November 2025), confirming that based on the indicative housing mix and existing capacity situation, a contribution for 67 primary school spaces will be sought towards the permanent expansion of existing schools, at a cost of £20,450 per place. Based on latest DfE benchmark figures, this equates to a total of £1,370,150 which is considered to cover all additional costs associated with the expansion of local schools.
- 9.4. The Applicant is content that this contribution and associated methodology meets the relevant CIL tests.
- 9.5. It should also be noted that the school expansion will primarily be for very local families and that additional funding, as outlined in Section 8 of this report, is being provided to ensure safe and convenient active travel infrastructure is provided, encouraging active travel to the local schools and therefore reducing car travel.
- 9.6. Regarding vehicle movements, it should be noted that education trips were specifically considered as part of the Transport Assessment submitted with the planning application. This assessment concluded that there would not be a material increase in traffic using Sugar Lane that would result in any road capacity or safety problems. This is supported by road traffic accident statistics, which show that there were no recorded road traffic accidents between 2019 and 2023 (a five year period).

10. Next Steps

- 10.1. Following receipt of this technical note, there are a number of actions that need to be progressed. These include:
- KMBC to prepare and cost entrance scheme for The Sanctuary and link to Flukers Brook.
 - KMBC to review drawing **A25007-0100-004 PO3** regarding alterations to Knowsley Lane in the vicinity of the application site.
 - KMBC to review drawing **A25007-0100-005 Rev P01** regarding alterations to Home Farm Road including proposed crossing facilities.
 - KMBC to review drawing **A25007-0100-006 Rev P01** showing alterations to the hedgerow on Knowsley Road.
 - KMBC to consider the routing, specification and prepare cost estimate of the active travel route passing through Syders Grove.

- KMBC to consider design of active travel corridor running south of Ross Close to Home Farm Road on their land and prepare cost estimate.
- KMBC to consider Astute submission in relation to the future design of the Stockbridge Lane junction with Knowsley Lane.
- KMBC to review information provided in Appendix A relating to proposed active travel improvements.

Drawings



Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.

2. While lining is indicative only.

3. Dimensions are in meters, unless stated otherwise.

4. The design speed is 30mph, adopting Manual for Streets standards.

Legend:

APPROXIMATE HIGHWAY BOUNDARY

EXISTING CARRIAGEWAY (APPROXIMATE AFFECTED EXTENT)

NEW CARRIAGEWAY

NEW FOOTWAY

EXISTING HEDGEROW RETAINED (SHALL BE CUT BACK TO THE HIGHWAY BOUNDARY)

NEW REPLACEMENT HEDGEROW (SET BACK FROM JUNCTION VISIBILITY SPLAYS)

NEW GRASS VERGE

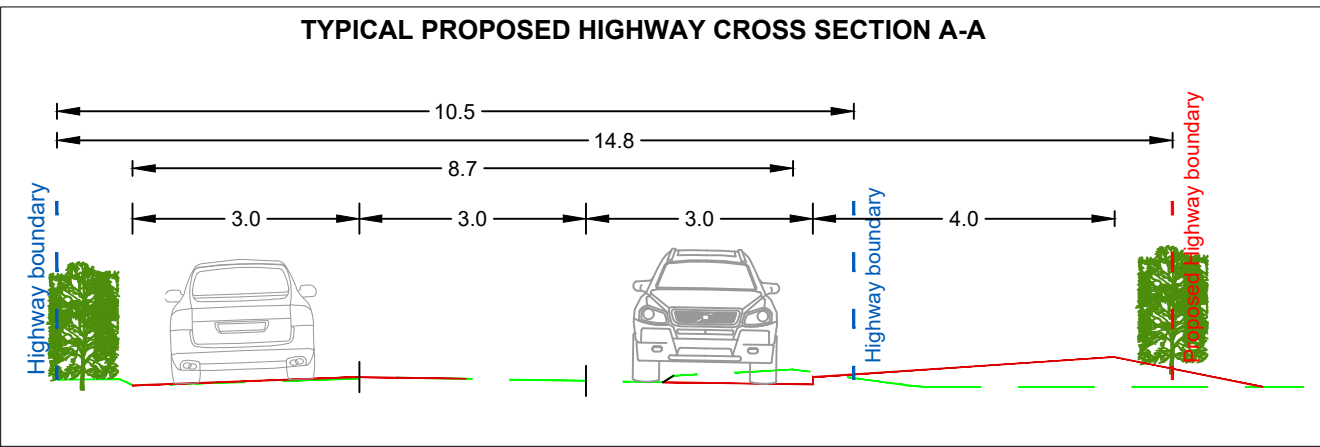
JUNCTION VISIBILITY SPLAYS (2.4m X 43.0m)

