



HALEWOOD LEISURE CENTRE

RESPONSE TO COMMENTS

Presented to KMBC | September 2025





SITE ACCESS & VISIBILITY

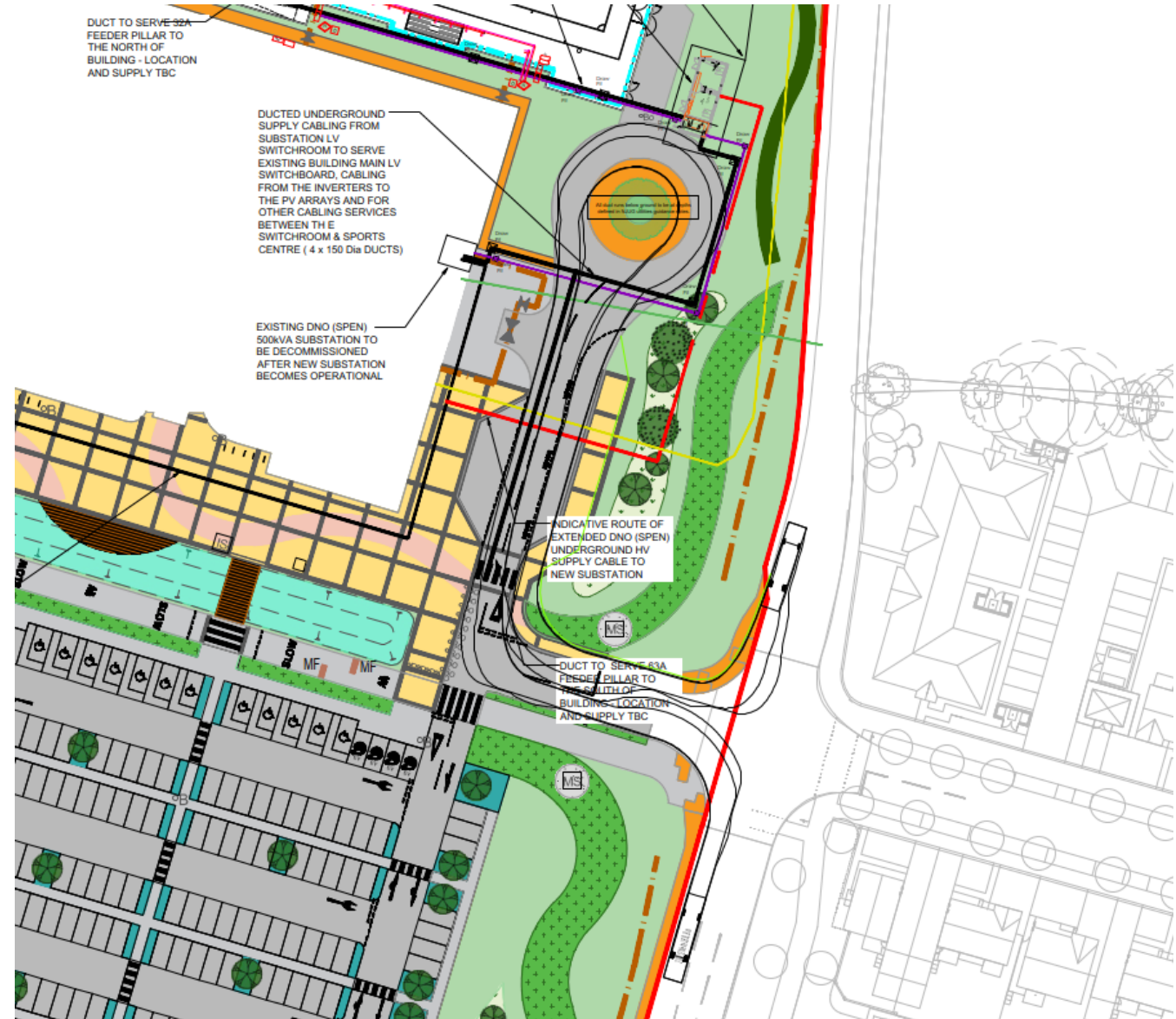


KMBC comments

- The submitted swept path drawing for a 12m coach (VT03) demonstrated the largest vehicle likely to use the site access. It illustrates encroachment across the opposing lane within the access throat during both entry and exit, and an internal three-point turn to reverse direction at the northern end of the site.

