



Knowsley Metropolitan Borough Council

GRACE PARK LUF

Transport Addendum





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Transport Addendum

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1 INTRODUCTION

1.1 BACKGROUND

- 1.1.1. In December 2025, planning application reference 26/00037/KMBC1 was submitted to Knowsley Metropolitan Borough Council (herein referred to as KMBC). The proposals include:

[The] creation of 2no. artificial grass playing pitches with associated fencing and infrastructure, a flexible use civic plaza, a clubhouse with changing facilities, a café and a car park with associated EV charging points, floodlighting and CCTV. General landscaping improvements together with the creation of a shared use pedestrian and cycle route. Erection of 1no. feature play area together with drainage works and an area of hardstanding.

- 1.1.2. Grace Park (herein referred to as ‘the site’) is a community space located off Leather’s Lane and Wood Road in Halewood in Knowsley. The site is owned by KMBC and managed in part by Halewood Town Council (Wood Road Fields) and partly by Halewood Town Junior Football Club (Greengates Playing Field). Delivering improvements to Grace Park are an essential part of the Council’s Halewood Levelling Up Fund (LUF) Investment Programme.
- 1.1.3. The site incorporates a number of functions and activities, including an existing children’s play area, public park and playing fields for Halewood Town Junior Football Club (a local junior football club).
- 1.1.4. The proposals were brought forward following KMBC’s successful bid in securing £15.356m LUF in January 2023. The funding is designed to “level up” areas across the UK and support local growth. The LUF funding is designed to “level up” areas across the UK and support local growth. The funding proposal submitted to the Council includes an expansion of the local district centre, improvements to greenspace and leisure facilities, as well as funding improvements to walking and cycling connectivity to employment areas and throughout the district.
- 1.1.5. The funding aims to revitalise the district centre of Halewood, investing into local infrastructure that will improve the everyday lives of the local community. As well as meeting the needs of the growing population and complement housing developments in the East of Halewood, the Levelling Up bid was developed to address significant health inequalities, tackle the Climate Emergency, all of which are critical if KMBCs are to truly ‘level up’ Halewood. The improvements contained within the proposals for Grace Park are an essential part of the Levelling Up proposals and associated investment
- 1.1.6. As part of the planning application, a Transport Statement was prepared by WSP, detailing existing conditions, the proposed development, a policy review, trip generation and an emergency and servicing strategy, and considering the proposals against the National Planning Policy Framework in terms of transport and access.
- 1.1.7. WSP received a Highways Observation Memo from the department of Transportation and Traffic Services at KMBC on the 11th May 2026. The Memo commented on various aspects of the proposals and Transport Statement, which can be categorised as follows:
1. Site Access and Visibility
 2. Traffic Impact and Trip Generation
 3. Internal Layout and Circulation

4. Parking and Servicing
5. Pedestrian and Cycle Connectivity
6. Public Transport Access
7. Construction Impacts
8. Legal/Procedural Requirements

- 1.1.8. The available information on most of these subjects was confirmed to be satisfactory at this stage, but some, namely Traffic Impact and Trip Generation, and Parking and Servicing, required further detail to be provided. The full memo is available in **Appendix A**.
- 1.1.9. Following receipt of the memo, WSP organised a meeting with members of KMBC, including from Highways Development Control to discuss more information being provided on these two topics. The meeting took place on 10th June 2026. Following the call, WSP took away the action to provide a Transport Addendum, addressing the the points highlighted in the memo and discussed in the meeting.

1.2 SCOPE OF THE REPORT

- 1.2.1. Following the introductory chapter, the remainder of this Transport Addendum is structured as follows:
- Section 2 – Design/Layout;
 - Section 3 – Typical Usage;
 - Section 4 – Traffic Data Analysis;
 - Section 5 – Car Parking Review; and
 - Section 6 – Summary and Conclusion.

2 DESIGN/LAYOUT

- 2.1.1. Since original submission (planning reference 26/00037/KMBC1), WSP have been made aware of an approved KMBC highways layout for Leather's Lane that is being progressed independent of the Grace Park scheme. The plans feature a segregated cycleway on both sides of Leather's Lane. These begin just north of Roseheath Drive, and on the western arm extent north to the Halewood Shopping Centre junction. On the eastern side, it ends opposite the vehicular entrance to Grace Park. A raised table, controlled crossing is also proposed, just north of the Grace Park entrance. A second crossing is to be located just north of Roseheath Drive. The vehicular entrance to Grace Park is set to feature a double give-way arrangement to give priority to cyclists crossing the junction, while the junction overall is to be reduced in width, making crossing lengths shorter. Where the active travel route through the site meets Leather's Lane, corduroy paving will safeguard the footway, separating it from the cycleway.
- 2.1.2. This arrangement represents a change to the vehicular access into Grace Park from Leather's Lane from the arrangement submitted with the planning submission and referenced in WSPs Transport Statement. WSP understand that these plans are being progressed separately by KMBC and are in the process of being consulted on.
- 2.1.3. Discussions have been ongoing with KMBC Highways throughout May and June 2026, and it has been agreed that the Grace Park development proposals will adapt to fit around the KMBC design, and that it should not materially impact the development. WSP have updated their planning drawings for Grace Park to reflect KMBC's design, which affects only the access into the site, see **Figure 2-1** and **Appendix B**.

Figure 2-1 - Proposed Grace Park layout interaction with KMBC highways layout



- 2.1.4. Swept path analysis has been undertaken of the proposed Grace Park layout and the KMBC highways arrangement for Leather's Lane for both an ambulance and a minibus, as these are the two common vehicle types likely to require access the site. Both can be seen below in **Figure 2-2** and **Figure 2-3**, and the full plans are available in **Appendix C**.

Figure 2-2 - Swept Path Analysis – Ambulance

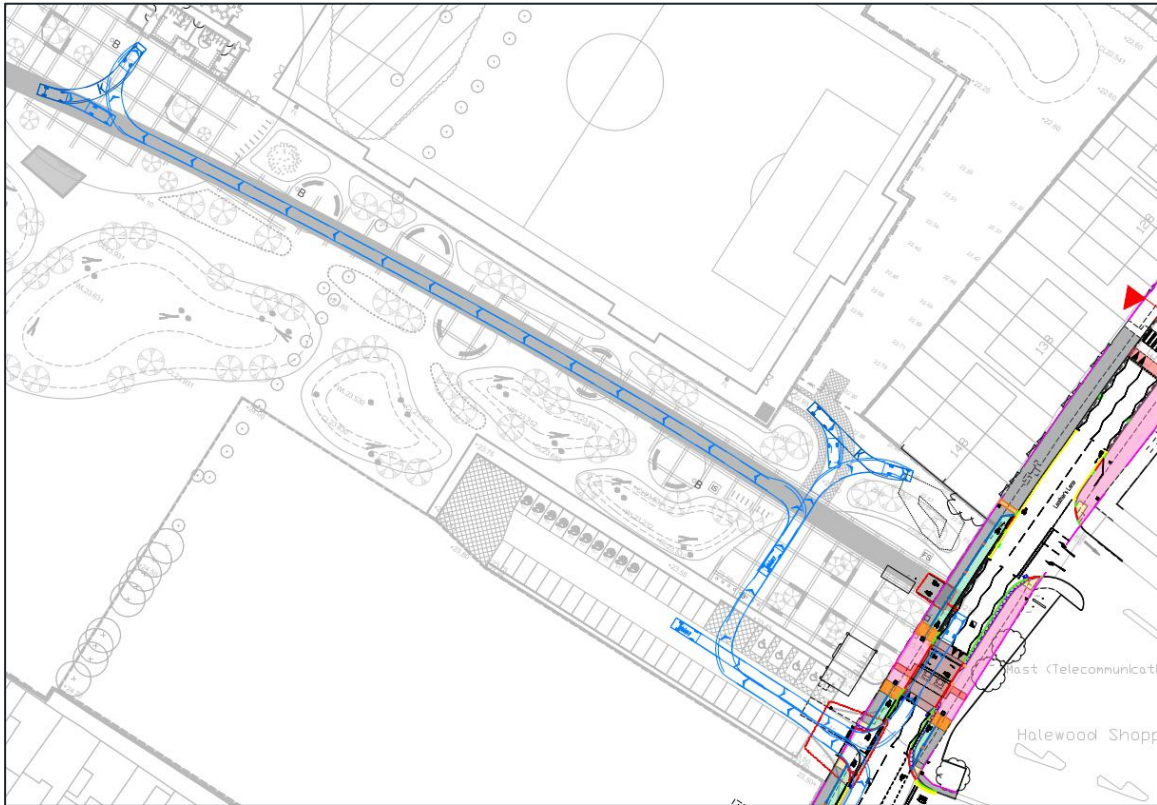
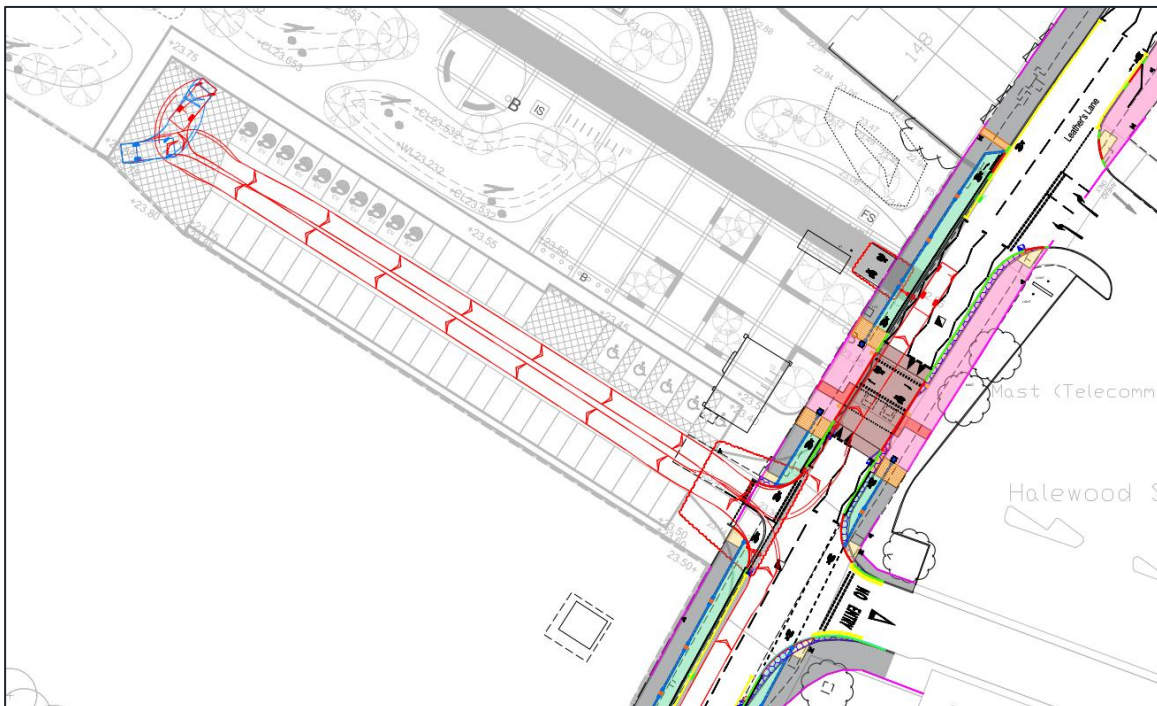


Figure 2-3 - Swept Path Analysis – Minibus



- 2.1.5. As demonstrated in the above figures, both vehicle types are able to complete all necessary movements within the new KMBC highways layout, even though there is a reduction of the width of the bellmouth into the site.

