

Our Reference: **089243-CUR-XX-XX-T-TP-00001-P02**

Knowsley Council Planning Reference: **25/00415/REM**

06 March 2026

Plot 3 – Land at Lowe Road, Halewood South – Transport Technical Note

Curtins has been appointed by Barratt Homes to provide highways and transport support in respect of the reserved matters planning application for Plot 3 of the Halewood South parcel of land at Lowe Road (App Ref: 25/00415/REM)), submitted in July 2025. The proposal consists of the following:

“Approval of reserved matters, namely layout, scale, appearance and landscaping pursuant to hybrid planning permission 19/00521/HYB (as amended) for residential development, internal access roads, public open space, two substations and other associated works.”

As part of the original planning submission, Curtins prepared a Transport Assessment (**Document Reference: 072917/TA**) along with access drawings to support Plots 1 and 3.

This Transport Technical Note (TTN) has been prepared in response to the Knowsley Council's latest consultation response (Highways Observation Memo dated 26th January 2026) regarding the Reserved Matters submission for Plot 3.

It is noted that Knowsley Council has reviewed updated material prepared by Lichfields (19th December 2025) and welcome the recognition that several elements of the original response have been addressed through the additional drawings and analysis provided.

Notwithstanding the above, Knowsley Council has identified the following concerns that remain unresolved;

- localised intensification within the parcel (now 123 dwellings vs 106 previously approved, approx. 16% uplift) and the resulting frontage/pedestrian environment effects.
- design speed / visibility splay inconsistency (2.4m × 25m shown with no stated design speed basis);
- lack of robust demonstration of pedestrian intervisibility at driveways.
- Plot 55–59 shared driveway manoeuvring conflict at Plot 59.
- absence of a driveway dimension schedule/confirmation against adopted policy.
- absence of a parking allocation/management strategy for apartment courts; and
- inadequate demonstration of apartment long-stay cycle storage capacity and usability, compounded by the bin/cycle co-location issue.

For clarity, Curtins has reviewed the comments, and this TTN responds to each comment as required. For convenience, we have reproduced the comments in ***bold italics***, followed by our response underneath. For conciseness, we have only included the consultee comments where an action or response is required by Curtins – or key parameters are agreed.

“Localised intensification within the parcel (now 123 dwellings vs 106 previously approved, approx. 16% uplift) and the resulting frontage/pedestrian environment effects.”

In response to the above, Barratt Homes has developed a new layout (**Drawing No. HA671-BAH-XX-XX-DR-UD-203002 Planning Layout Rev 08**) which now proposes a reduction in the quantum of development to 117 homes. The net increase therefore equates to only 11 dwellings.

Whilst the proposed amendments would still represent an increase relative to Redrow’s approved quantum, it remains within the parameters approved by the outline element pursuant to the hybrid permission (App Ref: 19/00521/HYB).

It is noted within the Highways Observation Memo that;

“The Highway Authority accepts that, in headline terms, the proposal remains within the strategic trip-generation parameters assessed at hybrid stage and that no further off-site junction modelling is required.”

The cumulative traffic impact of the development on the surrounding highway network is therefore considered acceptable and not an area of concern.

The specific issue raised by Knowsley Council therefore relates to the internal site layout in respect of driveway frequency, kerb continuity, pedestrian priority and the intended Masterplan street character.

Figure 1 presents an extract of the consented Redrow scheme Parking Layout. the layout was reviewed by Knowsley Council and determined to be acceptable in the determination of App Ref: 22/00466/REM.

