

Highways Observations Memo

Transportation and Traffic Services

Date:	26 th September 2025
To:	Jo Sheridan
Planning App. No:	23/01037/OUT
Proposal:	OUTLINE PLANNING APPLICATION (WITH ALL MATTERS OTHER THAN ACCESS RESERVED) (TO BE DETERMINED BY HALTON BOROUGH COUNCIL ONLY) FOR THE DEVELOPMENT OF UP TO 350 DWELLINGS, PUBLIC OPEN SPACE, LANDSCAPING AND ASSOCIATED INFRASTRUCTURE WORKS. FULL DETAILS FOR SITE ACCESS ARRANGEMENTS VIA A NEW JUNCTION ON CHAPEL LANE (TO BE DETERMINED BY KNOWSLEY BOROUGH COUNCIL ONLY) AND EMERGENCY ACCESS VIA SANDY LANE (TO BE DETERMINED BY HALTON BOROUGH COUNCIL)
Location:	Land to the north and east of Rose Farm, Chapel Lane, Whiston and Cronton, WA8 4NT

☒ **No Objection, subject to proposed conditions**

Documents Reviewed

Highways have reviewed the following documents submitted by the agent.

Name	Number	Date	Revision
SITE BOUNDARY PLAN	022-009-P002	NOV 2024	H
CONSTRAINTS & OPPORTUNITIES PLAN	022-009-P003	JUN 2022	A
PARAMETERS MASTERPLAN	022-009-P004	DEC 2024	M
ILLUSTRATIVE MASTERPLAN	022-009-P005	APR 2025	H
DESIGN AND ACCESS STATEMENT	022-009-001	DEC 2024	E
PROPOSED EMERGENCY ACCESS	216175_PD07	MAY 2023	A
PROPOSED SIMPLE PRIORITY JUNCTION	216175_PD100	SEP 2024	F
PROPOSED SANDY LANE EMERGENCY ACCESS	216175_PD104	OCT 2024	A
PROPOSED TRAFFIC CALMING AND OFFSITE WORKS AT CHAPEL LANE	216175_SK102	AUG 2025	A

CHAPEL LANE TRAFFIC CALMING, ZEBRA CROSSING	216175_PD14	DEC 2024	F
OLD UPTON ROAD – QUEENSBURY WAY TOUCAN CROSSING	216175_PD15	DEC 2024	F
PRoW – QUEENSBURY WAY PROPOSED UNCONTROLLED CROSSING	216175_PD16	DEC 2024	F
CRONTON ROAD/HALL LANE PROPOSED SIGNALISED	216175_PD17	DEC 2024	G
PROPOSED SANDY LANE ACTIVE TRAVEL CORRIDOR IMPROVEMENTS	216175_PD20	DEC 2024	C
TRANSPORT ASSESSMENT (INCLUDING APPENDICES)	-	MAY 2023	-
TRANSPORT ASSESSMENT ADDENDUM	425.001279.00001	DEC 2024	V2

Comments

This note responds to the SLR response dated 18th September 2025 regarding the above site. The purpose is to clarify the Highway Authority's position on the points raised and to confirm the proposed conditions for the planning application.

General Observations

SLR have correctly highlighted that some plans referenced in the original memo were not the most recent revision. The Highway Authority confirms that all plans will be referenced in line with the latest drawing register submitted to the Local Planning Authority (LPA), and any subsequent changes required will be addressed in this response.

For clarification, the traffic survey undertaken by KMBC was necessary given the sensitivity of the application and local concerns. It provided a robust assessment of vehicle speeds in the vicinity of the proposed access. The 85th percentile speeds recorded near the access were approximately 37mph, with a secondary survey placed near to Cronton Road showing speeds around 32mph. The 85th percentile speed is a standard measure used in highway design, representing the speed at or below which 85% of vehicles travel. It helps determine appropriate visibility splays and informs traffic calming design. These findings support the assessment figures proposed by the applicant but provide better insight into how best to mitigate any potential road safety issues caused by drivers travel at excessive speed and ensuring such measures are proportionate and relevant.

Access and Visibility

SLR assert that the access has been designed to reflect 85th percentile speeds, which is acknowledged. However, the highway authority maintains that traffic calming is required to reduce this 85th percentile alongside eliminating the extreme outliers exceeding double the posted 30mph speed limit, ensuring the junction operates safely for all road users.