PEDESTRIAN CROSSING VISIBILITY SPLAYS (2.0m X 43.0m) OR (2.0m X 25.0m)

INDICATIVE PROPOSED 4.0m WIDE SHARED USE FOOTWAY & CYCLEWAY PROVISION

INDICATIVE PROPOSED SHARED USE FOOTWAY TO CONNECT TO FLUKER'S BROOK LANE

PROPOSED TRAFFIC SIGN AND POST



P03

Crossing layout updated

23.04.26

JA

LB

AS

P02

Crossing layout updated

24.03.26

LB

OM

OM

P01

First issue.

19.03.26

LB

OM

OM

Rev

Amendments

Date

By

Chk

Auth

astute

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Drawing Status & Suitability Code

Planning

Client

HALLAM LAND MANAGEMENT LTD

Project

LAND AT HOME FARM ROAD, KNOWSLEY

Drawing Title

KNOWSLEY LANE PROPOSED ACCESS
GENERAL ARRANGEMENT
OPTION 3

Scale

1:500

@ A1

ASTUTE Project No.

A25007

Designed

LB

Drawn

LB

Checked

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Authorised

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Date

19.03.26

Date

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Date

19.03.26

Date

19.03.26

Drawing Number

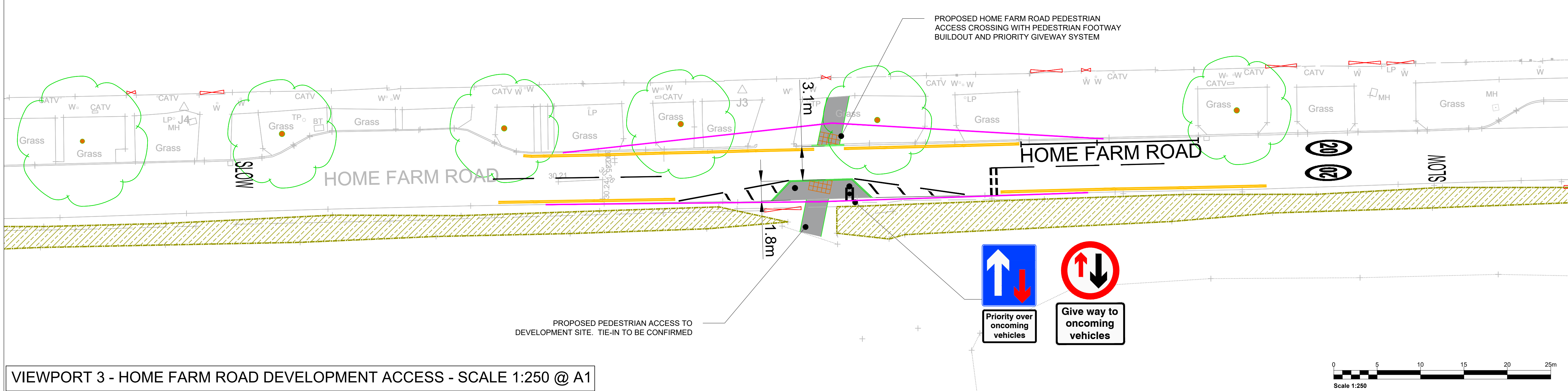
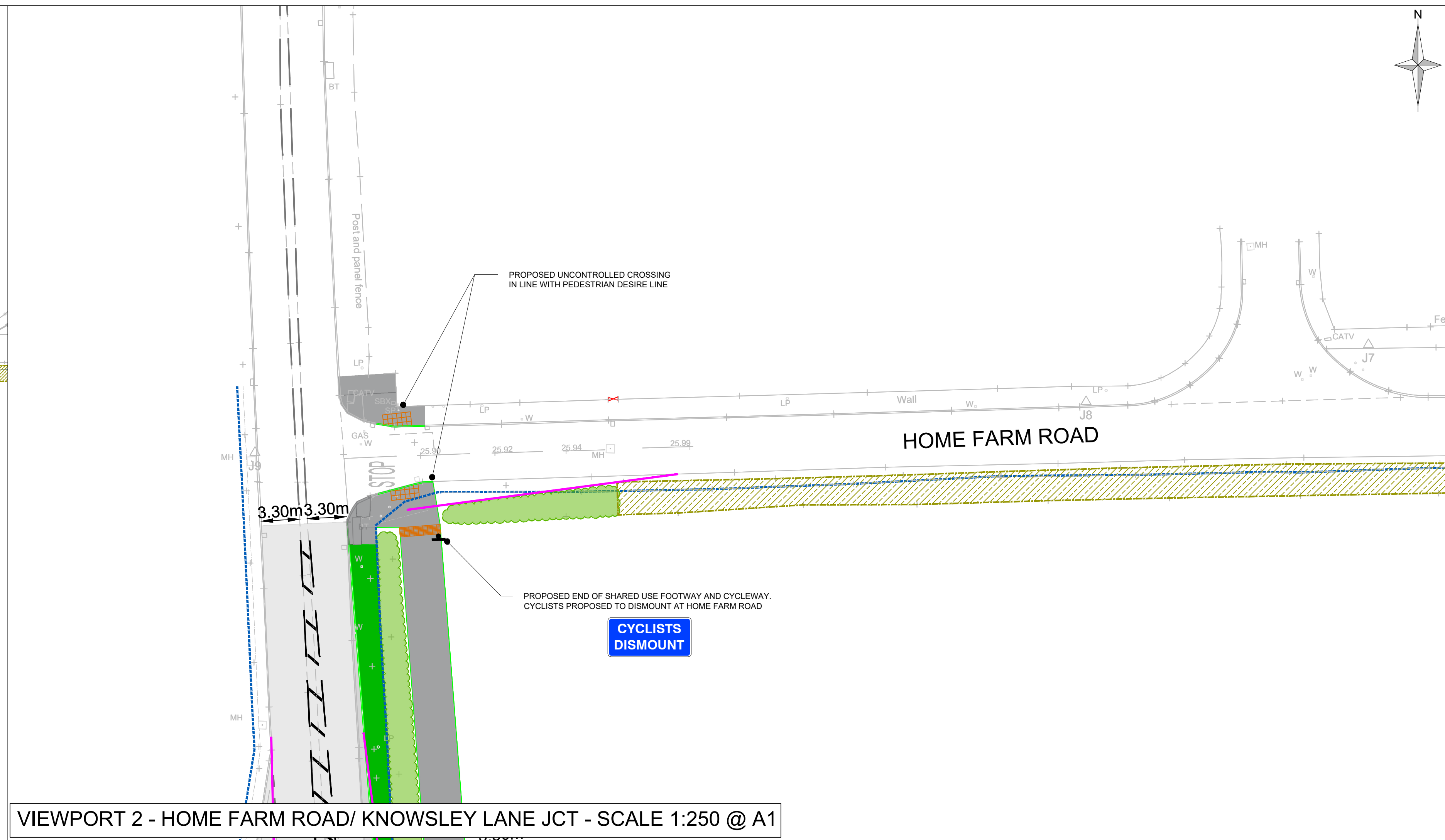
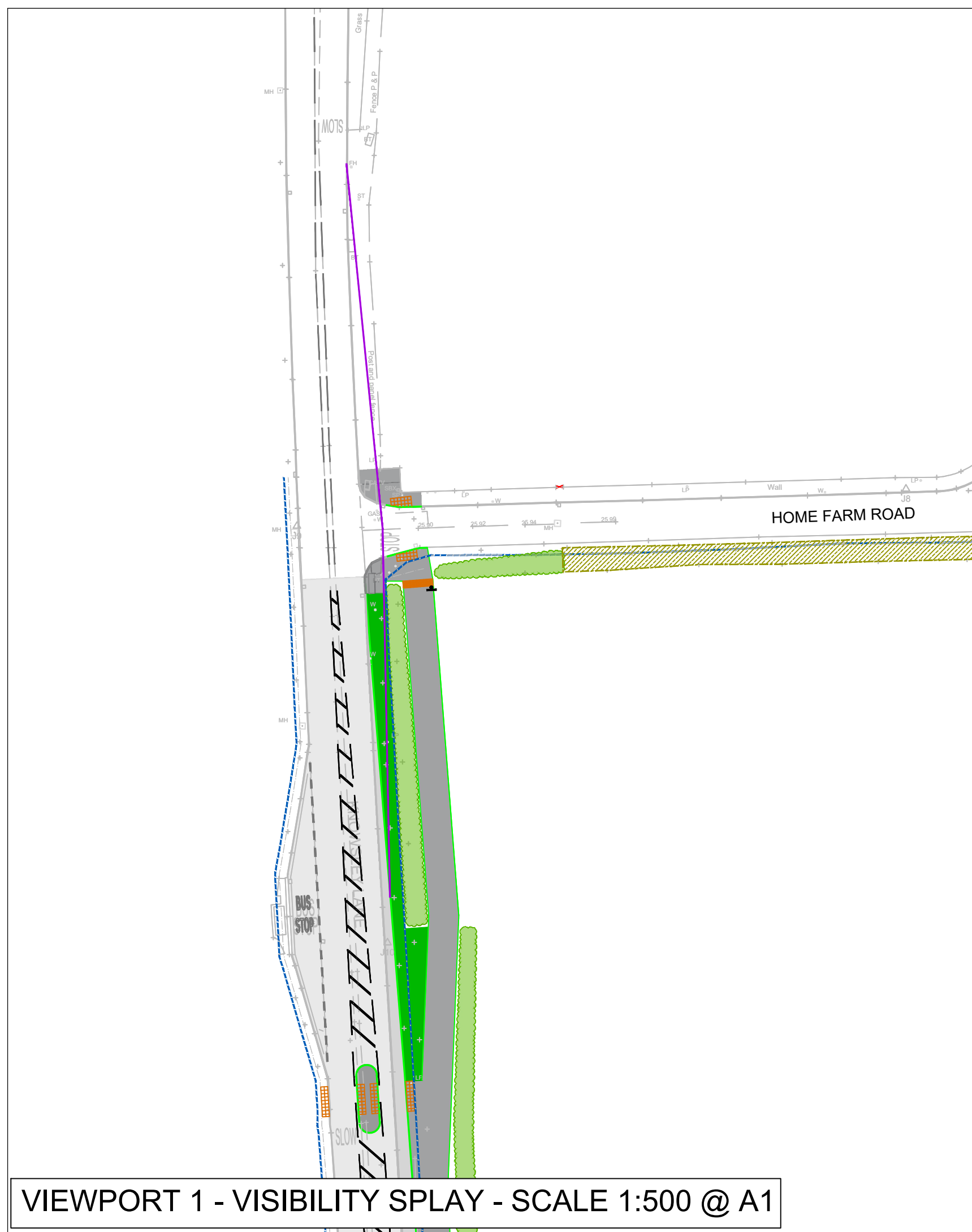
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Rev

