

Our Ref: 87052-CUR-XX-XX-T-TP-00003-P02

17 April 2026

Transportation and Traffic Services
Municipal Buildings
Archway Road
Huyton
Knowsley
L36 9YU

Re: 25/00617/FUL – Land at Halsnead Farm, Fox's Bank Lane, Whiston & Cronton, L35 3SU
Post Submission Technical Note 01

Thank you for providing Knowsley Council's (KC) Highway Observations Memo (included at **Appendix A**), dated 10th February 2026, in relation to the above application.

It is acknowledged that a large proportion of KC's comments relate to the internal layout, which is being led by the others in the Team, with DK Architects being the project architect. As such, the internal layout matters are predominantly being dealt with separately to this response, with this letter instead focusing on the elements that Curtins' Transport Planning team are leading on.

For ease KC's headings and key text have been extracted (*in italics*) and Curtins' response provided below this.

Site Access and Visibility

Site Access

It is welcomed that KC has confirmed that *"the introduction of a ghost island right turn (GIRT) arrangement is noted and supported in principle, as it provides a dedicated refuge for right turning vehicles and reduces the likelihood of rear end shunt collisions"*

Notwithstanding the apparent geometric feasibility, the TA includes no assessment of right-turn queue length or storage adequacy. The modelling undertaken relates solely to priority-junction capacity at the give-way line and does not assess the operational performance of the right-turn lane itself. The applicant is therefore required to provide evidence-based confirmation that the proposed right-turn facility offers sufficient stacking capacity to accommodate forecast AM and PM peak demand. This assessment must be based on the directional flows presented in the TA's trip distribution and assignment and must be accompanied by a fully dimensioned GIRT layout, confirming:

- *entry taper length*
- *right-turn storage length*
- *exit taper length*
- *ghost-island width*
- *residual running-lane widths*

This information is necessary to demonstrate that the submitted concept is not only geometrically deliverable but also operationally adequate to contain the right-turning demand anticipated in the TA.

Dimensions have been added to the site access drawing as requested. The updated drawing is presented as **Curtins Drawing 087052-CUR-XX-XX-D-T-75004** to the rear of this letter.

The submitted Transport Assessment (TA) includes an assessment of the site access right turn lane on Fox's Bank Lane within Section 5.5 with outputs provided in Appendix F. This is replicated at **Table 1** below which is an extract of Table 5.3 of the TA. Arm 2 in bold provides an assessment of Fox's Bank Lane ahead/right turn. This assessment has been informed by the trip generation and distribution presented in the TA.

• Arm		2025 With Development		2030 With Development	
		RFC	Queue	RFC	Queue
AM Peak					
1	Site Access left right	0.06	0.1	0.06	0.1
2	Fox's Bank Lane ahead right	0.00	0.0	0.00	0.0
PM Peak					
1	Site Access left right	0.04	0.0	0.05	0.0
2	Fox's Bank Lane ahead right	0.10	0.0	0.01	0.0

Table 1 – Site Access Junctions 9 Results – Regular Assessment

It is clear from the results shown in **Table 1** that all arms of the proposed site access junction (including the right turn lane) are predicted to operate well within capacity in the future year with development scenarios.

In addition, the submitted drawing contains departures relating to signing and lining (including arrow placement and hatch-marking arrangements) which must be corrected to meet current TSRGD and Traffic Signs Manual requirements. Accordingly, while the concept is supported in principle, the detailed geometric design of the GIRT will require full review and approval under a Section 278 agreement; the granting of planning permission should not be interpreted as confirmation that the submitted layout is acceptable for construction.

These comments are duly noted, and it is considered that the site access proposals will be subject to Section 278 agreement and detailed design process due course.

Visibility

Several comments are provided with regards to the visibility at the proposed site access arrangement. These are predominantly linked to the current speed environment along Fox's Bank Lane.

Following KC's response, Curtins has been out on site to review the latest Traffic Regulation Orders (TROs) on Fox's Bank Lane in vicinity of the site. These are illustrated on **Figure 1** overleaf and a series of site photographs are also provided in **Appendix B**.

As demonstrated on **Figure 1** the current signage results in situations whereby two different speed limits are applied directionally on the same sections of single carriageway. For example, past the site access, the current signage states 60mph northbound whilst southbound vehicles are signed to 30mph from the Fox Wood Garden Village traffic signals. A similar situation occurs to the north of Fox Wood Garden Village. It is Curtins view that these are atypical and confused arrangements (with two different speed limits on the same section of single carriageway).