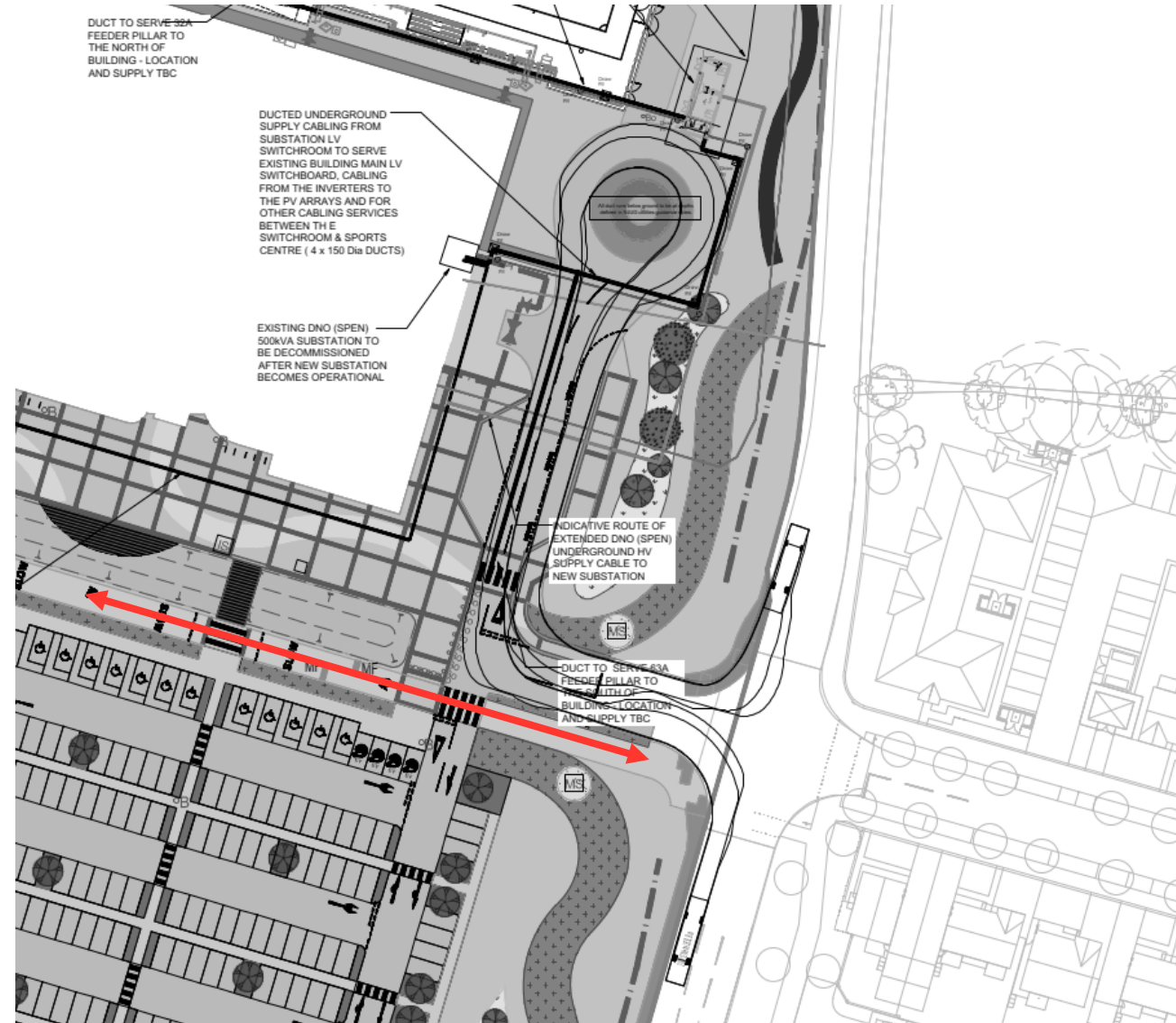
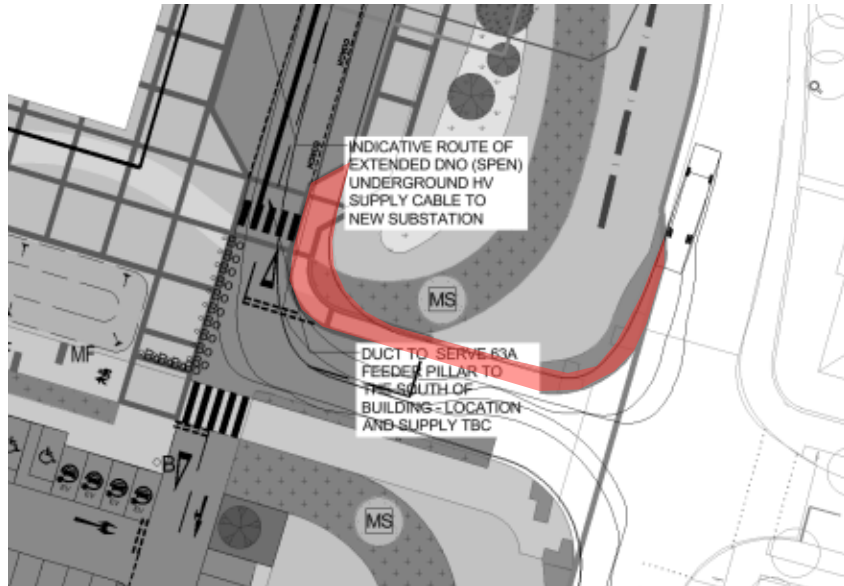
KMBC recommendations