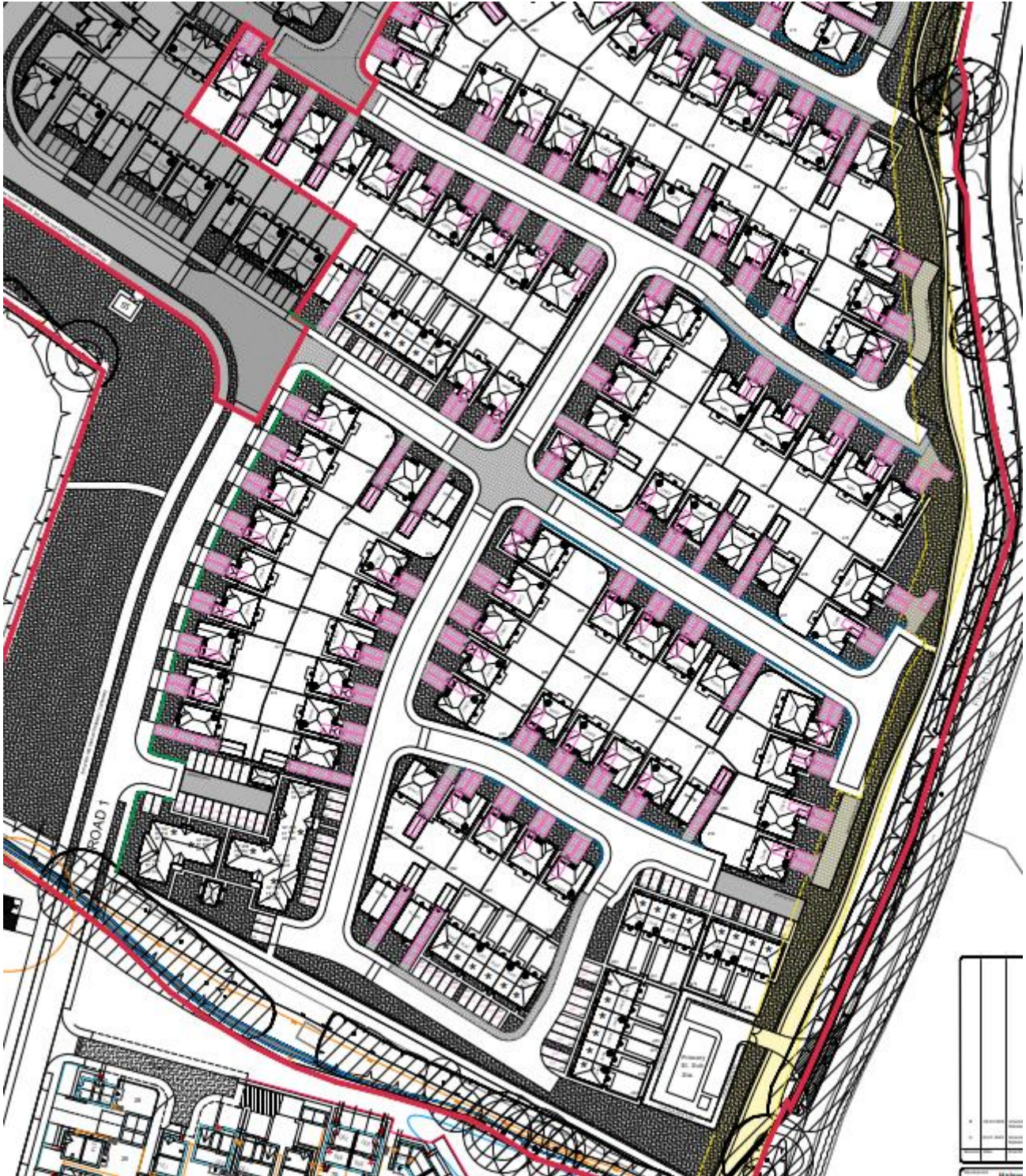


Figure 1: Extract of Drawing No. 4152-PL-001 Rev B (App Ref: 22/00466/REM)

For comparative purposes, Figure 2 provides an extract of the current Parking Strategy plan submitted by Barratt Homes (Drawing No. HA671-BAH-XX=-XX-DR-UD-225001 Rev 006).



Figure 2: Extract of Drawing No. HA671-BAH-XX=-XX-DR-UD-225001 Rev 006 (App Ref: 25/00415/REM)

It is evident from Figures 1 and 2 that the internal road layout is directly comparable with the current application maintaining the same alignment, dimensions and traffic calming features determined to be acceptable in the previous reserved matters application.

The current proposals are therefore considered to be consistent with the masterplan street character.

Whilst the number of parking spaces and driveways have increased in proportion with the additional 11 dwellings now proposed, the pedestrian priority remains the same as the consented scheme with an identical level of pedestrian infrastructure provided in terms of footway length and width.

The pedestrian priority is therefore considered to be consistent with the consented scheme.