Whilst it is acknowledged that the TRO process sits independently to planning, it is considered that the existing TROs require amendment regardless of whether the proposed development comes forward or not, for the following two reasons:

1. Given that a 30mph speed limit is in place continuously southbound on Fox's Bank Lane from Fox Wood Garden Village until Cronton Road; and

2. In the context of the forthcoming Masterplan area, a consistent 30mph speed limit two-way along Fox's Bank Lane should be applied due to the increase in active travel users along the carriageway.

The proposed site access drawing (**Curtins Drawing 087052-CUR-XX-XX-D-T-75004**) demonstrates that visibility splays in accordance with a 30mph speed environment can be readily achieved.

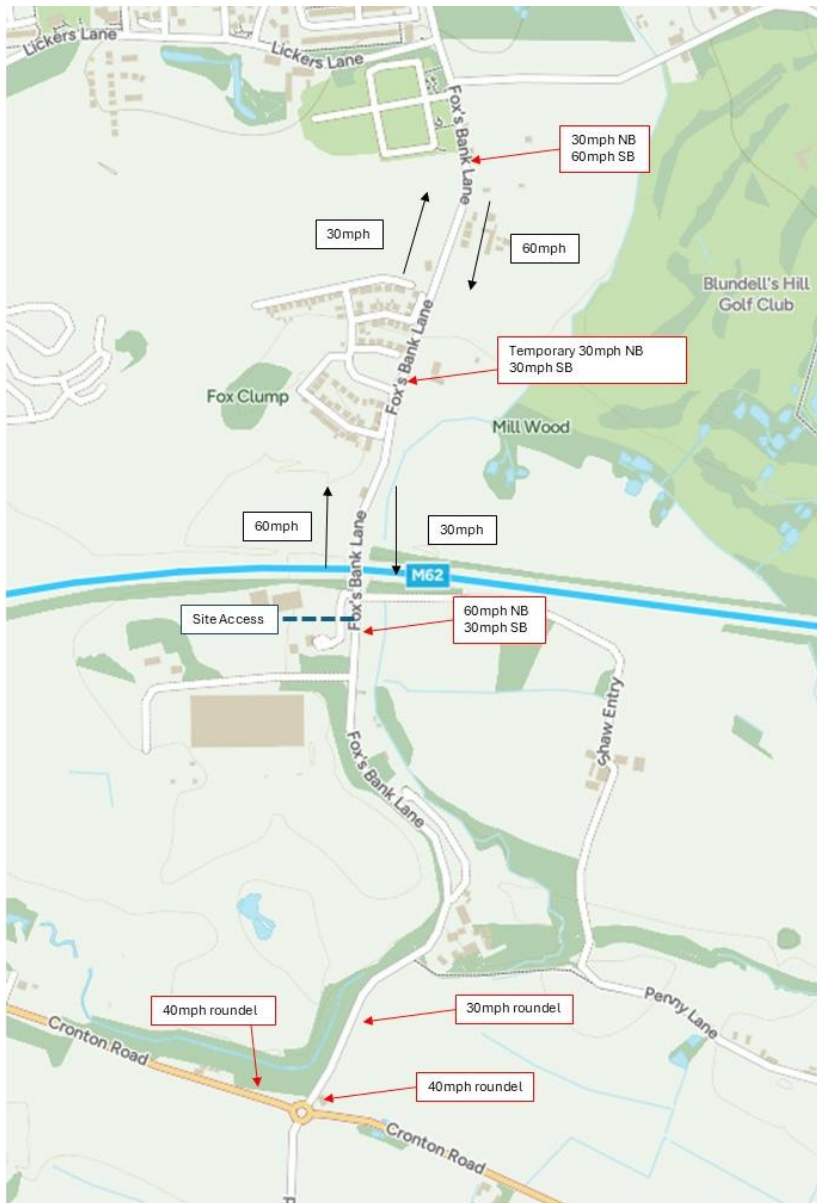


Figure 1 – Existing TROs Fox's Bank Lane

Traffic Impact and Trip Generation

It is welcomed that KC confirm that *“the overall scale of traffic generation is modest and would not, in isolation, be expected to result in a severe residual cumulative impact on the wider highway network”*.

KC provided the following additional comments under the above heading.

It is noted, however, that the modelling assessment is limited to the site access and does not extend to surrounding junctions within the local network. In addition, committed development traffic associated with the wider Halsnead Garden Village allocation is not explicitly modelled beyond the application of TEMPro growth factors and a generalised sensitivity test. The PICADY outputs also assume a Heavy Vehicle percentage of 0%, with no supporting justification provided in the TA.

The TA includes a detailed assessment of the site access. Again, it is welcomed that KC's response agrees with the TA conclusions as follows *"the TA reports minimal queuing and reserve capacity at the proposed access"*.