- Re-work the access geometry to keep a 12m coach within lane on entry/exit without relying on opposing-lane encroachment where possible.



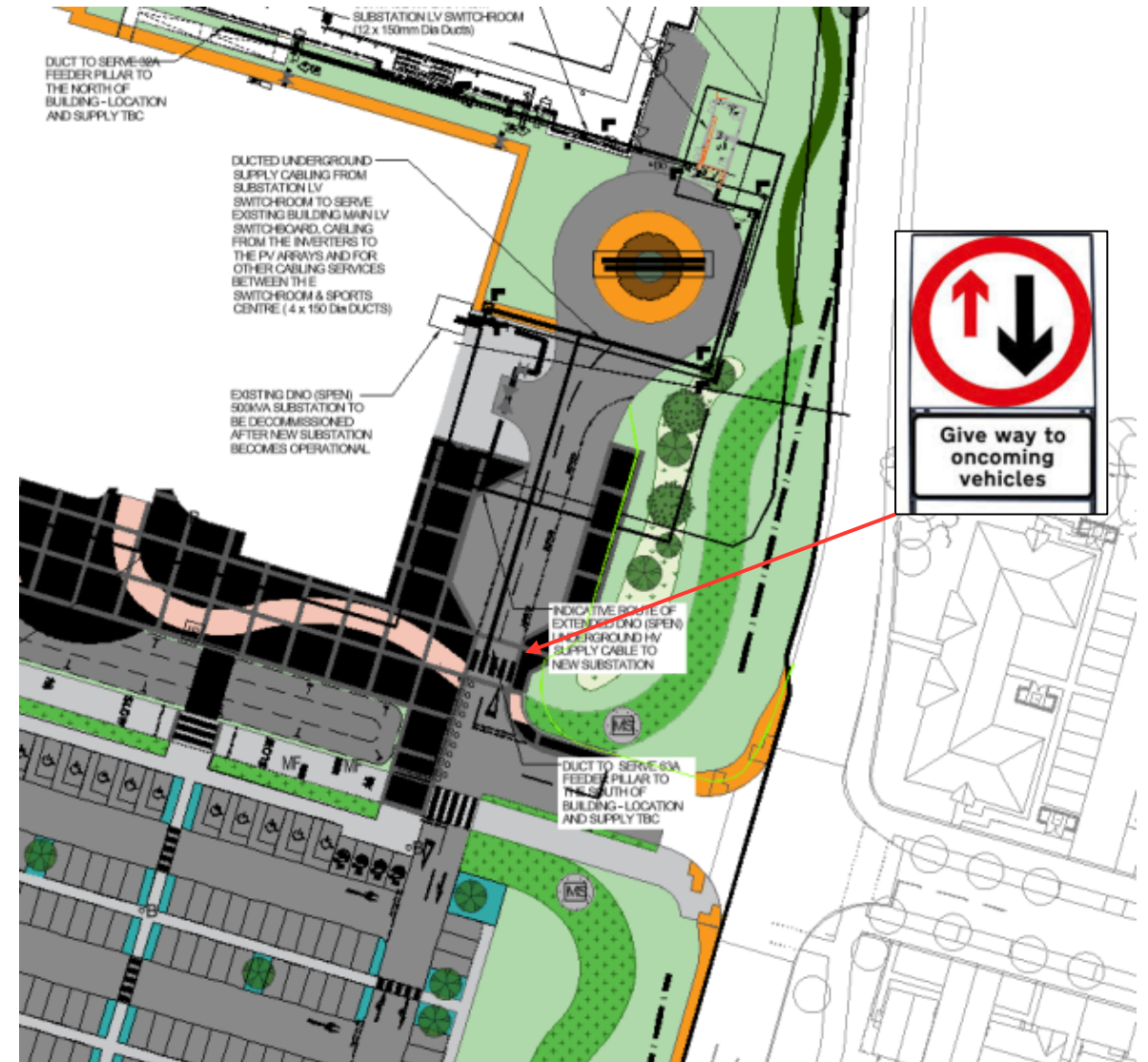
WSP findings and response

- Vehicle tracking has been updated to accommodate the space required for two-way movement of 12m coaches.
- The shared route near the car park is expected to stay the same.
- According to the tracking analysis, the proposed coach layby, footway, crossing, and existing traffic signals may need to be moved further back.
- Providing two-way access for coaches would demand significant space, and with two-way coach movements into and out of the site highly infrequent this would compromise some of the placemaking elements of the scheme



WSP findings and response

- As Halewood Leisure Centre advances to RIBA Stage 4, our landscape team is currently reviewing the design layout and it may differ from the version presented in the TA.
- The proposed coach arrangement is expected to remain consistent with the current configuration.
- It is recommended to install “Give way to oncoming vehicles” sign close to the coach parking lay-by, so the priority would be given to any inboard coach movements.



INTERNAL LAYOUT & CIRCULATION



KMBC recommendations

- Provision should be increased to around 200 spaces overall, with at least 20 EV spaces (10%) and 12 disabled bays (6%) provided in accordance with best practice.
- Cycle parking should be demonstrated to comply, to around 100–120 covered and secure spaces, with an appropriate long/short stay split.
- The existing arrangement with an adjacent give-way marking is not appropriate and may cause confusion.