P03

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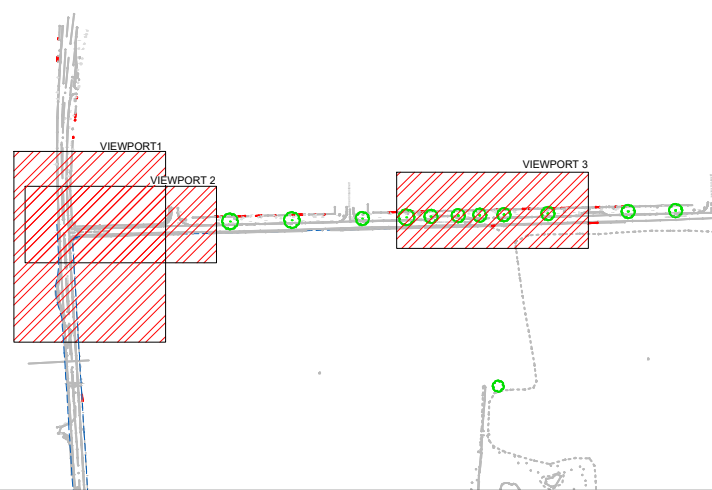
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- Legend:**
- | | |
|---|--|
|  | APPROXIMATE HIGHWAY BOUNDARY |
|  | EXISTING CARRIAGEWAY (APPROXIMATE AFFECTED EXTENT) |
|  | NEW CARRIAGEWAY |
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|  | NEW REPLACEMENT HEDGEROW (SET BACK FROM JUNCTION VISIBILITY SPLAYS) |
|  | NEW GRASS VERGE |
|  | JUNCTION VISIBILITY SPLAYS (2.4m X 43.0m) |
|  | PEDESTRIAN CROSSING VISIBILITY SPLAYS (2.0m X 43.0m) OR (2.0m X 25.0m) |
|  | PROPOSED BOLLARD |
|  | PROPOSED TRAFFIC SIGN AND POST |

Location Plan:



P01	First issue.	23.04.26	JA	LB	AS
Rev	Amendments	Date	By	Chk	Auth



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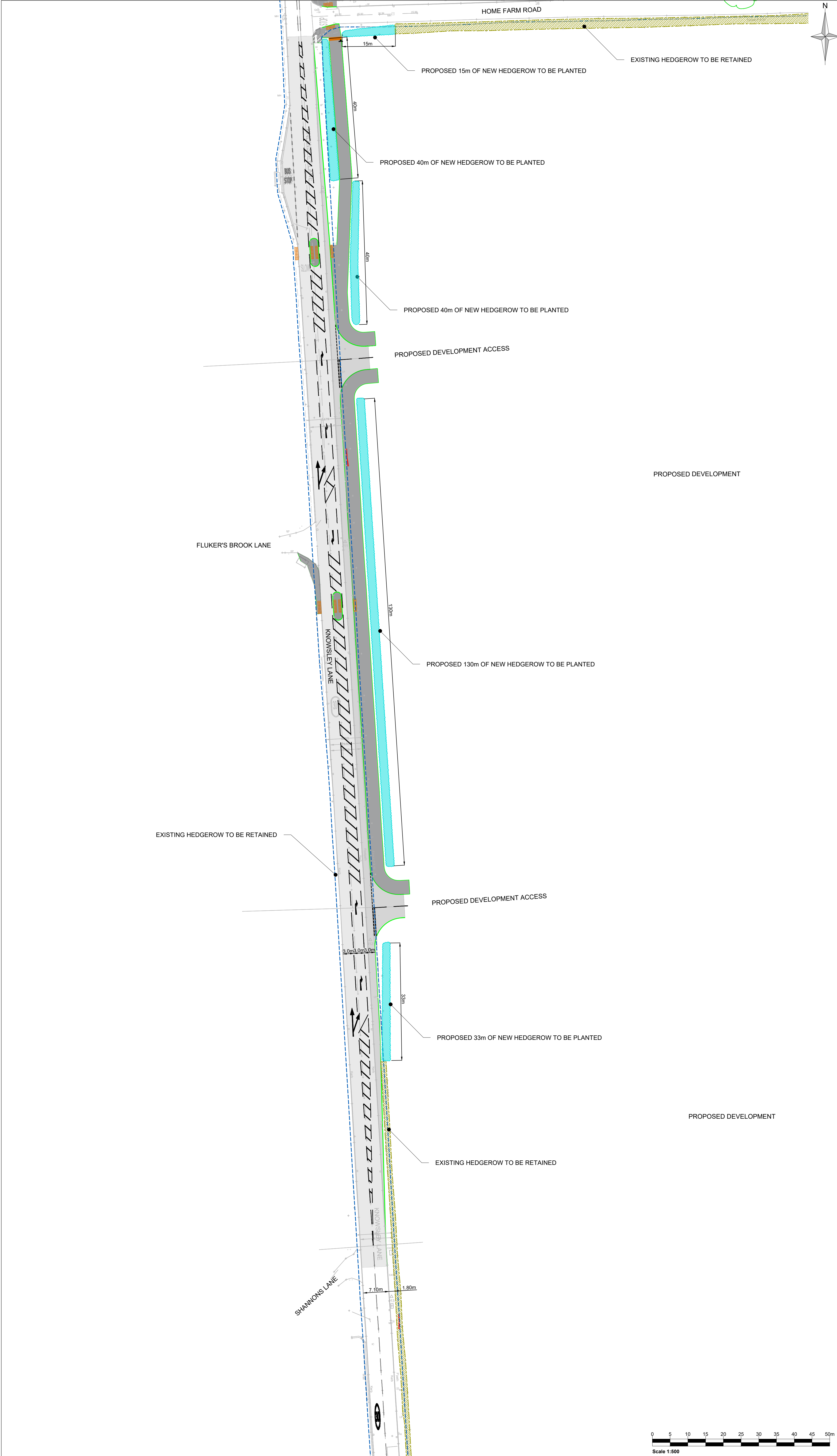
Drawing Status & Suitability Code