In terms of driveway frequency and kerb continuity, it is acknowledged that there is a slight variation between the consented scheme and the current proposals. However, the current proposals have carefully considered the frequency of driveways as part of the overall landscape strategy and ensured each plot has a suitable landscape strip between driveways. The strategy ensures a continuous footway throughout the plot and maintains pedestrian priority. The landscaping strategy also presents an opportunity to limit the length of dropped kerbs and maintain affective street function.

It is therefore determined that the submitted proposals provide an internal layout that is consistent with the previously consented scheme and delivers adequate safe infrastructure for pedestrians.

“Design speed / visibility splay inconsistency (2.4m x 25m shown with no stated design speed basis).”

It is noted that the internal highway layout has been developed with a design speed of 20mph. This is considered an established and accepted approach in the context of the previous reserved matters consent.

It is evident from Figures 1 and 2 and the internal highway layout and internal junction arrangements are identical and designed to the same principles. Junction visibility of 2.4mx 25m is achievable throughout and is therefore considered acceptable.

Notwithstanding the above, it is also noted that the internal highway layout incorporates additional features such as raised tables at junctions at material changes to reflect the changes in street character. These features will assist in maintaining vehicles speeds and limiting speeds to 20mph and below. Whilst signage will be provided upon entry to the development confirming the speed limit, this could be supplemented by carriageway markings if considered necessary.

“Lack of robust demonstration of pedestrian intervisibility at driveways.”

It is understood that the previously submitted landscape drawings suggested a 900m knee railing at many of the plots which would impact on intervisibility at driveways.

Curtins can clarify that this is not the case and boundary treatments would be limited to no greater than 600m in height.

On this basis, 2m x 2m pedestrian intervisibility at all driveways will be achievable.

“Plot 55–59 shared driveway manoeuvring conflict at Plot 59.”

There appears to be confusion as Plot 59 is not served by a shared driveway on the latest or previously submitted Planning Layout (revisions 005 and 008).

“Absence of a driveway dimension schedule/confirmation against adopted policy.”

For the avoidance of doubt, Curtins can clarify the following dimensions;

Driveways 5.5m x 3m

Parking Spaces 5m x 2.5m

Garage Dimensions 6m x 3m

“Absence of a parking allocation/management strategy for apartment courts.”

It is understood that the provision of a Car Parking Management Strategy would be conditioned.

“Inadequate demonstration of apartment long-stay cycle storage capacity and usability, compounded by the bin/cycle co-location issue.”

The location and size of the shared cycle parking / bin stores serving the apartments is consistent with the consented reserved matters application.

It is considered that details of these cycle stores can be conditioned via a similarly worded condition attached to the consented reserved matters application.

In order to provide comfort to Knowsley Council, Figure 3 presents the typical cycle parking/bin store detail.