Detailed capacity assessments of off-site junctions on the wider network are not viewed as necessary. As presented at Traffic Figures 06 and 07 to the rear of the TA, development traffic flows on wider network are low and disperse quickly.

At the Fox's Bank Lane/A5080 Cronton Road roundabout junction, development trips in the AM and PM peaks are 24 and 32 respectively. Volumetrically, on average, this equates to one additional vehicle every 2 minutes which would be imperceptible to drivers travelling through the junction.

The application of TEMPro to account for wider traffic growth is considered suitable. TEMPro is the industry-standard program used to generate area-specific traffic growth factors. They account for a level of growth that references the most recent Local Plan status for given local geographies. By their very nature, TEMPro growth factors accommodate a level of committed development/Local Plan traffic. It is considered that applying a blanket traffic growth factor to all movements is a robust approach.

With regards to the PICADY query, when undertaking the capacity modelling to support the Transport Assessment Curtins reviewed the independent ATC survey for Fox's Bank Lane, this confirmed that the heavy vehicles composition on Fox's Bank Lane is 0% in both directions. The composition is shown at **Figure 2** below, with orange and yellow segments denoting OGV1, OGV2 and Buses (0%).

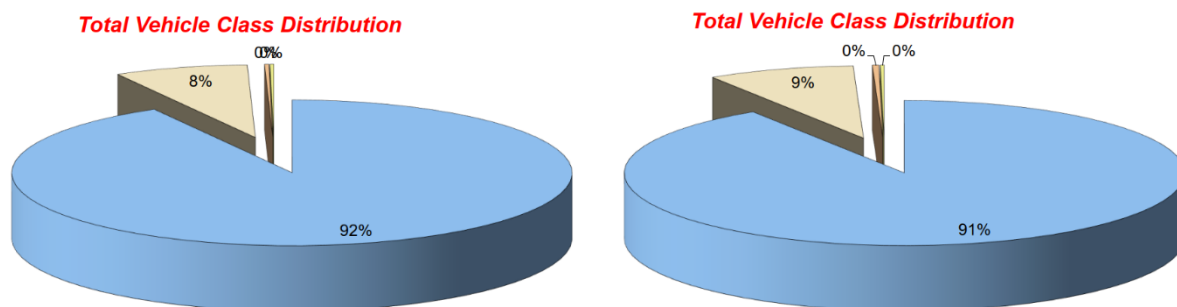


Figure 2 – Southbound/Northbound Traffic Flow Composition Fox's Bank Lane (ATC Survey)

Trip distribution has been derived from Census journey-to-work data and applied to the forecast peak-hour trips. Whilst this methodology is generally accepted for developments of this scale, the applicant should confirm the proportion of right-turning vehicles into the site during the PM peak hour to demonstrate that the right-turn storage provision proposed at the access has been designed to accommodate forecast demand.

Figure 07 submitted as part of the TA shows that 6 PCUs are anticipated to turn right into the site during the PM peak hour. This equates to one vehicle every 10 minutes on average and demonstrates that demand for the right turn lane would be low.

The right turn lane was discussed with KC Highway Officers at the pre-application stage, whereby it was agreed that a right turn lane was not likely to be required for capacity reasons, rather it assists from a highway safety perspective (reducing the likelihood of rear end shunt collisions).

Notwithstanding, the detailed junction modelling presented within Section 5.5 of the TA and at Table 5.3 (extracted above), provides additional comfort that, operationally, the proposed right turn provision (2PCU storage) is sufficient to accommodate the demand associated with the proposed development.

Internal Layout and Circulation

As stated in the introductory section of this letter the comments relating to the internal layout are predominantly being led by the others, with DK Architects being the design team's architect. A response to these matters will be picked up separately to the information presented in this Note. Where relevant, for matters that Curtins Transport Planning are leading on, KC's comment has been extracted in italics along with a response from Curtins.

Car Parking

At present, the application does not include a plot-level parking schedule or annotated site plan confirming the number and type of spaces allocated to each dwelling. The TA instead compares the overall site provision (150 spaces) with a cumulative assumed demand. The SPD requires that parking be assessed per dwelling, based on the number of bedrooms, and does not support aggregated totals as a substitute for individual compliance. Without a per-plot breakdown, the Highway Authority cannot confirm whether the proposal meets requirements set out in Appendix A of the SPD.

To be provided as part of the internal layout responses, alongside confirmation on electric vehicle (EV) and visitors provisions.

As parking is partly arranged within communal courts, a Parking Management Plan will be necessary to explain how spaces are allocated/enforced, how visitor bays are kept available in practice, and how any misuse is addressed. This is particularly important where adoption is partial and some streets or courts may remain in private management.