3 TYPICAL USAGE

- 3.1.1. WSP have received a typical usage schedule for the various pitches in use at present at Halewood Town Junior Football Academy. An excerpt from the schedule is shown below in **Figure 3-1**, while the full schedule can be found in **Appendix D**. It should be noted that this schedule is provisional and there is opportunity for it to be amended to better manage inflow and outflow of vehicles to the car park.

Figure 3-1 - Typical Usage Schedule – Monday

Day	Pitch	User/Cost	9am-10am	10am-11am	11am-12pm	12pm-1pm	1pm-2pm	2pm-3pm	3pm-4pm	4pm-5pm	5pm-6pm	6pm-7pm	7pm-8pm	8pm-9pm	9pm-10pm
Monday	Pitch 1 (Quarter Pitch)	User	Maintenance	St. Marks Primary											
	Pitch 1 (Third Pitch)	Cost													
	Pitch 2 (Quarter Pitch)	User	Maintenance				Walking Football League					U15	U15		
	Pitch 2 (Third Pitch)	Cost													
	Pitch 3 (Quarter Pitch)	User	Maintenance				Walking Football League					U14 Galaxy	U14 Galaxy		
	Pitch 3 (Third Pitch)	Cost													
	Pitch 4 (Quarter Pitch)	User	Maintenance								EITC PL Kicks				
	Pitch 4 (Third Pitch)	Cost													
	Pitch 5 (Quarter Pitch)	User	Maintenance				Walking Football League					U12 Rosemont			
	Pitch 5 (Third Pitch)	Cost													
	Pitch 6 (Quarter Pitch)	User	Maintenance								EITC PL Kicks				
	Pitch 6 (Third Pitch)	Cost													
	Pitch 7 (Full Pitch)	User	Maintenance												
	Pitch 7 (Full Pitch)	Cost													

- 3.1.2. On most days - Mondays, Wednesdays, Thursdays, Fridays and Sundays – the maximum usage at one time is limited to either the four quarter-pitch allocations or the one full-sized pitch. On only Tuesdays and Saturdays are both the full-sized pitches and a combination of the smaller pitches operational at the same time. This pattern implies that maximum turnover in the car park will only occur twice a week. The information from the full typical usage schedule is explored further in the following sections.

4 TRAFFIC DATA ANALYSIS

- 4.1.1. The previously submitted Transport Statement concluded that the impact on the local highway network due to the proposed development will be minimal, primarily due to the low change in activity on site and the active travel implications of the proposals, and that any parking demand can be accommodated by the proposed on site car parking.
- 4.1.2. However, since the submission of this document, new information has become available, namely the typical usage schedule shown previously, as well as traffic data provided by KMBC. Further interrogation of the available data is now appropriate.
- 4.1.3. WSP have received ATC traffic counts and speed surveys from KMBC for the wider Grace Park area, recorded from 22nd to the 28th February 2023. KMBC Highways Development Control confirmed on 10th June 2026 in a meeting with WSP that these flows are acceptable to use in the subsequent analysis. The most relevant site surveyed was just south of the proposed access junction to Grace Park on Leather's Lane and north of Roseheath Drive.
- 4.1.4. For weekdays and weekends, a peak hour has been identified and these flows are detailed below in **Table 4-1** and **Table 4-2**. Full detail of the traffic surveys can be found in **Appendix E**.

Table 4-1 – Weekday Peak Hour Flows, Leather's Lane

Direction	Average Traffic Flow at Peak Hour (17:00- 18:00)	Daily Average Flow
Northbound	140	1,321
Southbound	300	3,524
Two-way	440	4,745

Table 4-2 – Weekend Peak Hour Flows, Leather's Lane

Direction	Average Traffic Flow at Peak Hour (13:00- 14:00)	Daily Average Flow
Northbound	114	999
Southbound	258	2,762
Two-way	372	3,761

- 4.1.5. Combining the peak hour traffic flows and the typical usage section, a schematic depicting the turning movements into and out of the Grace Park vehicular access junction is shown below in **Figure 4-1** and **Figure 4-2** for both weekdays and weekends.

Figure 4-1 - Weekday Peak Hour Traffic Flow Diagram

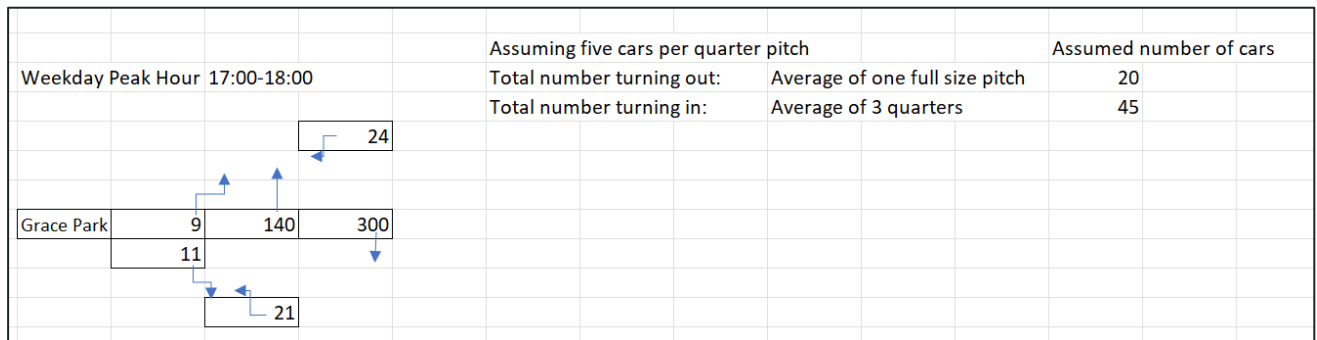
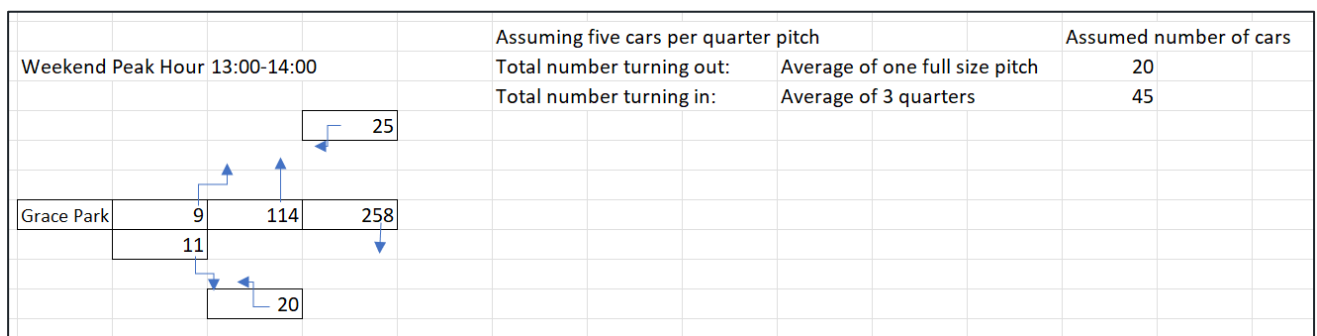


Figure 4-2 - Weekend Peak Hour Traffic Flow Diagram



- 4.1.6. An assumption has been made that across the site, an average of five cars will access each quarter pitch equivalent, with the full-sized pitch being represented by four quarters. For 'fixtures' on weekend days, this figure is multiplied by three to account for opposition, spectators and a referee. Multiplying this by the number of quarter pitches being used at the peak hour in the typical usage schedule gives an assumed number of cars arriving and leaving the site. The ratio of vehicles travelling in either direction in the traffic flow data has been used to estimate proportions of vehicles turning left and right out of the site, and whether vehicles turn into the site from either the north or south.
- 4.1.7. The typical usage schedule has been used to estimate the average number of two-way vehicle trips being made to the site each day. These figures can be found below in **Table 4-3**.