- A Construction management Plan (CMP) must be secured by condition, to include Site Access/Egress Strategy, Delivery Management Plan, Contractor Parking Strategy, Pedestrian and Cyclist Safety, Wheel Washing and Debris Control, Storage and Compound Areas, Traffic Management Details, Licensing Requirements, Communication Plan and Monitoring and Enforcement
- Any alterations at the signalised junction, kerb lines, tactiles, road markings/signs, or drainage outfalls affecting the public highway will require a Section 278 Agreement with the Highway Authority. If any new lengths of road were to be offered for adoption (not currently proposed), they would be subject to Section 38 Agreement.



WSP Findings and Response

- As Halewood Leisure Centre advances to RIBA Stage 4, our landscape team is currently assessing the design plans, which may vary from the layout presented in the TA. At this stage, we are unable to confirm any alterations to the total number of parking spaces or EV charging points in the proposed car park, but we note the comments and have advised the design team accordingly.
- The road marking scheme will be updated to correspond with the revised layout. We agree that removing the give-way marking near the crossing is appropriate to minimize public confusion.
- A Construction Traffic Management Plan will be submitted at a later stage and will be secured by condition. This will be informed by more detail around construction methods, timescales and working hours
- We agree that any internal site design changes will be coordinated with and approved by KMBC Highways through the proper agreements.





**THANK
YOU**