It is considered a Parking Management Plan can be captured via suitably worded planning condition, rather than providing a detailed operational document at this stage. Notwithstanding, the following principles could be considered as part of parking management approach on site, noting this an outline high-level strategy rather than a prescriptive policy:

- Parking permits for residents or visitors.
- Signage for visitor and communal parking areas, providing details on the parking controls in place.
- Making prospective residents aware of the private vehicle ownership restrictions living in the proposed development would bring so they would decide on whether to purchase or rent such a property in consideration of this.
- Allocating parking in the communal courts.
- Ensuring residents park within marked bays to maximise the available capacity whilst providing space for manoeuvres.
- Providing an Information Pack to residents upon moving in that will set out the parking management strategy for the site. This information could also be made available on notice boards within communal areas. It is envisaged the following could be provided as part of the Information Pack:
 - Details regarding who is permitted to use the communal car parks and visitor bays;
 - Details about various alternative car parking options for longer term visitor parking, as well as what is available in terms of alternative sustainable travel options;
 - Information about being a good neighbour and raising awareness of the impacts of improper car parking in the local area.

- Ensuring that residents do not use the car park for anything other than parking of private vehicles.
- Instructing a management company to maintain and undertake repairs within the communal car parking areas, as required, to include lighting, sundry repairs to any barriers, gates and signage, as well as general car park repairs including white lining and superficial repairs.
- As part of the ongoing Travel Plan monitoring and review process, the outcomes from the Parking Management Plan could be reviewed, to ensure that a co-ordinated approach is applied across the site. Future initiatives could then be representative of how the car parks are operating on-site and tailored to ensure they meet the specific needs of the development.
- For the communal car parking areas, a management company could be used to facilitate parking management, resulting in warning, additional restrictions and/or fines.
- The Travel Plan and/or Parking Management plan could provide channels for resident and community engagement which will include a dedicated email account.
- In the case of improper parking being reported in the communal areas then any issue raised could be directed first to any management company to enable a coordinated a response and any actions to address the issues.

Minimum Accessibility Standard Assessment (MASA)

The submission does not include an SPD Appendix B accessibility assessment, which is required to demonstrate that walking, cycling and public transport are realistic alternatives for future residents. The Transport Assessment's baseline car-ownership assumption (single MSOA average) is not segmented by affordable tenure or by the site's relative accessibility. In the absence of Appendix B scoring and a tenure-sensitive demand case, the Highway Authority cannot rely on the TA's implied reduction in parking demand. The applicant should submit the Appendix B scorecard and a short evidence note on car-ownership assumptions to support the proposed parking levels.

As requested by KC, Curtins has provided a Minimum Accessibility Standard Assessment (MASA) as set out in KC's Ensuring a Choice of Travel Supplementary Planning Document (SPD), adopted September 2010. The MASA can be found in **Appendix C**.

It should be noted that the much of the scoring criteria within the MASA is predicated on existing facilities. As detailed in Section 4 of the TA, the site forms part of the "Sustainable Urban Extension – South of Whiston and South of the M62" allocation. The land is therefore designated for development, and the principle of person trips (including by sustainable modes) to and from the site is established. The various allocated sites are reliant on one-another to deliver the wider Masterplan accessibility which is not necessarily reflected in the MASA scoring system.

It is considered important that site masterplanning is mindful of changes in travel behaviour so that their assumptions concerning travel demand (and parking), which are then carried through in Transport Statements/Assessments, are appropriate and relevant to the development that they are supporting. This is also borne out in recent updates to the NPPF in terms of a 'vision-led' approach to transport planning.

Cycle Parking and Storage

Details regarding cycle parking and storage to be provided as part of the internal layout responses.

Servicing (Refuse, Large Car, Fire Tender)

Details regarding servicing (Refuse, Large Car and Fire Tender) to be provided as part of the internal layout responses.

Pedestrian and Cycle Connectivity

No internal cycle routes are shown to demonstrate that the internal layout is designed for low-speed cycling in accordance with MfS principles. Cycling is therefore assumed to occur on carriageway, but the lack of detail means that the Highway Authority cannot confirm whether streets provide a suitable cycling environment. This further reinforces the need for high-quality cycle storage on-site (discussed in section 4 above), as residents have limited external network options.

The proposals are for 88 affordable homes, and it has been demonstrated in supporting Transport Assessment that the scheme will generate a modest amount of vehicle trips (acknowledged by KC in the consultation response). As such, the internal road network would be lightly trafficked and low speed (supported by traffic calming features) therefore it is considered suitable for cycling on carriageway. Notwithstanding the above, the site layout, and Design and Access Statement demonstrates there are alternative cycle routes available (if required).