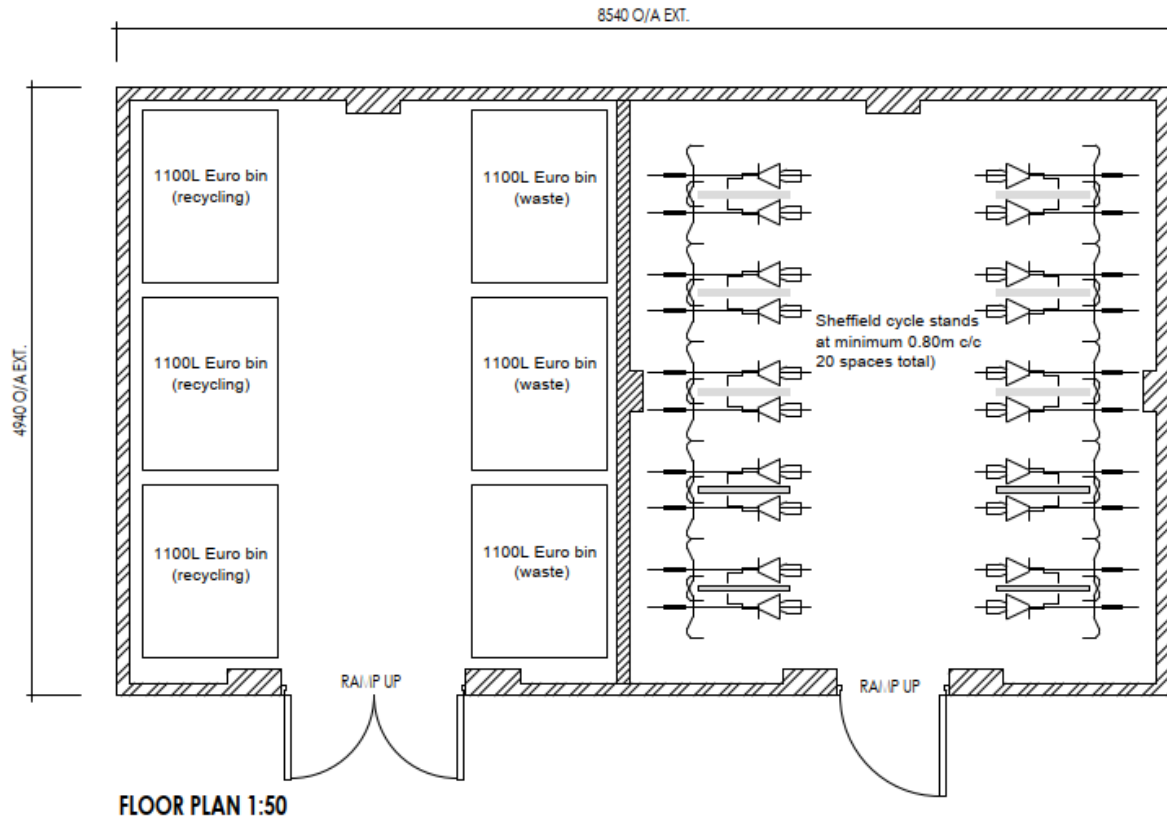


Figure 3: Cycle Parking/Bin Store Detail

Figure 3 confirms that a single cycle/bin store has capacity to accommodate 20 bicycles and up to six 1,100L euro bins for waste and recycling.

The two cycle/bins stores would therefore deliver 40 cycle parking spaces to serve the 22 apartments equating to a provision of 1.8 cycle parking spaces per apartment.

It is noted that the reserved matters consent originally proposed 24 cycle parking spaces to serve the 24 apartments equating to a 1:1 provision. The current application therefore represents a net increase in cycle parking, demonstrating a further commitment to sustainable travel.

CONCLUSIONS

Based on the updated drawings submitted and the additional information presented within this Transport Technical Note, it is considered that all outstanding highways and transportation issues have been addressed.

It is therefore considered that the current application is consistent with consented reserved matters application and that there are no further residual highway concerns that would prevent Knowsley Council from lifting the holding objection.

Drawings



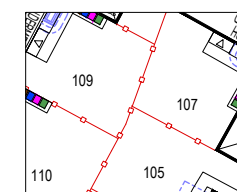
BARRATT - CLASSIC PARCEL
SCHEDULE OF ACCOMMODATION

Barratt Type	House Type	Sqft	No	Total Sqft
Affordable Dwellings				
Type 51 - End	2 Bed Terraced House	841	5	4205
Type 51 - Mid	2 Bed Terraced House	841	9	7569
Type 52 - End	3 Bed Terraced House	929	8	7432
Type 52 - Mid	3 Bed Terraced House	929	3	2787
Type 55 - End M4(2)	3 Bed Bed Semi / Mews House Dual Aspect End Unit	866	6	5196
Ispring	1 bed Apartment GF	502	2	1004
Farham	1 bed Apartment FF	518	2	1036
Loughton	2 bed Apartment GF/FF/SF	472	6	2832
Colford	2 bed Apartment GF/FF/SF	692	6	4152
Horrsea	2 bed Apartment GF/FF/SF	655	6	3930
			53	40143

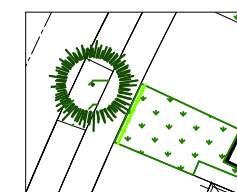
Private Dwellings				
Elberton - End	3 Bed Semi / Mews House	830	6	4980
Maldstone - End	3 Bed Semi / Mews House	830	4	3320
Moresby - End	3 Bed Detached / Semi Detached Dual Aspect House	854	2	1708
Moresby	3 Bed Detached / Semi Detached Dual Aspect House	854	1	854
Collaton	3 Bed Detached House	995	9	8955
Windermere	4 Bedroom Int. Garage Detached House	1073	15	16095
Ripon	4 Bedroom Int. Garage Detached House	1121	14	15694
Alderney	4 Bed Dual Aspect Detached House	1225	9	11025
Radleigh	4 Bed Detached House	1317	4	5268
			64	67899