Table 4-3 – Forecast Two-way Vehicle Movements Per day

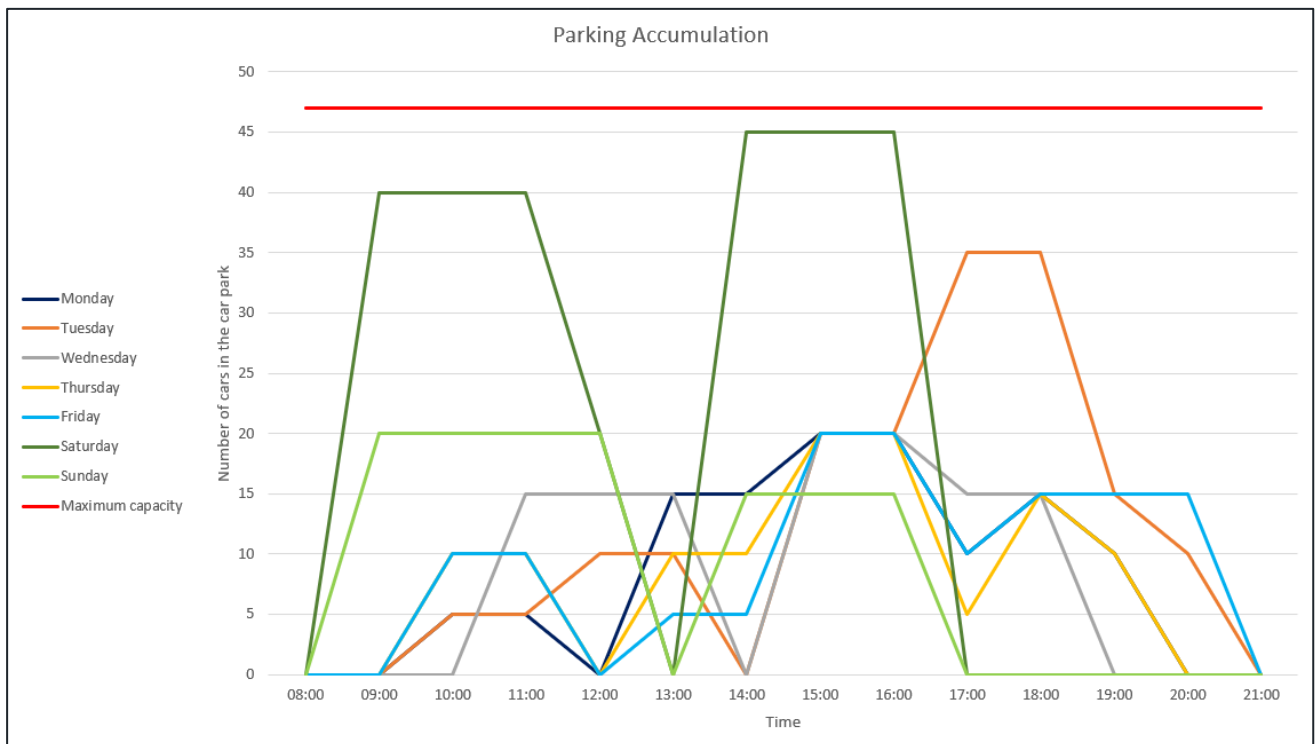
Day of the Week	Number of Quarters Used Across the Entire Day	Two-way Vehicle Movements
Monday	21	210
Tuesday	17	170
Wednesday	10	100
Thursday	13	130
Friday	14	140
Saturday	14	170
Sunday	10	130

- 4.1.8. The number of quarters used across each day has been multiplied by two to find two-way vehicle trips, multiplied by five to estimate number of vehicles accessing the site, and sessions dedicated as 'fixtures' have been multiplied by three to account for the opposition as well as spectators and a referee. While assumptions have been made to generate these estimates, they help to build a picture of how many trips the site is expecting to generate.
- 4.1.9. The maximum number of two-way trips throughout the week is estimated to be 210 on a Monday. This equates to just over 4% of trips on the network on an average weekday. The sessions taking place at the football club are happening at present (as the typical usage schedule is from 2026) without the parking provision being proposed within the development, and so many of these trips will already be on Leather's Lane and the surrounding road network.

5 CAR PARKING REVIEW

- 5.1.1. As outlined in the Transport Statement, the proposed development includes a new surface level car park providing a total of 47 spaces, including five accessible bays and 10 electric vehicle charging points. The existing site currently provides no car parking spaces for staff, visitors or for drop off/pick up, meaning that this proposed provision should relieve pressure on existing car parks in the area, and reduce the need for pedestrians (typically parents with their children) to cross the main roads surrounding the sites, as they may currently do.
- 5.1.2. A parking accumulation calculation has been undertaken based on the typical usage schedule provided by the Halewood Junior Academy Football Club. The anticipated arrival and departure times based on the various activities taking place at the club, along with the number of quarters being used during each slot, and the assumption that each quarter pitch worth of space provides for five cars on average, have informed the study. A graph representing this data can be seen below in **Figure 5-1**, with full detail available in **Appendix F**.

Figure 5-1 - Parking Accumulation graph



- 5.1.3. The graph shows expected fluctuations in car park usage through each day, and across the different days of the week. The car park is never expected to be used before 08:00 or after 21:00, and there is usually a low level of usage at 13:00. The maximum capacity of the car park, 47, is indicated on the graph as a red line. This capacity is never reached based on typical usage.
- 5.1.4. The development proposals include an entrance plaza which connects the car park to the northern half of the site, where the football pitches are located. Pedestrians will then cross the 4.0m shared-use active travel route, where cyclists have sufficient visibility given the open-plan nature of the site, and the relatively low speeds they are likely to be travelling at.

- 5.1.5. There is no intention for the development to have any reliance on external car parking spaces, including but not limited to, the Halewood Shopping Centre car park on the other side of Leather's Lane, or The Halewood Centre (NHS) off of Roseheath Drive.
- 5.1.6. On the rare and limited occasions that demand may exceed that outlined in the two documents (for example if a football tournament were to be held at Halewood Town Junior Football Academy), stewarding by the football club would be paramount in the management of the spaces. A member of staff should ensure that more vehicles are not entering the car park if it is full, and that proper circulation is being enforced. Monitoring of the usage levels of the car park will be undertaken once the new amenity is constructed and operational and will be kept under regular review, with mitigations plans developed should they be required.

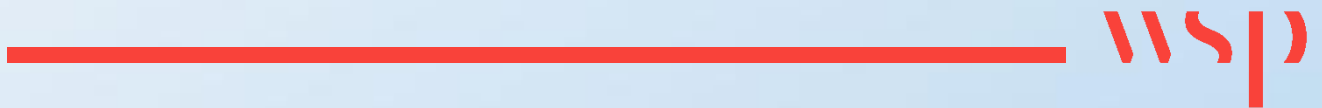
6 SUMMARY AND CONCLUSION

6.1 SUMMARY

- 6.1.1. This Transport Addendum has been prepared by WSP in response to Knowsley Metropolitan Borough Council's Highways Observation Memo dated 11th May 2026, following the submission of a Transport Statement in December 2025. All documents relate to full planning application 26/00037/KMBC1 regarding works to Grace Park in Halewood.
- 6.1.2. Swept path analysis has been undertaken to confirm that the KMBC highways layout for Leather's Lane has limited impact on the Grace Park proposals, as both an ambulance and minibus can perform all necessary vehicle movements.
- 6.1.3. Information on traffic volumes on Leather's Lane was requested by KMBC and this has been presented and summarised in this report.
- 6.1.4. A typical usage schedule supplied by KMBC has been utilised to further scrutinise the traffic impact of the development. Additional trip generation and parking accumulation exercises have been undertaken, which demonstrate that the proposals are not expected to have significant traffic impacts on the highway network, or any surrounding car parks in the area.
- 6.1.5. In addition, the facilities at Grace Park are proposed to be improved, so while the site may generate some new trips, the majority are pre-existing and are already happening within the network. There is also currently no parking provision on site, and so the proposed 47 spaces will work to ease parking pressures in the wider area, and contain this within the site where it can be managed appropriately. Should the car park reach capacity, it is expected that it will be managed by a member of staff to prevent cars entering without a space to park in.
- 6.1.6. In summary, the information in this Addendum report has reinforced the conclusion in the December 2025 Transport Statement. Paragraph 116 of the NPPF states that *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios"*.
- 6.1.7. The December 2025 Transport Statement and this subsequent Addendum demonstrate that the residual cumulative effects of this scheme are not severe and Knowsley Metropolitan Borough Council should recognise that the proposals are acceptable in transport terms.

Appendix A

HIGHWAYS OBSERVATIONS MEMO – KNOWSLEY COUNCIL TRANSPORTATION AND TRAFFIC SERVICES



Highways Observations Memo

Transportation and Traffic Services

Date:	11 th May 2026
To:	Lee Osborne
Planning App. No:	26/00037/KMBC1
Proposal:	CREATION OF 2No. ARTIFICIAL GRASS PLAYING PITCHES WITH ASSOCIATED FENCING AND INFRASTRUCTURE, A FLEXIBLE USE CIVIC PLAZA, A CLUBHOUSE WITH CHANGING FACILITIES, A CAFE AND A CAR PARK WITH ASSOCIATED EV CHARGING POINTS, FLOODLIGHTING AND CCTV. GENERAL LANDSCAPING IMPROVEMENTS TOGETHER WITH THE CREATION OF A SHARED USE PEDESTRIAN AND CYCLE ROUTE. ERECTION OF 1NO. FEATURE PLAY AREA TOGETHER WITH DRAINAGE WORKS AND AN AREA OF HARDSTANDING.
Location:	Grace Park, Dunacre Way, Halewood South, L26 0XH

☒ **No Objection, subject to conditions**

Documents Reviewed

Highways have reviewed the following documents submitted by the agent.

Name	Number	Date	Rev.
LOCATION PLAN	70119718_WSP_LUD_GRP_DR_LA	14/11/25	P03
PROPOSED CONTAINER DETAILS	205-110-1013	NOV 2025	B
PROPOSED ELEVATIONS	205-110-0010	OCT 2025	A
PROPOSED FLOOR PLAN	205-110-0008	OCT 2025	C
KMBC HALEWOOD LUF PHASE 1 INVESTIGATIONS	70112144-HA1	AUG 2023	-
SWEPT PATH - MINIBUS	GP_SWEPT_PATH_112025	16/12/2025	P01
SWEPT PATH – EMERGENCY VEHICLE	GP_SWEPT_PATH_112025	17/12/2025	P01
SOFT LANDSCAPE STRATEGY	70119719_WSP_LUD_GRP_DR_LA_0006		P03
HARDSCAPE PLAN	70119719_WSP_LUD_GRP_DR_LA_0005	14/11/2025	P03

PROPOSED SITE PLAN	70119719_WSP_LUD_GRP_DR_LA_0004	14/11/2025	P03
EXISTING SITE PLAN	70119719_WSP_LUD_GRP_DR_LA_0003	14/11/2025	P02
ACTIVE TOWN CENTRE STRATEGY	UK0029006 2293-WSP-R-001	-	-
TREE REPORT	70112144	OCT 2023	V1
TRAVEL PLAN	GP-FTP-01	-	-
TRANSPORT STATEMENT	GP-TS-01	-	-
LIGHTING ASSESSMENT	HAL-WSP-XX-XX-R-Y-0001	-	-
DESIGN AND ACCESS STATEMENT	70119719-WSP-LUD-GRP-RP-LA-0001	-	P02

Comments

The Local Highway Authority (LHA) has reviewed the submitted documentation in support of proposals for the redevelopment and enhancement of Grace Park, including new artificial pitches, clubhouse, public realm works, and associated parking and access arrangements.

The assessment has been undertaken having regard to the National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG), with reference to the Council's "Ensuring a Choice of Travel" SPD where relevant, noting its age. The review focuses on whether sufficient and proportionate information has been provided to understand the likely impact of the development on the highway network, and whether those impacts would be acceptable in terms of safety and capacity.