The submitted plans show indicative footways within the development, including a proposed new footway along the western side of Fox's Bank Lane fronting the site. However, the plans do not clearly annotate footway widths, tactile paving, or adoptable extents.

Dimensions have been added to the proposed footway provision on Fox's Bank Lane (2m), this is shown on **Curtins Drawing 087052-CUR-XX-XX-D-T-75004**. These works are deliverable within the adopted highway and land under control of the applicant. Once constructed it is envisaged that the footway would be adopted and maintained by KC.

The proposed footway connection along the frontage of the site at Foxs Bank Lane is positive in principle, but beyond the site frontage there are significant constraints, particularly when approaching the motorway bridge to the north, where the existing footway narrows and no widening works are proposed. To the south, the footway provision becomes inconsistent and narrows as it moves away from the site access. These limitations significantly reduce the attractiveness and perceived safety of walking beyond the immediate site frontage.

To the south, the potential connections through the Tritax employment site and onward to the consented Country Park are not deliverable at present. The Tritax site is private land, with no public rights of access for pedestrians or cyclists, and no outstanding s106 obligations requiring delivery of the active travel link shown on local policy mapping. Although the Country Park benefits from planning permission, there is no evidence of construction or any confirmed delivery timetable. As such neither of these routes can be considered available, safe or guaranteed for sustainable travel.

As set out in detail within the TA, the various allocated sites are reliant on one-another to deliver the wider Masterplan accessibility. This is illustrated in the below **Figure 3** (an extract of Figure 4.1 of the TA).

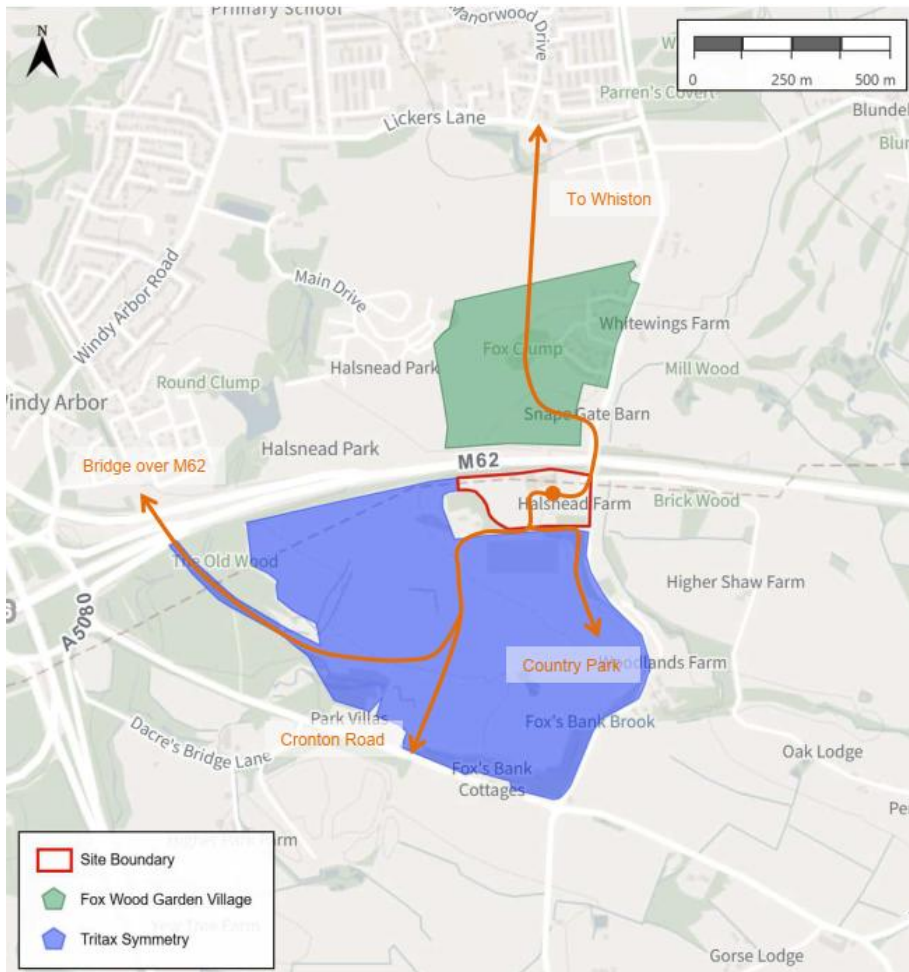


Figure 3 – Masterplan Connectivity.