Our independent speed survey recorded 85th-percentile speeds of 38.0 mph northbound and 37.4 mph southbound, which is broadly comparable to the figures presented in the Transport Assessment (34 mph northbound, 36 mph southbound). A significant proportion of vehicles exceed the 30 mph speed limit, indicating that speeds are not self-enforcing. For the proposed development to be considered acceptable, a traffic-calming scheme should be implemented to reduce vehicle speeds towards the posted limit and ensure highway safety is maintained.

A post-implementation speed survey will be secured by condition to confirm the effectiveness of the traffic calming scheme. If speeds remain excessive, further measures will be implemented to maintain highway safety.

Any final technical approvals, including raised tables and detailed Section 278 requirements will be addressed at the Reserved Matters Stage.

Emergency Access and Internal Arrangements

The proposed emergency vehicular access, including bollards located within Halton's administrative boundary, is noted. The Highway Authority is satisfied with the proposed arrangement, and the ownership of the bollards will be secured by condition. While the bollard infrastructure lies within Halton's boundary, Knowsley's condition secures the design and use of the emergency access from its side. Halton will separately secure operational controls via their own planning conditions. Short sections of footway within the site are shown on the latest drawings, which mitigate previous concerns and are accepted.

Pedestrian and Cyclist Environment

SLR note that traffic calming and pedestrian improvements are included in SK102C Rev A and reference an ATE response supporting these alterations. While the indicative traffic calming plan cannot be approved at the Outline stage due to the statutory public consultation requirements, a planning condition will secure the installation of an approved traffic calming system following consultation. The Highway Authority will confirm post-consultation whether modifications are required or if the scheme can proceed as submitted. This will be secured via a Section 278 agreement.

Offsite Junctions and Other Works

The Highway Authority agrees with SLR that offsite junction improvements, including Cronton Road/Hall Lane signalised junctions, are acceptable. Correct drawings will be referenced in conditions. Junction modelling has considered cumulative impacts, including flows from Halton's network into Knowsley. The modelling adopts a conservative approach, ensuring robustness even under worst-case scenarios. The proposed mitigation measures, including Chapel Lane traffic calming, Sandy Lane improvements, and Hall Lane/Cronton Road works, are to be secured via conditions, allowing for phased delivery plans where necessary.

Conclusion

Overall, the Highway Authority considers the proposed development acceptable in highway and transport terms, provided the mitigation measures and conditions outlined are implemented. The development is not expected to result in a severe impact on the local highway network, consistent with the NPPF. The Authority's position ensures that safety, operational requirements, and pedestrian/cyclist considerations are appropriately managed.

Proposed Conditions

Emergency Access Final Design

No dwelling shall be occupied until, full design details of the emergency access onto Chapel Lane shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Local Highway Authority.

These shall include (but not be limited to):

- Access geometry and surfacing materials
- Visibility splays, including forward visibility

- Bollard control mechanism (including location, type and emergency override system)
- Extension of the footway from Chapel Lane into the site
- Swept path analysis for emergency vehicles

The emergency access shall be constructed in full in accordance with the approved details and retained thereafter for emergency, pedestrian and cycle use only.

Reason: To ensure the emergency access is designed and delivered to a safe and functional standard, without compromising pedestrian or vehicular safety, in accordance with Policy CS19 (Sustainable and High-Quality Development) of the Knowsley Local Plan: Core Strategy (adopted January 2016).

Offsite Highway Works Chapel Lane, Traffic Calming Scheme

No dwelling shall be occupied until the developer submits for approval a scheme of traffic calming measures for Chapel Lane, informed by consultation with residents and relevant stakeholders. The approved scheme shall be implemented either in full, or in a revised form agreed in writing with the Local Planning Authority in consultation with the Local Highway Authority.

The design should include detailed designs for improvements to the Public Right of Way (PRoW) (PRoW), footway, signage, and cycle infrastructure along Chapel Lane and Cronton Road have been submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority. These improvements shall include, but not be limited to:

- Upgrades to the existing footways and crossing points at Chapel Lane and Cronton Road to ensure continuity and safety for pedestrians
- Cutting back of overgrown vegetation along Chapel Lane to restore footway width and maintain visibility splays.
- Provision of cycle lanes or shared-use pathways where appropriate
- Installation or enhancement of signage to direct and inform users of the network
- Any other infrastructure necessary to support sustainable travel and improve accessibility

The approved works shall be fully implemented in accordance with the agreed delivery programme and shall be maintained thereafter.