The application comprises improvements to an existing community recreational site (approx. 7.1 ha), including:

- Two upgraded football pitches (one full size, one 5-a-side)
- Clubhouse with associated facilities
- New car park (47 spaces inclusive of accessible spaces and EV provision)
- New vehicular access from Leather's Lane (reconfiguration of existing access to form a 4-arm junction)
- Extensive walking and cycling infrastructure including shared use routes
- Public realm and landscaping improvements

1. Site Access and Visibility

The proposed development is to be accessed via Leather's Lane, through the widening and alteration of the existing access serving Halewood Town Junior Football Academy. The submitted Framework Travel Plan indicates that the existing priority T-junction would be modified to form a four-arm crossroads arrangement opposite the shopping centre access.

It is noted, however, that the access opposite serves as a bus-only exit from the shopping area and therefore would operate with relatively low frequency compared to a general vehicular access. As such, the level of interaction and potential for conflict between opposing movements would be more limited than typically associated with a conventional four-arm crossroads

arrangement. This reduces some of the concerns regarding junction operation and conflicting turning movements that may otherwise arise.

Notwithstanding this, it is also understood that the access arrangement will be delivered by the Highway Authority as part of wider highway improvement works, and that a detailed highway design has been prepared which slightly differs from the layout shown on the submitted architectural/landscape drawings. In particular, the Highway Authority layout positions the access slightly further north of the existing bus exit, resulting in a more favourable and appropriate arrangement in design and operational terms.

In light of this, the access as currently illustrated within the planning submission does not accurately reflect the layout intended to be delivered. It is therefore necessary for the submission to be updated to ensure that the correct, detailed highway design is considered as part of the application.

The submitted plan should clearly demonstrate the final access arrangement, including the proposed geometry, its position in relation to the existing highway, and appropriate visibility splays in accordance with relevant design standards, to ensure that safe and suitable access can be achieved.

Accordingly, the Local Highway Authority would be satisfied that an appropriate means of access can be achieved, subject to the submission of the Highway Authority's detailed design drawing to demonstrate the accurate access arrangement, visibility splays, and its integration with Leather's Lane.

2. Traffic Impact and Trip Generation

The application is supported by a Transport Statement (TS) and Framework Travel Plan (FTP), which together seek to demonstrate that the proposed development would not result in a severe residual impact on the local highway network.

The TS identifies the site as being in a sustainable and accessible location, with access to local amenities, public transport and active travel infrastructure, and includes an assessment of anticipated trip generation associated with the development.

It is acknowledged that, in principle, the submission of a Transport Statement (rather than a full Transport Assessment) is appropriate having regard to the scale and nature of the development. However, notwithstanding this, a proportionate level of assessment is still required to demonstrate that the development would not give rise to an unacceptable impact on highway safety or a severe cumulative impact on the road network, in accordance with national policy.

The TS includes an assessment of trip generation based on TRICS-derived data and concludes that the development would generate relatively low levels of traffic. This equates to a maximum of approximately 38 two-way vehicle movements in the weekday PM peak hour (20:00–21:00) and 26 two-way movements during the identified weekend peak hour (13:00–14:00).

In practical terms, this represents approximately:

- 12 vehicle arrivals and 26 departures during the weekday PM peak hour, equating to around one vehicle every 1–2 minutes across the hour; and
- 15 arrivals and 11 departures during the weekend peak hour, equating to approximately one vehicle every 2–3 minutes.

Whilst these levels of traffic are not considered significant when averaged across an hour, they do not reflect how the development is likely to operate in practice. Although the site currently

accommodates a degree of informal and casual use, the proposed development represents a material intensification and formalisation of that use. In particular, the introduction of organised sporting activity is likely to result in more predictable and concentrated peaks in vehicle movements associated with scheduled events, rather than flows being evenly distributed throughout the hour.

As such, the practical effect may be that multiple vehicles arrive or depart within short time periods, for example immediately prior to match start times and following their conclusion, giving rise to temporary peaks in demand which are not captured by the average hourly trip rates presented. This is particularly relevant in the context of the proposed access arrangement.

In this regard, the TS does not provide the level of proportionate supporting information required to demonstrate how the development would operate. In particular, the submission does not include:

- Baseline traffic data for Leather's Lane or the surrounding network (e.g. AADT or observed peak hour flows)
- Any distribution or assignment of development traffic onto the highway network
- Turning movement information at the proposed access or nearby junctions
- Any proportionate assessment of access operation
- Consideration of interaction with nearby accesses, including the shopping centre bus-only exit opposite

Whilst it is acknowledged that the opposing access operates as a bus-only exit and would therefore give rise to infrequent conflicting movements, the submission does not quantify or assess how development traffic would interact with existing flows on Leather's Lane or how the proposed access would operate under peak conditions.

In the absence of this information, it is not possible to adequately assess how development traffic would integrate with the existing network or whether there is sufficient capacity to accommodate it without adverse impact.

Furthermore, the assessment does not adequately reflect the operational characteristics of the development, which is likely to generate traffic in short-duration, concentrated peaks associated with organised sporting activity, with potential for localised congestion and operational pressure at the site access.

Framework Travel Plan

The application is supported by a Framework Travel Plan (FTP), which is intended to set out an overarching strategy to encourage sustainable travel and reduce reliance on the private car. It is acknowledged that, at the planning stage, the submission of a Framework Travel Plan is appropriate, with further detail typically to be secured and refined post-occupation.

However, a Framework Travel Plan is still expected to demonstrate that a realistic and deliverable strategy exists to influence travel behaviour and mitigate the impact of development-generated traffic.

In its current form, the FTP is largely high-level and aspirational and does not provide sufficient confidence that these outcomes will be achieved. In particular:

- The FTP is not informed by baseline travel surveys or site-specific data, with targets instead derived from Census journey-to-work patterns, which are not representative of the likely user profile of a sports and leisure facility
- Targets are described as preliminary and subject to refinement following occupation
- The document relies on the preparation of a full Travel Plan post-occupation, deferring key elements of assessment and mitigation
- Proposed measures are largely generic and promotional in nature, with no clear commitment to specific interventions or infrastructure improvements
- Limited consideration is given to the likely travel behaviour associated with the development, including parent drop-off/pick-up activity, team-based arrivals and short-duration peak demand

Whilst it is accepted that further detail can follow at the full Travel Plan stage, the current FTP does not provide a sufficiently robust basis to demonstrate that meaningful reductions in private car use will be achieved or that peak demand associated with the development will be effectively managed. As such, it cannot be relied upon to mitigate the transport impact of the development.

Summary and Conclusions

The Transport Statement concludes that the impact of the development on the highway network would be minimal and that mitigation is not required. However, this conclusion is not supported by sufficient proportionate evidence.

Although a Transport Statement is appropriate in principle, the proposed development represents a material intensification and formalisation of use, resulting in different and more concentrated traffic characteristics than those associated with the existing site. The level of assessment presented does not adequately reflect these characteristics or demonstrate how the development would operate at the site access.

In particular, the submission does not provide sufficient information to assess the operation of the proposed access under peak conditions.

In the absence of baseline traffic context, turning movement information, or any proportionate operational assessment, it has not been demonstrated that the development would operate safely and efficiently or without giving rise to localised congestion or operational issues.

Furthermore, the Framework Travel Plan does not provide sufficient certainty that the transport impacts of the development would be effectively mitigated through behavioural measures.

The submitted Transport Statement and Framework Travel Plan therefore do not provide sufficient evidence to demonstrate that the proposed development would not result in an unacceptable impact on highway safety or a severe residual cumulative impact on the road network.

The Local Highway Authority is therefore unable to support the conclusions of the submitted documents and cannot confirm that the development would be acceptable in transport terms. Further proportionate assessment is required to demonstrate that the development would operate safely and efficiently in practice.

3. Internal Layout and Circulation

The submitted proposals have been assessed in respect of internal layout, vehicle circulation, and servicing arrangements, with reference to the submitted proposed layout and swept path analysis drawings.

The applicant has provided vehicle tracking for both an emergency vehicle and a minibus, which demonstrates that these vehicles are capable of entering the site, manoeuvring within the internal road network, and exiting in a forward gear. The tracking indicates that access can be achieved to the parking area and the central parts of the site, including routes adjacent to the football pitches and community facilities. On this basis, it is considered that emergency and servicing access can be accommodated in principle, and the layout broadly meets the requirement to avoid vehicles reversing onto the public highway.

In terms of general arrangement, the internal layout provides a single access point leading to a defined parking area comprising 32 standard bays, 5 accessible bays and 10 EV spaces. Whilst the overall arrangement is legible and provides a clear circulation route, there are some detailed design concerns in respect of the parking layout. In particular, it is noted that the marked parking bays extend beyond the kerbed edge of the car park in places, as shown on the proposed layout.

This raises concerns that vehicles may overhang into adjacent landscaped or circulation areas, which could:

- reduce the effective width of the internal access road;
- conflict with pedestrian and cycle routes; and
- further constrain manoeuvring space for servicing and emergency vehicles.

This issue is likely to undermine the functionality of the layout as demonstrated by the swept path drawings, which typically assume clear and unimpeded space.

With regard to adoption, the internal road network is not proposed for adoption and will remain privately managed. As such, whilst full compliance with adoptable highway standards is not required, the layout should still reflect good design principles in terms of geometry, visibility and manoeuvrability. In this respect, whilst the layout is generally acceptable, the detailed design of the parking area and circulation space would benefit from refinement to ensure that it operates effectively in practice.

Notwithstanding the above, the acceptability of the internal layout and circulation arrangements remains subject to the final form of the site access, as discussed in Section 1. Any revisions to the access arrangement may necessitate changes to the internal layout, including parking configuration and turning provision, and the conclusions set out above are therefore based on the currently submitted plans.

4. Parking and Servicing

The proposed development has been assessed against the requirements of the Knowsley “Ensuring a Choice of Travel” SPD, which seeks to ensure that developments are supported by appropriate parking provision, promote sustainable modes of transport, and avoid adverse impacts on the surrounding highway network. The SPD does not prescribe fixed parking standards for developments of this nature, instead adopting a site-specific, evidence-led approach which requires parking provision to be justified based on the type, scale and anticipated use of the development.