Taylor Wimpey's Fox Wood Garden Village site was approved for 350 dwellings (20/00417/FUL) on the basis that active travel connectivity was provided via the wider masterplan (the same principle is being applied on the proposed development). This is shown as the red dashed lines on Fox Wood Garden Village's site plan, extracted as **Figure 4** below.

Furthermore, the approved access design for Fox Wood Garden Village did not include continuous footway provision along Fox's Bank Lane, and the southern arm (i.e. that closest to the proposed development) includes an extensive retaining wall feature that abuts the existing carriageway edge and would present a significant challenge for any continuous footway provisions at this location.

As set out in the TA, pedestrian access to Fox Wood Garden Village is provided via a dedicated pedestrian footway along the western side of Fox's Bank Lane of at least 2m in width. Here, a dedicated attractive pedestrian link provides access to the internal road network of Fox Wood Garden Village (shown at Figure 4 above); with a variety of dedicated off-road footways and shared surface streets provided throughout. The internal road network connects to future development phases in the north and west.

The Fox Wood Garden Village site by virtue of its planning approval has been deemed accessible, and the proposed development connects into this site.



Figure 4 – Extract of Fox Wood Garden Village Site Plan (20/00417/FUL)

Similarly to the northern connections into Fox Wood Garden Village, the proposed development is well placed to connect into any connections that come forward as part of the Masterplan to the south.

Foxs Bank Lane currently presents a hostile pedestrian and cycling environment. The posted speed limit transitions from 60mph to 30mph in front of the site, although the northern section is technically 30mph, the semi-rural character and narrow carriageway geometry mean that actual operating speeds may be higher. It is also a key route with limited alternative connections to Cronton Road to the south.

It is considered that the comments regarding the existing speed environment have been addressed under the above heading 'Site Access and Visibility'. Further information is presented later in this Note under the heading 'Road Safety Considerations'.

Public Transport Access

The applicant's Transport Assessment references general catchments but does not demonstrate that services are realistically accessible by safe walking routes from the site, nor does it evidence frequency and operating hours to support day-to-day reliance on public transport.

The most frequent, all-day services operate from Lickers Lane and Windy Arbour Road corridor and include:

- 248 (Huyton Travel) – Huyton to Prescott, with departures spanning early morning through late evening in weekdays (e.g. services shown between 06:45 and ~23:59, including calls at Lickers Lane / Croftwood Grove and Foxs Bank Lane / Driveway).
- 61 (Arriva Northwest) – Liverpool Queen Square to Halton Hospital
- 50 / C50 (Warrington's Own Buses) – Huyton to Cronton / Halton College.
- 239 (Hattons Travel) – Prescott to Whiston circular.

However, pedestrian access from the site to these stops is via Foxs Bank Lane, which as mentioned above is not deemed attractive to encourage this modal shift. In the absence of continuous, safe routes, lit footways and appropriate crossing points, these services cannot be regarded as realistically accessible by foot for future residents at present.

As stated above, the site forms part of the “Sustainable Urban Extension – South of Whiston and South of the M62” allocation within the Knowsley Local Plan Core Strategy (covered by Policies SUE1 and SUE2). The land is therefore designated for development, and the principle of person trips (including by sustainable modes) to and from the site is considered established.

The various allocated sites are reliant on one-another to deliver the wider Masterplan accessibility. This includes pedestrian accessibility to the stops on Lickers Lane (as referenced in KC's response). The site shares a comparable level of public transport accessibility to those residing in the southern extents of the approved Fox Wood Garden Village.

Road Safety Considerations

The submitted Transport Assessment included a review of Personal Injury Accident (PIA) data for the highway network adjacent to the site. The records demonstrated that there had been 2 recorded accidents in the study area over a five-year assessment period. One accident resulted in slight severity injuries, with the remaining accident resulting in a serious injury. A plan of these accidents was included in Appendix C of the TA and illustrated that neither accident occurred near the site or proposed site access (both incidents occurred to the north of Taylor Wimpey's Fox Wood Garden Village).

For this Note the accident data review has been extended to 10 years' worth of data. This is illustrated in **Figure 5** below. With the increased assessment period it remains the case that no accidents have occurred within the immediate vicinity of the site.



Figure 5 – 10-Year Accident Data Review (Fox's Bank Lane Corridor)

As shown above five accidents have occurred along the corridor in the revised 10-year assessment period. This is not considered a particularly high value over the extends and number of years assessed, and it is not considered there is a pre-existing highway safety issue. Three accidents occurred in the vicinity of Taylor Wimpey's Fox Wood Garden Village access. However, only one accident (slight) occurred since the junction was upgraded to a 3-arm signalised arrangement.