At the time of implementation of the traffic calming scheme, the condition of the existing carriageway surfacing on Chapel Lane between Cronton Road and the borough boundary shall be reviewed by the Local Highway Authority. This assessment may include a visual inspection and/or reference to existing condition data, such as GAIST survey results or other asset condition records held by the Authority at the time of implementation of the development. Where surfacing is deemed by the Local Highway Authority to be in a condition likely to undermine the delivery, longevity, or safety of the proposed scheme, resurfacing shall be incorporated into the approved design and completed in accordance with the delivery programme agreed in writing by the Local Planning Authority.

Reason: To promote highway safety by managing vehicle speeds and to ensure that the form and timing of measures are appropriate to local context and public feedback and to ensure that the development provides adequate, safe, and accessible infrastructure for pedestrians and cyclists, in accordance with the sustainable transport objectives set out in Policy CS3 (Sustainable Transport) and Policy CS15 (Transport Infrastructure) of the Knowsley Local Plan: Core Strategy (adopted January 2016).

Speed monitoring post construction

Within 3 months of completion of the approved traffic-calming measures under the Section 278 works, a speed survey shall be undertaken along the affected section of Chapel Lane and submitted to the Local Planning Authority. The survey shall demonstrate the effect of the measures on vehicle speeds relative to the 30-mph limit. If speeds remain significantly above the posted limit, details of further measures to improve compliance and maintain highway safety shall be submitted for approval and implemented as agreed.

Reason: To ensure that vehicle speeds along Chapel Lane are managed in the interests of highway safety, in accordance with the National Planning Policy Framework (paragraphs 111–113), Policy CS7 (Transport Network) and Policy CS2 (Development Principles) of the Knowsley Local Plan Core Strategy (adopted January 2016), and the Travel Plan Supplementary Planning Document (2023), which collectively seek safe and suitable access, appropriate mitigation of transport impacts, and measures to encourage compliance with speed limits. The speed survey will assist in demonstrating that the traffic-calming measures are effective in achieving these objectives.

Chapel Lane – Street Lighting

Outline Condition

Prior to submission of any reserved matters, a street lighting assessment shall be undertaken along Chapel Lane to evaluate the adequacy of existing lighting in terms of pedestrian safety, visibility, and residential amenity. The assessment shall be undertaken in accordance with current design standards (e.g., BS 5489) and submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure lighting is appropriate for the anticipated increase in pedestrian use and maintains residential amenity, in accordance with NPPF (paragraphs 111–113), Policies CS2 and CS7 of the Knowsley Local Plan Core Strategy (2016), and the Travel Plan SPD (2023).

Reserved Matters Condition

Where the street lighting assessment identifies a requirement for improvements, upgrades, or new installations, details of the proposed works, including design, specification, layout, and implementation, shall be submitted to and approved in writing by the Local Planning Authority as part of the reserved matters submission. The approved works shall be completed prior to occupation of any part of the development.

Reason: To ensure that any necessary improvements to street lighting are designed and implemented to provide appropriate levels of safety, visibility, and residential amenity in response to increased pedestrian use, in accordance with the National Planning Policy Framework (paragraphs 111–113), Policies CS2 (Development Principles) and CS7 (Transport Network) of the Knowsley Local Plan Core Strategy (2016), and the Travel Plan Supplementary Planning Document (2023).

Road Safety Audit Completion

Prior to submission of detailed designs for the main access, emergency access, and any associated traffic calming scheme, a Stage 2 Road Safety Audit (RSA) shall be undertaken in accordance with GG119 and its report submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority. Where appropriate, a combined Stage 1/2 RSA may be accepted. The detailed designs shall take into account the findings and recommendations of the audit, and any necessary amendments shall be incorporated prior to implementation.

This condition applies to all highway works associated with the development, including the approved site access, emergency access, traffic calming measures, and offsite highway improvements to be delivered via Section 278.

Reason: To ensure that the proposed access arrangements and traffic calming measures are designed to provide a safe and suitable environment for all highway users. This is necessary to mitigate potential highway safety risks and ensure that the development promotes sustainable, safe travel. This is in accordance with NPPF paragraphs 110 and 112 which require developments to provide safe and suitable access for all users and mitigate transport impacts, and Knowsley's Local Plan Core Strategy Policy CS3 (Sustainable Development) and CS19 (Sustainable and High-Quality Development) which require new development to ensure highway safety, suitable access and safe integration into the existing transport network.