As such, the Transport Statement identifies a total of 47 car parking spaces and demonstrates, through a parking accumulation exercise, that peak demand associated with the development is expected to be in the order of 38 vehicles, with a 'worst-case' scenario of up to 46 vehicles. On this basis, the proposal is considered to comply with the quantitative expectations of the SPD, as it can accommodate the forecast demand generated by the development.

However, the SPD also requires that parking provision is not only sufficient in numerical terms but is designed and managed to operate effectively in practice, ensuring that development does not result in overspill parking or unacceptable impacts on the surrounding highway network. In this case, whilst the submitted parking assessment demonstrates theoretical capacity based on modelled use of the football facilities, it does not fully capture all user groups and operational factors likely to influence demand.

In particular, the assessment does not robustly account for staff, spectators and parents/guardians associated with matches, informal park users, or users of the wider civic and community spaces, nor does it fully consider the crossover between pitch bookings, where users may arrive early or depart later. This has the potential to result in peaks in demand exceeding those assumed within the modelling.

Furthermore, it is noted that existing parking pressures are present in the surrounding area, particularly along Leathers Lane, where concerns have been raised by residents. The introduction of ANPR controls within the adjacent retail car park has further limited the availability of informal parking, increasing reliance on on-street provision and introducing additional pressure within the local highway network. These factors have not been explicitly accounted for within the Transport Statement and are likely to reduce the effective availability of parking associated with the development.

In addition, it has been suggested that a Council-operated car park located to the south of the retail area may currently be used in connection with the site. However, no reference is made to this within the submitted documentation. Should the development rely, either formally or informally, on this facility to accommodate demand, full details of such arrangements should be provided. This should include confirmation of availability, capacity, and intended use, to enable a comprehensive assessment of cumulative parking demand and associated highway impacts.

Where reliance on this facility is proposed, the applicant should also assess pedestrian and vehicular routes between the car park and the site, including likely desire lines, crossing points, and any interaction with the local highway network. This should demonstrate that movements can be accommodated safely and conveniently and confirm whether any mitigation measures or improvements would be required.

As such, the effectiveness of the proposed parking provision within the application site is highly contingent on how it is managed in practice. Without appropriate controls, there is a clear risk that additional demand, both from overlapping site users and displaced external parking, could erode the available capacity and result in overspill parking onto surrounding streets, contrary to the objectives of the SPD.

Notwithstanding the above, highways would seek to secure a robust Parking Management Plan to ensure that parking provision is effectively controlled, prioritised for its intended users, and responsive to the operational characteristics of the site, including peak and overlapping demand. This should also consider whether any contingency or overspill arrangements are necessary to ensure that the development does not give rise to additional pressures on the surrounding highway network.

In terms of sustainable travel, the proposal includes provision for 64 cycle parking spaces, which is considered to support the SPD's objective of encouraging active modes of travel and reducing reliance on private vehicles. The level of cycle parking provision is therefore considered appropriate and accords with the principles of the SPD.

It is considered that this can be appropriately secured through a planning condition requiring the submission and implementation of a Parking Management Plan. In addition, full details of the cycle parking provision, including design, location and security measures, can also be secured via condition to ensure it is delivered in accordance with the principles of the Travel SPD. Subject to these measures, the proposal is considered acceptable in highways terms and compliant with the objectives of the SPD.

With regard to servicing, refuse collection and general site management, the submitted layout demonstrates that adequate access is available for service and emergency vehicles via the proposed internal road and turning arrangements. This is consistent with the SPD requirement to ensure that servicing can be accommodated safely and efficiently without adversely affecting the operation of the highway network.

It should also be noted that the acceptability of the parking, servicing and internal layout arrangements is dependent on the final form of the site access, which remains subject to agreement. Should amendments be required to the access arrangement, as discussed in Section 1 above, this may necessitate changes to the internal layout and parking provision. As such, the conclusions set out in relation to parking capacity, management and servicing are made on the basis of the currently submitted layout and may require further review should the access design be revised.

5. Pedestrian and Cycle Connectivity

The proposed development has been assessed in respect of pedestrian and cycle accessibility, having regard to the Knowsley Travel SPD, the Knowsley and Liverpool City Region Local Cycling and Walking Infrastructure Plans (LCWIPs), and the wider programme of active travel improvements being delivered through the Halewood Levelling Up Fund (LUF).

The site occupies a highly accessible location adjacent to Leathers Lane and within close proximity to Halewood Shopping Centre and surrounding residential areas. Existing footways are present along the site frontage; however, these are of varying quality and there are currently deficiencies in terms of safe and inclusive crossing opportunities.

The submitted development proposals include internal pedestrian and cycle routes, which are supported in principle. However, the detailed layout raises concerns, particularly in respect of inconsistent footway widths adjacent to the proposed car park, where narrow or irregular widths could give rise to conflict between pedestrians, cyclists and vehicles. These arrangements should be reviewed at detailed design stage to ensure compliance with inclusive design principles. In addition, appropriate crossing provision, including tactile paving, will be required across the site access junction, the design of which will be dependent on the final access arrangement.

Notwithstanding the above, the latest approved General Arrangement plan for Leathers Lane demonstrates that a comprehensive package of active travel improvements is to be delivered in the vicinity of the site, including:

- Provision of shared-use paths and cycle infrastructure;
- New and improved pedestrian crossing facilities incorporating tactile paving;

- Footway enhancements and junction treatments designed to prioritise pedestrian and cycle movements; and
- Traffic calming measures, including raised tables and narrowing of carriageway widths to improve safety.

These works form part of a wider coordinated programme of LCWIP and LUF-funded interventions and are expected to address existing deficiencies in pedestrian and cycle connectivity along Leathers Lane, including key desire lines between the site and the shopping centre.

On this basis, it is considered that no additional off-site mitigation is required as part of this development, as the necessary improvements are already secured through the Council's delivery programme, subject to access to the council-controlled car park be deemed acceptable should it be relied upon by the development as discussed above.

6. Public Transport Access

The site benefits from proximity to a number of existing public transport services, with several bus stops located within a short walking distance. The nearest stops are situated along Leather's Lane adjacent to the site frontage (approximately 60–200m), with additional stops at the Wood Road / Leather's Lane junction (circa 300m) and within the Halewood Shopping Centre interchange (approximately 75m from the site). These distances fall within the accepted 400m walking threshold for frequent urban services and therefore indicate that the site is reasonably well located in spatial terms.

In terms of service provision, the site is served by a number of bus routes operating along Leather's Lane and within the adjacent shopping centre interchange. These include services such as the 75 and 79 which provide relatively frequent connections towards Liverpool and Huyton, operating at intervals of approximately 8–12 minutes during peak periods, alongside other routes which operate at 30-minute or hourly frequencies. Whilst this provides a reasonable level of service during the day, frequencies reduce during evenings and weekends, and not all routes operate consistently across all time periods. In practical terms, this offers a viable public transport option for some journeys, but does not provide a comprehensive or consistently high-frequency service across all destinations or times of day, which limits the extent to which future users may rely on bus travel.

The site also benefits from proximity to Halewood Railway Station, located approximately 300–400m from the site, which provides hourly services between Liverpool Lime Street and Warrington Central. This offers an additional mode of transport and strengthens overall connectivity, although the relatively low frequency of rail services reduces flexibility when compared to higher-frequency urban rail networks.

In terms of route coverage, bus services from the site provide connections to a range of destinations including Liverpool City Centre, Huyton, Bootle and Liverpool John Lennon Airport. However, access to some key employment and healthcare destinations within Knowsley, such as Whiston Hospital or Prescot, may require interchange or indirect routes, which reduces convenience and attractiveness when compared to the private car.

Finally, in relation to road safety, the Transport Statement identifies no significant accident clusters within the study area, although a proportion of recorded collisions involve vulnerable road users, including pedestrians and cyclists. Given the nature of the development and its expected user groups, it is important that access arrangements are designed to support safe movement to and from public transport infrastructure, particularly where crossing of Leather's Lane is required.

Overall, the site can be considered to have an acceptable level of public transport accessibility in terms of proximity and route availability; however, the quality and reliability of the offer is more limited and is heavily influenced by wider network constraints. The delivery of the approved active travel and highway improvements will be key in ensuring that the site functions effectively in relation to sustainable transport modes.

7. Construction Impacts

The proposed development has the potential to give rise to temporary impacts during the construction phase, particularly in relation to construction traffic, delivery movements, and the management of contractor vehicles.

Given the scale of the development and its location adjacent to established residential areas and a local centre, it is necessary to ensure that construction activity is appropriately controlled so as to minimise disruption to the surrounding highway network and local amenity. This includes consideration of construction routing, delivery times, temporary traffic management, and the interaction with existing highway users, including pedestrians and cyclists.

Of particular importance will be the need to manage construction vehicle access from Leather's Lane, ensuring that movements are undertaken safely and do not conflict with general traffic or the adjacent active travel infrastructure, especially in light of the approved highway improvement works in the area. The routing of delivery vehicles should be clearly defined to avoid unnecessary use of residential streets, and provision should be made within the site where possible to accommodate loading, unloading and turning of construction vehicles without reliance on the public highway.

In addition, arrangements for contractor parking will need to be carefully managed to prevent overspill parking onto surrounding streets, which are already subject to existing pressures. Without appropriate management, there is a risk that construction-related parking could adversely affect highway safety and residential amenity.

Accordingly, it is considered necessary to secure a Construction Management Plan (CMP) by condition. This should include, but not be limited to:

- Details of construction vehicle routing and access arrangements.
- Delivery and servicing schedules, including hours of operation.
- Measures to manage and control contractor parking.
- Provision for on-site loading, unloading and turning.
- Measures to protect pedestrians and cyclists, including temporary traffic management where required; and
- Procedures for liaison with the Local Highway Authority in relation to any works affecting the public highway.

Subject to the submission and approval of a suitably robust Construction Management Plan, the temporary impacts associated with the construction phase can be adequately mitigated, and the development is considered acceptable on that basis.

8. Legal/Procedural Requirements

The proposed development comprises a clubhouse building with a Gross Internal Area of approximately 255m², which falls below the 1,500 sqm threshold set out within the Council's

Travel Plan Review Charging Schedule. As such, the development does not formally trigger a Travel Plan monitoring fee when assessed on a floorspace basis.

However, it is recognised that the development also includes outdoor sports pitches and associated facilities, which, whilst not contributing to gross internal floorspace, will generate significant peak, event-based trip movements, particularly during match periods and organised activities.

No Traffic Regulation Orders (TROs) are anticipated at this stage, although this may be subject to review following detailed design.