Client
HALLAM LAND MANAGEMENT LTD

Project
LAND AT HOME FARM ROAD, KNOWSLEY

Drawing Title
HOME FARM ROAD PROPOSED ACCESS
GENERAL ARRANGEMENT

Scale 1:250		@ A1	Project No. AS25007	
Designed JA	Drawn JA	Checked LB	Authorised AS	
Date 23.04.26	Date 23.04.26	Date 23.04.26	Date 23.04.26	
Drawing Number A25007-0100-005				Rev P01



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EXISTING HEDGEROW RETAINED (SHALL BE CUT BACK TO THE HIGHWAY BOUNDARY)

NEW REPLACEMENT HEDGEROW (SET BACK FROM JUNCTION VISIBILITY SPLAYS)

P01	First issue.	23.04.26	JA	LB	AS
Rev	Amendments	Date	By	Chk	Auth

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Drawing Status & Suitability Code

Planning

Client

HALLAM LAND MANAGEMENT LTD

Project

LAND AT HOME FARM ROAD, KNOWSLEY

Drawing Title

KNOWSLEY LANE PROPOSED ACCESS
HEDGEROW CLEARANCE

Scale

1:500 @ A1

ASTUTE Project No.

A25007

Designed

JA

Drawn

JA

Checked

LB

Authorised

AS

Date

23.04.26

Date

23.04.26

Date

23.04.26

Drawing Number

A25007-0100-006

Rev

P01

Appendix A Proposed Active Travel Improvements

Land to the East of Home Farm Road, Knowsley Proposed Active Travel Improvements



Active Travel Costings

Home Farm Road Ped Refuge Crossing	£5,400
Pair of Dropped Kerbs and Tactile Paving	£1,200
New Footway per m2	£65.74
Resurface footway	£50.00
Cycle trail per m2 at 3m width	£51.22
Lighting per m	£130
Parking Restrictions	£12,000

	Ped Refuge	No. Tactiles	New Footway	Resurface Footway	Cycle Trail	Lighting	Parking Restrictions
Home Farm Road	1	3					
Longborough Road		2	119	357			
Suger Lane		4	112.5	337.5			
Ross Close		1	57	171			
Frederick Lunt Avenue		5					
Tithebarn Road		2	70	210			
Syders Grove					250	250	
Knowsley Lane to Croxteth Lane		2	355	1065			
Parking Restrictions							1

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