Development Access Road

No development shall commence (excluding site clearance, investigations and enabling works) until the principal access road from Chapel Lane has been constructed to at least base course level and made fully available for use by construction traffic. The access shall be designed and implemented in accordance with the principles set out in the approved drawings, unless otherwise agreed in writing by the Local Planning Authority in consultation with the Local Highway Authority, and shall remain available for use throughout the construction phase.

The last dwelling shall not be occupied until the main access road from Chapel Lane is completed to final wearing course level, including all associated footways, drainage, street lighting and other relevant highway infrastructure, in accordance with the approved details. This is unless otherwise agreed in writing by the Local Planning Authority in consultation with the Local Highway Authority.

Reason: To ensure the provision of safe and adequate means of access to the development in the interests of highway safety and amenity and to comply with Policy CS19 (Sustainable and High-Quality Development) of the Core Strategy, (adopted January 2016).

Offsite highway works: Sandy Lane

No dwelling shall be occupied until a scheme for the off-site improvement works to Sandy Lane (within Knowsley's administrative boundary) has been submitted to and approved in writing by the Local Planning Authority.

The scheme shall include, but not be limited to:

- Installation of street lighting to adoptable standards, with full design details and specifications
- Clearance of overgrown vegetation and trees to ensure safe visibility and accessibility for all highway users
- Any ancillary works necessary to deliver the above, including minor resurfacing, drainage and signage where applicable.

The approved scheme shall be implemented in full prior to the occupation of any dwelling unless a phased delivery plan has been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interest of highway safety and accessibility for all users of Sandy Lane and to ensure the delivery of necessary off-site mitigation in accordance with NPPF paragraphs 110 and 112, requiring safe and suitable access for all users, and Policy CS19 (Sustainable and High-Quality Development) of the Knowsley Local Plan: Core Strategy (adopted January 2016).

Offsite highway works: Hall Lane/Cronton Road

No dwelling shall be occupied until detailed designs for the signalised pedestrian crossing at the junction of Hall Lane/Cronton Road junction, including associated footway and carriageway works, have been submitted to and approved in writing by the Local Planning Authority in consultation with the Full design of the signalised pedestrian crossing, including all signal control mechanisms, safety features, and all associated pedestrian infrastructure

- Necessary carriageway works to accommodate the crossing, including any road marking and resurfacing to ensure adequate skid resistance on all approaches.
- Footway improvements to provide continuous accessible routes for pedestrians, including necessary improvements to surfacing and connections to existing infrastructure
- Any drainage, road markings or signage required to facilitate the above works

Local Highway Authority. The designs shall include, but not be limited to:

The approved scheme shall be implemented in full prior to the occupation of any dwelling unless a phased delivery plan has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that safe and accessible pedestrian crossing facilities are provided, in the interests of highway safety and sustainable transport and to comply with NPPF paragraphs 110 and 112, promoting safe and suitable access for all users, and Policy CS19 (Sustainable and High-Quality Development) and Policy CS3 (Sustainable Transport) of the Knowsley Local Plan: Core Strategy (adopted January 2016).

Residential Travel Plan

No dwelling shall be occupied until a Full Residential Travel Plan is submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority.

The approved Travel Plan shall include:

- A package of measures, targets, to encourage sustainable travel and reduce private car dependency.
- Clearly defined target and performance indicators
- Monitoring and review mechanisms, including annual reporting for a minimum of five years following first occupation
- Remedial measures to be implemented within an agreed timeframe where targets are not met.
- The Travel Plan shall be implemented in full accordance with an agreed timetable.

Reason: To encourage sustainable travel behaviour, reduce reliance on private vehicles, and ensure safe, efficient and accessible transport options in line with NPPF paragraphs 104-111, promoting sustainable transport and reduced congestion and the objectives of Policy CS15 (Transport Infrastructure) of the Knowsley Local Plan: Core Strategy (adopted January 2016).

Construction Management

No development shall commence (excluding site clearance and enabling works) until a standalone Construction Management Plan (CMP) has been submitted to and approved in writing by the Local Planning Authority, in consultation with the Local Highway Authority.