There are no identified impacts on Public Rights of Way. All works affecting the adopted highway must be agreed with the Local Highway Authority, and early engagement with the Highways Projects and Major Development Team is advised to ensure coordination with the wider programme of highway and active travel improvements.

To enable the Local Highway Authority to fully assess the proposal and consider removal of the holding objection, the following information should be submitted:

Access Design and Layout

- The Highway Authority detailed design drawing showing the final access arrangement (as proposed to be delivered through wider highway works)
- Confirmation of the final access position and geometry, including its relationship to Leather's Lane and the shopping centre bus exit
- Full visibility splays, demonstrated in accordance with appropriate design standards
- Details of how the access integrates with existing highway infrastructure (e.g. street lighting, signage, drainage, footways)

Proportionate Operational Assessment of the Access

A focused assessment (proportionate to TS level) demonstrating how the access will function in practice, including:

- Baseline traffic context for Leather's Lane (observed peak hour flows or suitable proxy data)
- Estimated distribution/assignment of development traffic on the local network
- Turning movements at the proposed access during peak periods
- A proportionate and evidence based assessment of access operation under peak conditions, this may be:
 - a simple capacity assessment, or
 - a reasoned, evidence-based operational appraisal

Assessment of Peak / Event-Based Conditions

- Evidence demonstrating how the development will operate under realistic peak scenarios, including:
 - Arrivals prior to match start times
 - Departures following matches

- Clarification of expected temporal profile of trips (i.e. how movements are distributed within the peak hour, not just averaged)

Interaction with Existing Highway Environment

- Proportionate commentary on how development traffic will interact with existing flows on Leather's Lane
- Confirmation of the limited impact of the shopping centre bus-only access, with supporting reasoning where necessary

Framework Travel Plan – Strengthening Requirements

An updated Framework Travel Plan providing:

- Site-specific baseline assumptions relevant to a sports/leisure use (not solely Census journey-to-work data)
- More robust and measurable targets, with clear mode share aspirations
- Defined and deliverable measures, beyond high-level or promotional actions
- Consideration of sport-specific travel behaviours, including:
 - Parent drop-off/pick-up
 - Team-based travel
 - Short-duration peak demand
- Clarification of how the FTP will realistically influence peak vehicle demand

Clarification of Development Operation

- Further detail on the operational characteristics of the site, including:
 - Typical match scheduling
 - Staggering (if any) of activities
 - Anticipated peak usage scenarios

All the above should be provided at a proportionate level, consistent with a Transport Statement, but sufficient to:

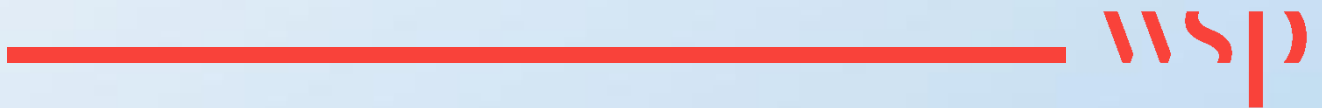
Demonstrate how the site access will operate safely and effectively under realistic peak conditions.

Subject to receipt of the above information, and where it demonstrates that:

- The access is appropriately designed and achievable, and
- The development would operate safely and without unacceptable impact on Leather's Lane

Appendix B

PROPOSED SITE LAYOUT WITH KMBC HIGHWAYS LAYOUT



- Note.
- THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL OTHER SCHEME DRAWINGS AND DOCUMENTS.
LOCATION PLAN
70119719_WSP_LUD_GRP_DR_LA_0002
EXISTING SITE PLAN
70119719_WSP_LUD_GRP_DR_LA_0003
HARD LANDSCAPE PLAN
70119719_WSP_LUD_GRP_DR_LA_0005
SOFT LANDSCAPE STRATEGY
70119719_WSP_LUD_GRP_DR_LA_0006
ALL DIMENSIONS ARE METERS UNLESS STATED OTHERWISE.
LIGHTING PROPOSALS NOT CURRENTLY SHOWN ON PLAN, SUBJECT TO LIGHTING CONSULTANT'S DESIGN.
CCTV PROPOSALS NOT CURRENTLY SHOWN ON PLAN, SUBJECT TO SECURITY CONSULTANT'S DESIGN.
FOR ARBORICULTURAL TREE ROOT PROTECTION PLAN REFER TO DRAWING 70119719-ARB-TRPP-GRP-1.0
FOR TRANSPORT DESIGN REFER TO DRAWINGS
UK0029106.9719- SK01
UK0029106.9719- VT01
UK0029106.9719- VT02
UK0029106.9719- VT03

- KEY:
- Application Site Boundary
 - Proposed Building - To Architects Design
 - Existing Trees to be Retained & Protected
 - Existing Vegetation to be Retained
 - Proposed Individual Trees
Refer to Soft Landscape Strategy
 - Proposed Swale Planting
Refer to Soft Landscape Strategy
 - Proposed Native Scrub Mix
Refer to Soft Landscape Strategy
 - Proposed Amenity Lawn Grass Mix
Refer to Soft Landscape Strategy
 - Proposed Wildflower Meadow Mix
Refer to Soft Landscape Strategy
 - Proposed Ornamental Planting
Refer to Soft Landscape Strategy
 - Proposed Shared Use Route surfacing - Bitumen Macadam surfacing or equivalent and approved to light traffic specification
 - Proposed Footway surfacing - Bitumen Macadam surfacing or equivalent and approved to light traffic specification
 - Proposed Resin Bordered Gravel (Non-porous) - Daxfax or equivalent and approved
 - Proposed Car park surfacing - Bitumen Macadam or equivalent and approved to Highways Engineers specification
 - Proposed Setts - Banding for Paved Areas - Hardscape, 10mm (200x50mm) - Charcoal & Silver granite Staked Bond, Or equivalent and approved
 - Proposed Block Paving for Paved Areas - Hardscape, Neogranite (450x450mm) - Silver Granite, Staked Bond, Or equivalent and approved
 - Proposed Block Paving for Paved Areas - Hardscape, Neogranite (450x450mm) - Autumn Brown Staked Bond, Or equivalent and approved
 - Proposed 3G non-infill synthetic surfacing - Polytan (UK) Lighter R5+ R system or equivalent and approved to FIFA Quality Standard
 - Proposed Reinforced Grass Matting Safety surfacing or equivalent and approved
 - Proposed Reinforced Grass Mesh System or equivalent and approved
 - Proposed Hard standing area for Temporary Compound to be MCT Type 3 or equivalent and approved
 - Proposed Coloured Design to Play Area - Wet Pour Safety Surfacing or equivalent and approved
 - Proposed Bark Mulch safety surfacing or equivalent and approved
 - Proposed Timber logs and posts to be set in bark mulch safety surfacing as part of play trail on existing mound
 - Proposed Fencing to Temporary Compound to be Heres fencing or equivalent and approved
 - Existing Boundary Fencing - to be retained and made good where required
 - Proposed Acoustic Fencing - 4m Height, PVS SoundBlock, Gramm Barriers or equivalent and approved
 - Proposed 4.5m Height Sports Fencing - Weldmesh or equivalent and approved
 - Proposed 2m Height Sports Fencing - Weldmesh or equivalent and approved
 - Proposed Spectator Rail Fencing - 1.1m Height Steel with Mesh infill and rubber noets for noise reduction or equivalent and approved
 - Proposed boundary bow top fencing 1.2m Height to be Iron Railing or equivalent and approved
 - Proposed Boundary Fencing - 1.8m Height to be Iron Railing or equivalent and approved
 - Proposed Double leaf gate to match adjacent fencing
 - Proposed Single leaf gate to match adjacent fencing
 - Proposed Finger-post Signage - Metal, Black, product to be selected at detail design stage as part of Wayfinding Strategy
 - Proposed Info-board Signage - Metal, Black, product to be selected at detail design stage as part of Wayfinding Strategy
 - Proposed Floor Lighting Column - Refer to Lighting Consultants Design for more information
 - Proposed Picnic Table - Garthside Picnic Bench RAL 9005, Broxop or equivalent and approved
 - Proposed Accessible Picnic Table - Garthside Picnic Bench - Extended Top, RAL 9005, Broxop or equivalent and approved
 - Proposed Benches - Clarendon Seat, Street Master or equivalent and approved
 - Proposed Bespoke Railed Planters with integrated seating
 - Proposed Bin - Oxford Bin with Lid, Streetmaster RAL 9005 or equivalent and approved
 - Proposed Bollards - Stainless Steel Sheffield Bollard RAL 9005, Broxop or equivalent and approved Removable Fencing where vehicle access is required
 - Proposed Cycle Stands - Sheffield Cycle Stand RAL 9005, Broxop or equivalent and approved
 - Proposed Metal Filter - Metal, Black, product to be selected at detail design stage
 - Proposed Natural Feature - Tree log and Boulders
 - Proposed Raised Platform Area - with Retention Socket and Electricity access point
 - Proposed Containers for Clubhouse Use

- PROPOSED:
- Main vehicular entrance from Leathers Lane - Development currently being delivered on site
 - Entrance plaza with ornamental planting and seating connecting to Halewood Shopping Centre
 - Shared-use active travel route
 - Main pedestrian and cyclist entrance from Wood Road
 - Secondary pedestrian entrances from Wood Road
 - Series of planted swales and attenuation basins (SuDs)
 - Private Naturalised Area & SuDs feature fenced and maintained by Club Operators
 - Public meeting spaces 'Grace Gardens'
 - Flexible use plaza area with Pergola, electricity points and retention socket for outdoor events
 - Car park with 32 standard bays and 5 accessible bays and 10 EV charging bays
 - Sports/Community Pavilion to be designed by Architect
 - Artificial Grass Pitch with multi-pitch layout to Football Association (FA) guide lines 100x64m
 - Mini 5v5 Football pitch to Football Association (FA) guide lines 40x30m
 - Picnic Area
 - Feature play area, fenced with inclusive play equipment - **Designed to be agreed with KMBC**
 - Existing mound re-graded to flexible amenity grassed area
 - Temporary Contractors Compound Hard Standing Area to be fenced from public access

P03	26/06/26	JY	Updated with KMBC Highways improvements	MF	RW
P03	14/11/25	JY	Updated following Redesign	MF	RW
P02	18/12/24	JY	Updated in accordance with other disciplines	ER	RV
P01	10/10/24	JY	First Issue	ER	RV
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS:	S3 - FOR REVIEW
	