Total number of units and square footage	117	108042
Gross Site Area in Acres		9.72
Open Space & Undevelopable Area in Acres		2.70
Net Site Area in Acres		7.02
Density (Units per Acre)		17
Density (Units per Hectare)		41
Square Foot / Acre		15,391

LEGEND :



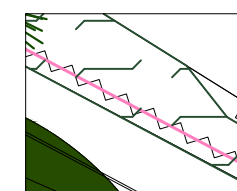
Indicates 1.8 metre high close boarded fencing. Refer to Boundary Treatment Layout & Boundary Details sheet.



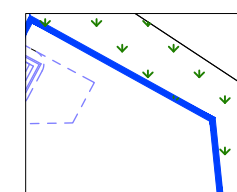
Indicates 0.9m low wall and railing. Refer to Boundary Treatment Layout & Boundary Details sheet.



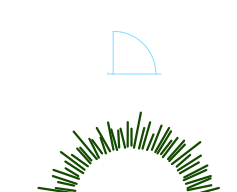
Indicates 0.9m estate railing. Refer to Boundary Treatment Layout & Boundary Details sheet.



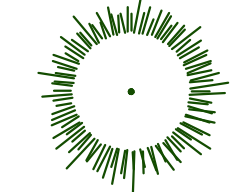
Indicates 0.6m knee rail. Refer to Boundary Treatment Layout & Boundary Details sheet.



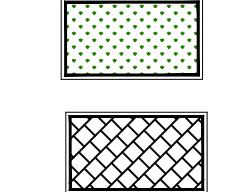
Indicates 1.8m high brick, garden wall. Refer to Boundary Treatment Layout & Boundary Details sheet.



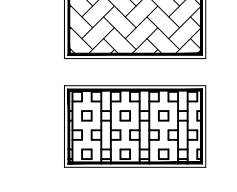
Indicates position of timber gate for rear garden access. Refer to Boundary Treatment Layout & Boundary Details sheet.



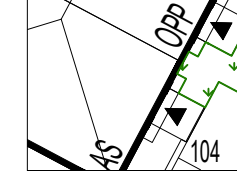
Illustrative position for new tree planting. Refer to Landscape Architect's layouts for actual layout and planting schedules



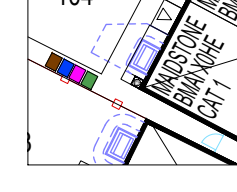
Indicates areas of turf surface finish



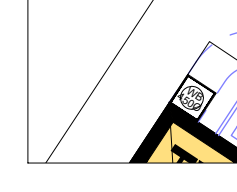
Tegula Paving



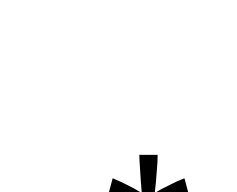
Indicates block paving surface finish



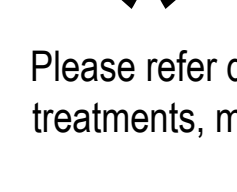
Indicates cellular web surface material to allow grass/wildflower growth



Indicates 'handed' house type..



Indicates Air Source Heat pump positions - Product Details to be confirmed at built



Indicates Water Butt Positions - Product details to be confirmed at built as all plots requirements may vary



Indicates affordable dwellings



Please refer detailed drawings for hard landscaping, boundary treatments, materials, landscaping, tenure, parking and refuse

Plot 108 and 109 amended - plot 109 housetype changed from Collaton to Windermere
Changed the road at the apartments 15/02 CL

Updated layout to show 53 affordable plots repositioned plots 40-46 and 107-117 for better mix and parking 15/02 CL

Plots 1-9 adjusted to add the extra affordable unit

We reduced the scheme by a further 6 plots to accommodate further highways comments
All Kingsville duo types are removed and replaced by detached units.
Moresby Detached units have been replaced with Alderney types
We have altered the road slightly at plots 50-53 and 45 where the turning head has been shortened to ensure drives don't clash.
Plot 1 and 2 are changed back to Private Units
We have shown the offsets for the power cables at 30m stand offs from last cables
Bettered fence lines where possible
Changed bins stores to ones that can accommodate 40 bikes in total and the required bins 06/02 CL