The CMP shall include, but not limited to:

- Construction vehicle access arrangements and routing strategy
- Location and layout of the site compound, including areas for loading/unloading material storage and contractor parking
- Traffic management measures and delivery time restrictions to avoid peak hours
- Wheel washing and measures to control mud/debris or other materials on the highway
- Phasing and programme of construction works

The development shall be carried out in full accordance with the approved CMP for the duration of the construction works.

Reason: To minimise disruption during construction, maintain highway safety, and protect the amenity of neighbouring occupiers in accordance with saved Policies H5, and ENV2 of the Knowsley Replacement Unitary Development Plan, (adopted June 2006) and Policy CS2 (Development Principles) of the Core Strategy (adopted January 2016).

Proposed Informatives

Works within the Highway

It is an offence under the Highways Act 1980 to carry out any works within the public highway without the written consent of the Highway Authority. Planning permission does not grant consent. Any off-site highway work must be delivered through legal agreements under Sections 38 and/or 278 of the Highways Act 1980. Early engagement is required.

Contact: Knowsley's Highways Team - HighwaysEnquiries@knowsley.gov.uk

Residential Travel Plan Monitoring Fee

The applicant is advised that the Council applies a charge for assessing and monitoring Residential Travel Plans in accordance with the published Fees and Charges Schedule. The applicant should contact the Local Highway Authority at the earliest opportunity to confirm the applicable fee and payment arrangements.

Off-site Works and Discharge of Conditions

Any off-site highway works required by planning condition must be secured via a Section 278 agreement with Knowsley Council as Highway Authority. Discharge of planning conditions does not remove the developer's obligation to ensure that designs meet all technical, safety, and adoption requirements under the Highways Act 1980.

Where the Section 278 or S38 technical approval process results in revisions to the works approved under planning conditions, the developer must submit these revisions to the Local Planning Authority for approval as a Non-Material Amendment (or minor material amendment where appropriate). This ensures that the development delivered remains consistent with the approved planning permission and meets all legal and technical standards.

This ensures works are deliverable, safe, and enforceable prior to occupation, in accordance with NPPF paragraph 110 and Policy CS19 of the Knowsley Local Plan: Core Strategy (adopted January 2016).

Streetworks and Utility Coordination

The developer must coordinate statutory undertakers works within Knowsley with Knowsley Council's Streetworks Team to minimise disruption to highway users. A programme of implementation must be agreed, with works planned to reduce impact.

Contact: Knowsley's NRSWA Team - NRSWA.TeamDRES@knowsley.gov.uk

Highway Condition Survey

Prior to the commencement of development, a joint inspection of the condition of the surrounding carriageways and footways should be undertaken with Knowsley Council. Any damage arising from construction works will be the responsibility of the developer to repair.

Contact: Knowsley's Highways Site Development Team - SiteDevelopment@knowsley.gov.uk

Site Cleanliness and Highway Protection

The developer is reminded that under Sections 131, 148 and 149 of the Highways Act 1980 it is an offence to deposit mud, debris or materials onto the highway, or to damage the road surface. Appropriate wheel washing and site management measures must be in place throughout construction. The Highway Authority will recover costs for any necessary cleansing or repairs and may prosecute persistent offenders.

Street Lighting, Traffic Signs and Traffic Signals Maintenance

Any new street lighting, traffic signal and traffic signs to be installed on the existing public highway or highway proposed for adoption will be subject to a commuted sum to cover its future maintenance as part of the Council's Street Lighting and Signing PFI Contract. Installation must be undertaken or agreed in advance with the relevant PFI Service Provider.

Contact: Knowsley's Highways Team - HighwaysEnquiries@knowsley.gov.uk

Traffic Calming Maintenance

Any new traffic calming measures proposed on the public highway or on roads intended for adoption will be subject to a commuted sums for future maintenance.

Contact: Knowsley's Highways Site Development Team - SiteDevelopment@knowsley.gov.uk

Indicative Layout and Internal Design Standards

The internal layout shown in the submitted plans is acknowledged to be indicative only. No approval is given at this stage for the internal road layout or the use of shared surfaces as emergency access. These details will be subject to separate technical review and must comply with current highway design guidance, including fire, refuse and adoption requirements.

Lighting Strategy – Ecological Sensitivity

Where new street lighting is proposed within or near Knowsley's boundary (Sandy Lane), a sensitive lighting strategy may be required, this should follow current ecological guidance, including 'Bats and Artificial Lighting in the UK – GN08/23'. Updated ecological surveys may be required in line with CIEEM standards.