With regards to analysis of how the new junction will interact with the existing Fox's Bank Lane corridor, as acknowledged in KC's response the overall scale of traffic generation is modest and would not, in isolation, be expected to result in a severe residual cumulative impact on the wider highway network.

As agreed during the pre-application stage, whilst not needed from a capacity perspective, a right turn lane at the site access would it assists from a highway safety perspective. It has been demonstrated in the TA, and as part of this note, that operationally the junction would readily accommodate the proposed development traffic.

Furthermore, pedestrian access to Fox Wood Garden Village is provided via a dedicated, continuous, pedestrian footway along the western side of Fox's Bank Lane of at least 2m in width. Here, a dedicated attractive pedestrian link provides access to the internal road network of Fox Wood Garden Village (shown at Figure 4 above); with a variety of dedicated off-road footways and shared surface streets provided throughout. The internal road network connects to future development phases in the north and west.

Therefore, in summary, it is it is Curtins view that the highway safety conclusions presented in the TA remain valid, in that there is not an existing safety issue that is likely to be exacerbated by the proposed development.

It is noted that KC's consultation response requests a full Stage 1 Road Safety Audit (RSA) of the proposed access and all associated works. Additional information regarding the site access works and highway safety has been provided in this note and KC's view on this is welcomed as it informs the RSA process. Curtins respectfully request clarification on when the Stage 1 RSA is required.

Construction Impacts

It is noted that a detailed Construction Management Plan (CMP) has been requested and will be secured via condition. The CMP will provide a practical and enforceable framework that anticipates the full range of likely construction impacts and addresses them proactively.

Legal/Procedural Requirements

The additional detail regarding the potential legal/procedural requirements is welcomed and will be duly considered as part of any subsequent agreements.

Summary

In consideration of KC's Highway Observations, this letter seeks to respond to the elements that Curtins' Transport Planning team are leading on. It is envisaged that internal layout matters will be dealt with separately to this response.

The applicant is keen to work proactively and collaboratively with KC. It is considered the above information sufficiently addresses the items raised, however Curtins is happy to meet and discuss matters if required.

Yours sincerely,

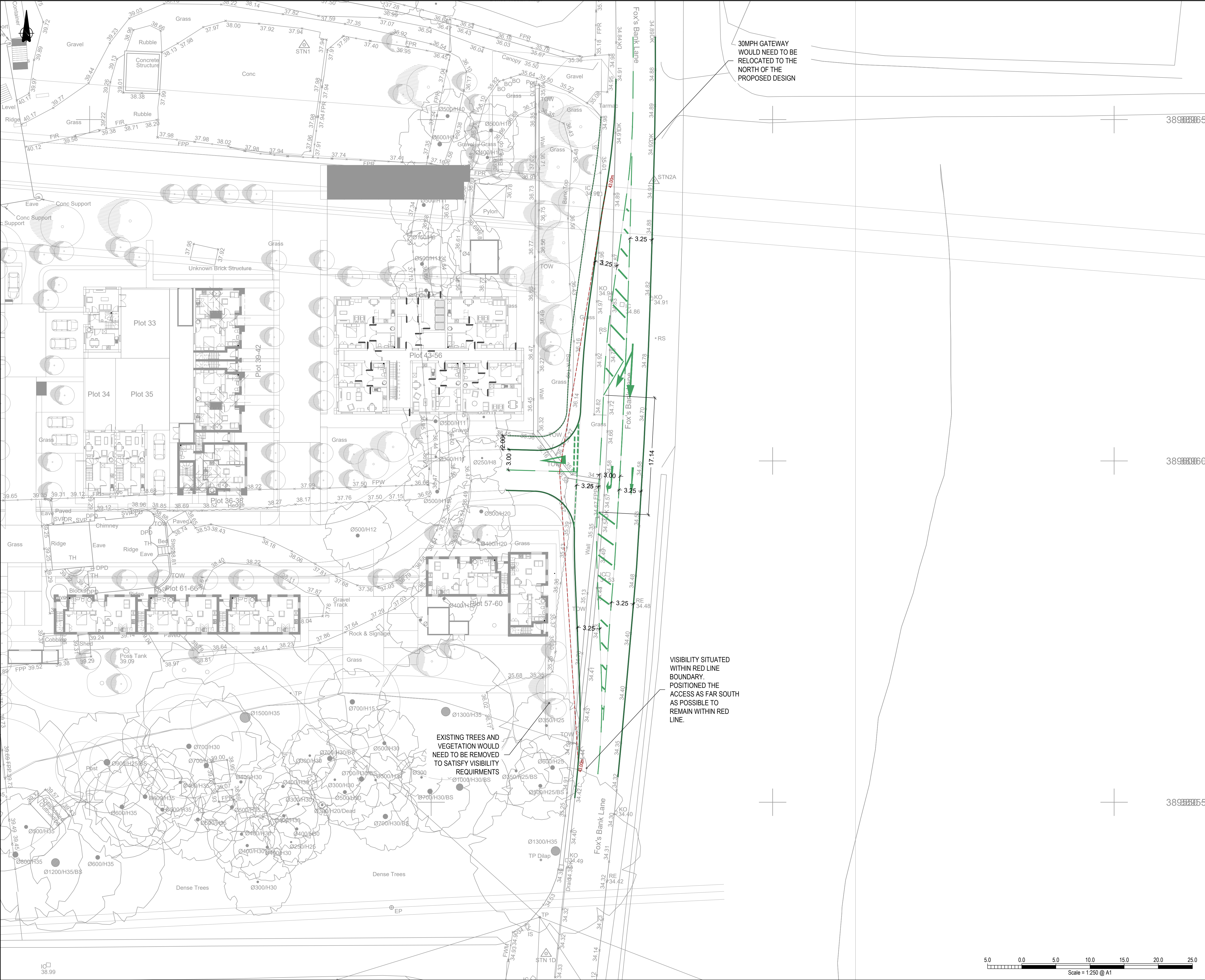
Jonathan Ashcroft
Principal Transport Planner
For and on behalf of **Curtins**