Updated to change plots 1 and 2 to affordable units 22/12 CL

Responding to Highways Comments lost 6 units but still a gain of 17 units. 01/12 CL

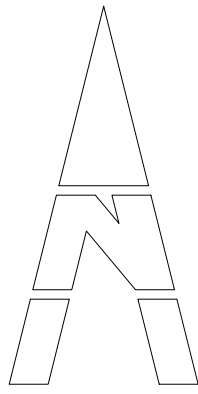
Updated Substation position 18/11 CL

Plot 28 and Apartments repositioned to engineers comments 28/10 CL

Changed Plots for Sales Area 18/07 CL



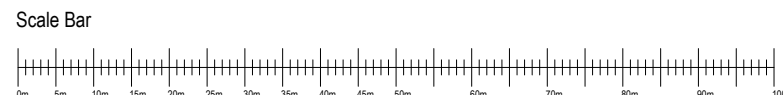
Warning to House Purchasers
Buyers are advised that this is a working drawing and the contents of this drawing may be subject to change during the build process. The layout, form, content, and dimensions specified are included for general guidance only. Finishes or features shown may differ or require a separate specification. Whilst we make every effort to ensure our drawings are up to date, there may still be some differences between the drawing and the actual property. It is recommended that prospective purchasers are advised to check with Sales Advisor whether any alterations have been made to this drawing. The contents of this drawing do not constitute a contract, part of any contract or warranty unless specifically incorporated into the contract. They should not be relied upon for the purposes of entering into a contract to purchase any property.



LEGEND :

Indicates Junction Visibility Splays

2.4m x 30m visibility splay



2	Updated to Planning Layout Revision 7	19.26	CL
1	Updated to Planning Layout Revision 5	12.25	CL
Revision	Description	Date	Design By

Project

PLANNING LAYOUT - VISIBILITY SPLAY

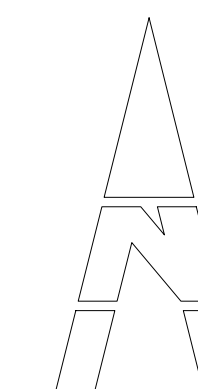
Design By: CL Date: 12.12.25 Scale of A3: 1:500 Revision: C02

Project: H4671 - BAH - XX - XX - DR - UD - 203003

Do not scale from this drawing. Work to given dimensions only. Any discrepancies are to be reported to Originator.

Warning to House Purchasers

Buyers are warned that this is a working drawing and the contents of this drawing may be subject to change during build process. The layout, form, content, and dimensions specified are included for general guidance only. Final features shown may alter in response of individual properties. What we make every effort to ensure our drawings are current, dates may vary from time to time be an unavoidable delay in updating these due to changes in regulations and planning. Purchasers are advised to check with Sales Advisor whether any alterations have been made to this drawing. The contents of this drawing do not constitute a contract, part of any contract or warranty unless specifically incorporated into the contract. They should not be relied upon for the purposes of entering into a contract to purchase any property.



Parking Spaces at 5.5.x3m Allowance per vehicle

Parking Spaces at 5 x 2.5m Allowance per vehicle

Garage Parking Spaces at 6 x3 m Allowance per vehicle



06	Updated to planning layout revision 8	26.02.26	CL
05	Updated to planning layout revision 5	22.12.25	CL
04	Updated to planning layout revision 4	08.12.25	CL
03	Updated to planning layout revision 3	18.11.25	CL
02	Updated to planning layout revision 2	05.11.25	CL
01	Updated to planning layout revision 1	10.10.25	10.11.25
Revision	Description	Date	Drawn

QR Code Placeholder
(Does not print)

Project:	Halewood
Description:	Parking Strategy F

Design By:	Date:	Scale at A0:	Revision:
CL	17.06.25	1:500	00
Project:	Originator:	Functional:	Special Form:
11874	DAI	XX	XX DD
			Discipline:
			UD

Do not scale from this drawing. Work to given dimensions only. Any discrepancies are to be reported to Origin