1st Floor Station House, Exchange Station, Timebeam Street, Liverpool, L2 2QP, UK T+44 (0) 151 680 5500 wsp.com	
CLIENT:	KMBC
ARCHITECT:	WSP
PROJECT:	Halewood LUF Grace Park RIBA 3
TITLE:	Grace Park Proposed Site Plan

SCALE @ A3:	1:500	CHECKED:	MF	APPROVED:	RW
PROJECT No:	70119719	DESIGNED:	JY/MF	DRAWN:	JY
DATE:	November 25				

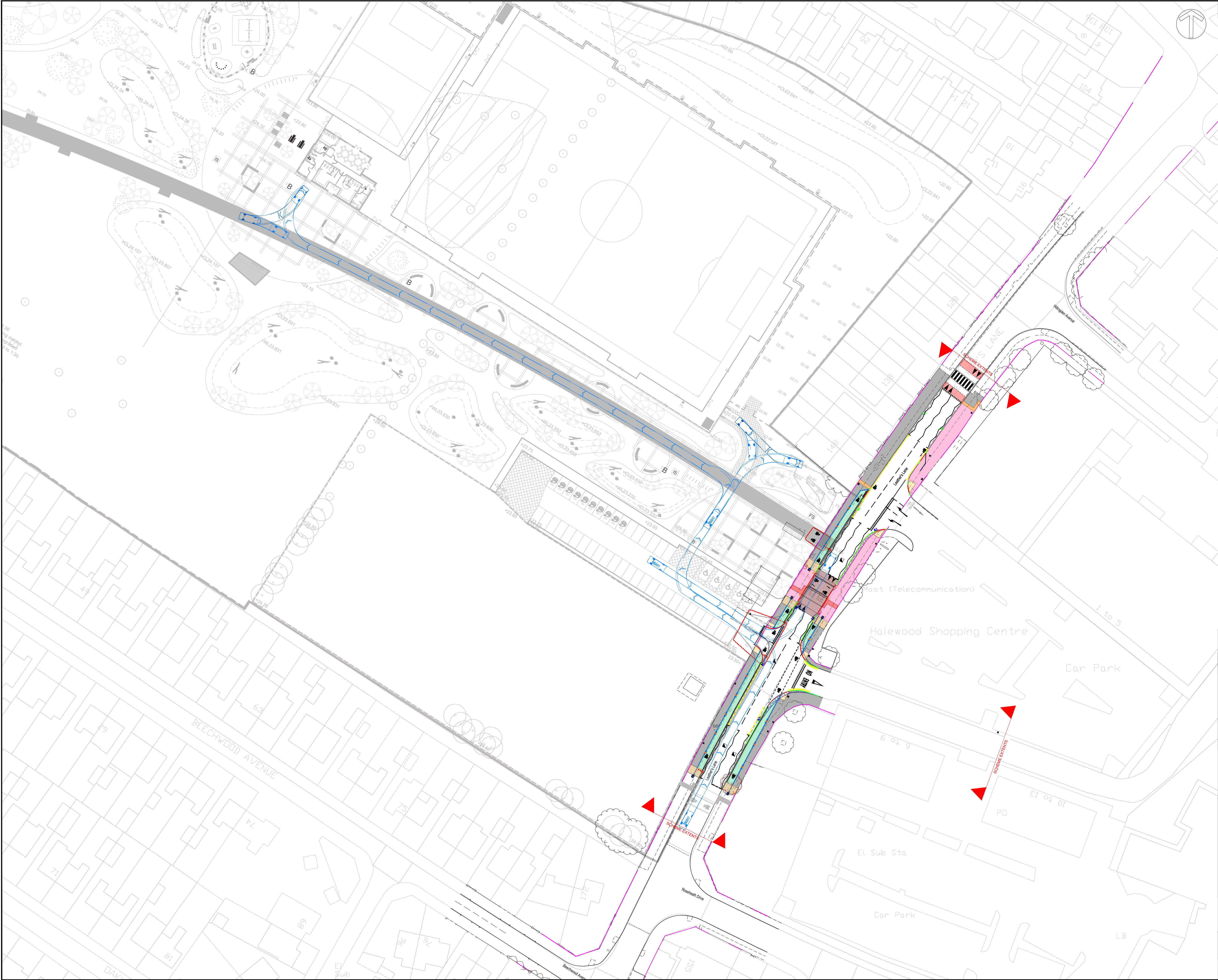
DRAWING No:	70119719_WSP_LUD_GRP_DR_LA_0004	REV:	P04
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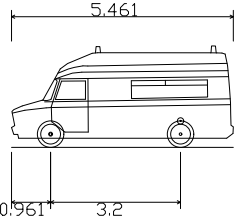
Appendix C

SWEPT PATH ANALYSIS





DO NOT SCALE



Ambulance
Overall Length 5.461m
Overall Width 2.020m
Overall Body Height 0.498m
Min Body Ground Clearance 0.225m
Track Width 1.860m
Lock to lock time 4.00s
Kerb to kerb Turning Radius 6.500m

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK

PO2	22/07/2026	EM	KMBC HIGHWAYS LAYOUT OVERLAYED	AL	AL
PO1	17/12/2025	EM	FOR PLANNING	AL	AL
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S2 - FOR INFORMATION

wsp

1st Floor, Exchange Station, Tithebarn Street, Liverpool L2 2QP, UK
T+ 44 (0) 151 331 8100
wsp.com

CLIENT:

ARCHITECT:

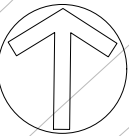
SITE/PROJECT: KMBC GRACE PARK RIBA 3 REDESIGN

TITLE: SWEPT PATH ANALYSIS
SHEET 1 - EMERGENCY VEHICLE

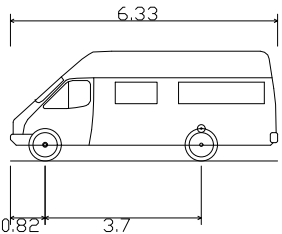
SCALE @ A1: 1:500	CHECKED: AL	APPROVED: AL
PROJECT NO:	DESIGNED: EM	DRAWN: EM DATE: JULY 2026

DRAWING NO: GP_SWEPT_PATH_112025	REV: P02
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DO NOT SCALE



Mini Bus
Overall Length 6.330m
Overall Width 2.192m
Overall Body Height 2.501m
Min Body Ground Clearance 0.374m
Track Width 2.192m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.450m

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK

P02	22/07/2026	EM	KMBC HIGHWAYS LAYOUT OVERLAYED	AL	AL
P01	16/12/2025	EM	FOR PLANNING	AL	AL
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S2 - FOR INFORMATION

wsp

1st Floor, Exchange Station, Tithebarn Street, Liverpool, L2 2QP, UK
T+ 44 (0) 151 331 8100
wsp.com

CLIENT:

ARCHITECT:

SITE/PROJECT: KMBC GRACE PARK RIBA 3 REDESIGN

TITLE: SWEPT PATH ANALYSIS
SHEET 2 - MINIBUS

SCALE @ A1: 1:500	CHECKED: AL	APPROVED: AL
PROJECT NO:	DESIGNED: EM	DRAWN: EM
		DATE: JULY 2026

DRAWING No: GP_SWEPT_PATH_112025	REV: P02
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Appendix D

TYPICAL USAGE SCHEDULE

- Within the Peak Usage section, please ensure that you enter both the users and the cost for that user for a 1/4 hire of the pitch
- The figures that you enter within this section will create a total income figure that will be used within the Income & Expenditure section
- The total Peak Usage hire charges will appear in the bottom right of the Peak Usage table, so please ensure you are happy with this amount before proceeding
- Please ensure that you also enter the total hire charges for the usage that takes place off-season (during the summer months), as this will also be used within the Income & expenditure forecasts.

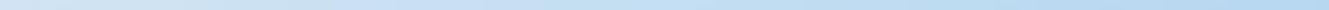
September - April (30 weeks)

Day	Pitch	User/Cost	9am-10am	10am-11am	11am- 12pm	12pm - 1pm	1pm-2pm	2pm-3pm	3pm-4pm	4pm-5pm	5pm-6pm	6pm-7pm	7pm-8pm	8pm-9pm	9pm-10pm
Monday	Pitch 1	User	Maintenance	St. Marks Primary											
	(Quarter Pitch)	Cost													
	Pitch 1	User					Walking Football League					U15	U15		
	(Third Pitch)	Cost													
	Pitch 2	User	Maintenance												
	(Quarter Pitch)	Cost													
	Pitch 2	User					Walking Football League					U14 Galaxy	U14 Galaxy		
	(Third Pitch)	Cost													
	Pitch 3	User	Maintenance								EiTC PL Kicks				
	(Quarter Pitch)	Cost													
	Pitch 3	User					Walking Football League					U12 Rosemont			
	(Third Pitch)	Cost													
Pitch 4	User	Maintenance									EiTC PL Kicks				
(Quarter Pitch)	Cost														
7 A Side	User	Maintenance							After school club						
(Full Pitch)	Cost														
Total Income for Monday															
Tuesday	Pitch 1	User				Adult	Adult								
	(Quarter Pitch)	Cost													
	Pitch 1	User				Disability	Disability				U16 x 4	U16 x 4	U15 Rangers	U15 Rangers	
	(Third Pitch)	Cost													
	Pitch 2	User				Adult	Adult								
	(Quarter Pitch)	Cost													
	Pitch 2	User				Disability	Disability				U16 x 4	U16 x 4	U15 Reds	U15 Reds	
	(Third Pitch)	Cost													
	Pitch 3	User		St. Marks Primary							U11 Jaguars	U11 Jaguars			
	(Quarter Pitch)	Cost													
	Pitch 3	User											U14 Panthers		
	(Third Pitch)	Cost													
Pitch 4	User														
(Quarter Pitch)	Cost														
7 A Side	User								After school club		Comets (5-11 Disability football)				
(Full Pitch)	Cost														
Total Income for Tuesday															
Wednesday	Pitch 1	User													
	(Quarter Pitch)	Cost													
	Pitch 1	User			South Liverpool EBD 9v9 League						U12 Tigers	U12 Tigers			
	(Third Pitch)	Cost													
	Pitch 2	User													
	(Quarter Pitch)	Cost													
	Pitch 2	User			South Liverpool EBD 9v9 League						U14 Jnrs	U14 Jnrs			
	(Third Pitch)	Cost													
	Pitch 3	User													
	(Quarter Pitch)	Cost													
	Pitch 3	User			South Liverpool EBD 9v9 League						U14 Jnrs	U14 Jnrs			
	(Third Pitch)	Cost													
Pitch 4	User														
(Quarter Pitch)	Cost														
7 A Side	User								After school club						
(Full Pitch)	Cost														
Total Income for Wednesday															

Thursday	Pitch 1 (Quarter Pitch)	User		Active Through Football Session				Everton in the Community											
	Pitch 1 (Third Pitch)	Cost													U15 Lions	U15 Lions			
	Pitch 2 (Quarter Pitch)	User		Asylum Seeker/Refugee Football				Premier League Primary Stars											
	Pitch 2 (Third Pitch)	Cost													U14 Titans	U13 United			
	Pitch 3 (Quarter Pitch)	User																	
	Pitch 3 (Third Pitch)	Cost																	
	Pitch 4 (Quarter Pitch)	User																	
	7 A Side (Full Pitch)	Cost																	
	Total Income for Thursday																		
	Friday	Pitch 1 (Quarter Pitch)	User		Walking Football Club Session				St. Marks Primary										
Pitch 1 (Third Pitch)		Cost													U14 Galaxy	U14 Galaxy	Floodlit Youth League		
Pitch 2 (Quarter Pitch)		User		Walking Football Club Session															
Pitch 2 (Third Pitch)		Cost																	
Pitch 3 (Quarter Pitch)		User																	
Pitch 3 (Third Pitch)		Cost																	
Pitch 4 (Quarter Pitch)		User																	
7 A Side (Full Pitch)		Cost																	
Total Income for Friday																			
Saturday		Pitch 1 (Quarter Pitch)	User	MYFL	MYFL	MYFL	MYFL												
	Pitch 1 (Third Pitch)	Cost																	
	Pitch 2 (Quarter Pitch)	User	MYFL	MYFL	MYFL	MYFL													
	Pitch 2 (Third Pitch)	Cost																	
	Pitch 3 (Quarter Pitch)	User	MYFL	MYFL	MYFL	MYFL													
	Pitch 3 (Third Pitch)	Cost																	
	Pitch 4 (Quarter Pitch)	User	MYFL	MYFL	MYFL	MYFL													
	7 A Side (Full Pitch)	Cost																	
	Total Income for Saturday																		
	Sunday	Pitch 1 (Quarter Pitch)	User	MHJFL	MHJFL	MHJFL	MHJFL												
Pitch 1 (Third Pitch)		Cost																	
Pitch 2 (Quarter Pitch)		User	MHJFL	MHJFL	MHJFL	MHJFL													
Pitch 2 (Third Pitch)		Cost																	
Pitch 3 (Quarter Pitch)		User	MHJFL	MHJFL	MHJFL	MHJFL													
Pitch 3 (Third Pitch)		Cost																	
Pitch 4 (Quarter Pitch)		User	MHJFL	MHJFL	MHJFL	MHJFL													
7 A Side (Full Pitch)		Cost																	
Total Income for Sunday																			
Total Weekly Income																			

Appendix E

TRAFFIC DATA



Halewood ATC 5

!Leathers Lane, opposite Sunseekers Sunbeds [30mph]

[53.359951, -2.831258]



Direction - North

	Vehicle Flow									
Hr Ending	22/02/2023	23/02/2023	24/02/2023	25/02/2023	26/02/2023	27/02/2023	28/02/2023	5 Day Average	7 Day Average	
	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday			
01:00	4	4	3	5	5	2	6	4	4	
02:00	0	0	1	3	6	3	0	1	2	
03:00	0	2	1	0	3	0	1	1	1	
04:00	0	1	3	1	3	0	0	1	1	
05:00	1	0	1	0	0	0	1	1	0	
06:00	2	2	8	1	3	1	4	3	3	
07:00	11	9	13	6	2	8	13	11	9	
08:00	29	22	45	11	4	31	30	31	25	
09:00	73	59	100	21	12	75	45	70	55	
10:00	64	62	88	67	32	79	75	74	67	
11:00	83	71	79	72	78	85	94	82	80	
12:00	86	74	97	123	72	91	81	86	89	
13:00	98	77	109	111	116	122	113	104	107	
14:00	70	57	74	89	78	105	94	80	81	
15:00	119	69	90	98	67	98	126	100	95	
16:00	125	78	117	91	81	135	120	115	107	
17:00	145	129	130	97	63	168	130	140	123	
18:00	125	121	114	84	53	139	126	125	109	
19:00	99	96	96	90	51	109	106	101	92	
20:00	86	85	67	56	56	84	89	82	75	
21:00	43	49	53	34	33	66	49	52	47	

22:00	26	35	24	24	29	29	43	31	30
23:00	9	19	26	21	15	13	15	16	17
00:00	6	9	3	4	13	10	16	9	9

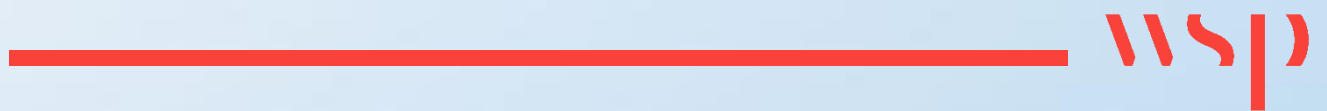
Direction - South

	Vehicle Flow								
	22/02/2023	23/02/2023	24/02/2023	25/02/2023	26/02/2023	27/02/2023	28/02/2023	5 Day Average	7 Day Average
Hr Ending	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday		
01:00	15	9	12	26	32	14	13	13	17
02:00	2	5	3	14	22	6	3	4	8
03:00	3	3	7	6	9	2	5	4	5
04:00	2	2	6	10	8	1	3	3	5
05:00	5	9	9	7	6	6	5	7	7
06:00	36	31	37	16	10	28	29	32	27
07:00	54	58	57	31	11	51	60	56	46
08:00	132	137	130	65	25	164	131	139	112
09:00	270	263	256	109	70	267	221	255	208
10:00	230	226	244	213	100	248	218	233	211
11:00	234	205	207	228	190	211	216	215	213
12:00	186	201	260	287	204	238	229	223	229
13:00	248	211	263	266	250	252	254	246	249
14:00	238	255	244	260	222	220	242	240	240
15:00	239	249	279	251	231	229	262	252	249
16:00	344	319	328	225	206	338	309	328	296
17:00	261	312	320	241	160	301	308	300	272
18:00	266	277	264	225	144	276	276	272	247
19:00	240	242	253	183	160	229	238	240	221
20:00	182	197	198	161	128	197	204	196	181
21:00	107	113	133	83	89	113	120	117	108
22:00	76	78	84	87	74	64	87	78	79
23:00	47	52	66	58	39	44	46	51	50
00:00	21	25	20	39	31	21	23	22	26

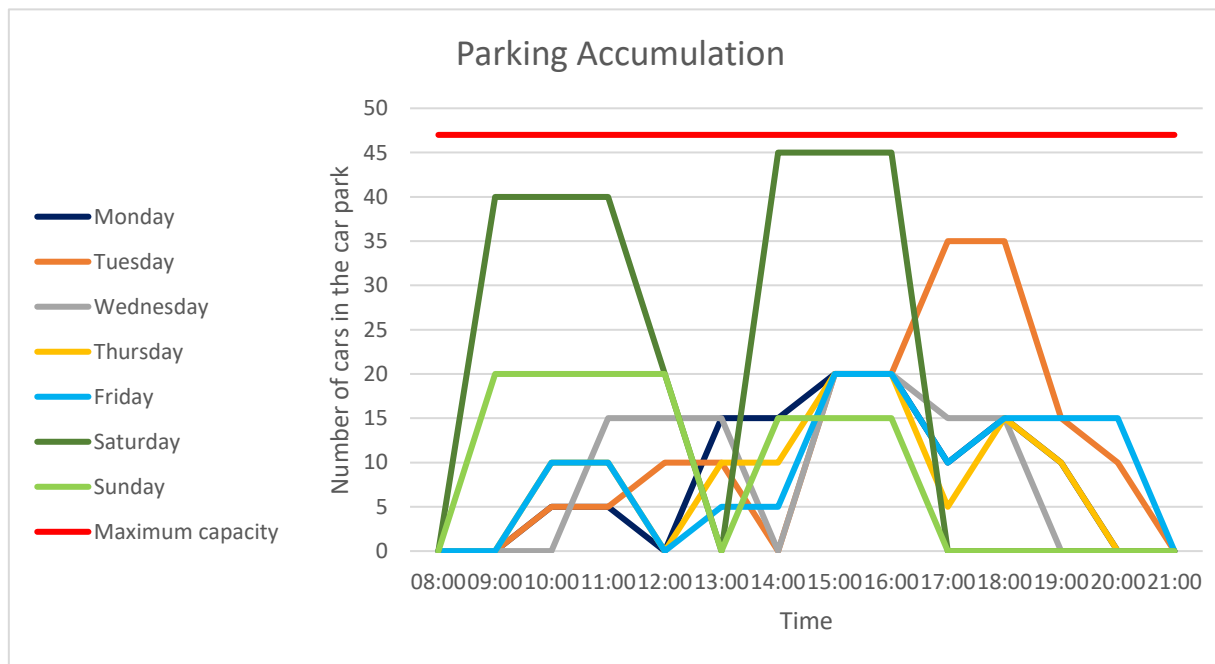
7:00-19:00 12H	2888	2897	3048	2553	1962	2973	2904	2942	2746
06:00-22:00 16H	3307	3343	3520	2915	2264	3398	3375	3389	3160
06:00-24:00 18H	3375	3420	3606	3012	2334	3463	3444	3462	3236
00:00-24:00 24H	3438	3479	3680	3091	2421	3520	3502	3524	3304

Appendix F

PARKING ACCUMULATION



Vehicle Accumulation							
	Mon	Tues	Wed	Thur	Fri	Sat	Sun
08:00	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	40
10:00	5	5	0	10	10	10	40
11:00	5	5	15	10	10	10	40
12:00	0	10	15	0	0	0	20
13:00	15	10	15	10	5	0	0
14:00	15	0	0	10	5	45	15
15:00	20	20	20	20	20	20	45
16:00	20	20	20	20	20	20	45
17:00	10	35	15	5	10	0	0
18:00	15	35	15	15	15	0	0
19:00	10	15	0	10	15	0	0
20:00	0	10	0	0	0	15	0
21:00	0	0	0	0	0	0	0





1st Floor Station House
Tithebarn Street, Exchange Station
Liverpool
L2 2QP

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