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Curtins

Curtins Drawings



- GENERAL NOTES:
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
 - DO NOT SCALE THIS DRAWING. ANY AMBIGUITIES, OMISSIONS AND ERRORS ON DRAWINGS SHALL BE BROUGHT TO THE ENGINEERS ATTENTION IMMEDIATELY. ALL DIMENSIONS MUST BE CHECKED / VERIFIED ON SITE.
 - ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
 - FOR GENERAL NOTES REFER TO DRAWING.

KEY:

- PROPOSED RAISED KERB
- PROPOSED FLUSH KERB / BACK OF FOOTWAY
- PROPOSED ROAD MARKINGS
- PROPOSED VISIBILITY SPLAYS (30mph)
- RED LINE BOUNDARY

P04	DIMENSIONS ADDED	07/04/26	HD	DJ
P03	SCALE BAR ADDED	10/12/25	MQ	DJ
Rev:	Description:	Date:	By:	Chkd:

Curtins

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PRELIMINARY

S0

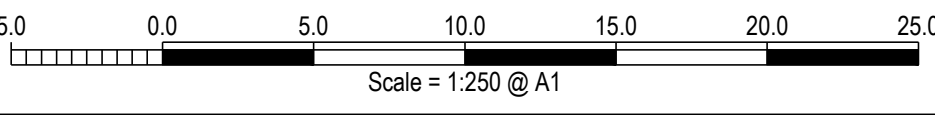
Project:

HALSNEAD FARM

Dig Title:

ACCESS ARRANGEMENT

Drawn By	Designed By	Checked By
PB	PB	JA
Project No	Date	Scales @ A1
087052	22/07/25	1:250
Project Code - Originator - Function - Spatial - Form - Discipline - Number		
Revision		
087052 - CUR - XX - XX - D - T - 75004		
P04		



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Appendix A – Consultation Responses

Highways Observations Memo

Transportation and Traffic Services

Date:	10 th February 2026
To:	Clare Appleyard
Planning App. No:	25/00617/FUL
Proposal:	DEMOLITION OF EXISTING BUILDINGS AND CONSTRUCTION OF UP TO 88 AFFORDABLE HOMES, CREATION OF ACCESS FROM FOXS BANK LANE, CONSTRUCTION OF INTERNAL ROADS AND FOOTWAYS, LANDSCAPING WORKS TO TREES AND ASSOCIATED WORKS.
Location:	Land at Halsnead Farm, Foxs Bank Lane, Whiston & Cronton, L35 3SU

☒ **Holding Objection, subject to further information**

Documents Reviewed

Highways have reviewed the following documents submitted by the agent.

Name	Number	Date	Revision
ACCESS ARRANGEMENT	087052-CUR-XX-XX-D-T-75004	22/07/2025	P03
SWEPT PATH ANALYSIS (REFUSE VEHICLE)	087052-CUR-XX-XX-D-T-05001	08/10/2025	P03
SWEPT PATH ANALYSIS (LARGE CAR)	087052-CUR-XX-XX-D-T-05002	08/10/2025	P03
SWEPT PATH ANALYSIS (FIRE TENDER)	087052-CUR-XX-XX-D-T-05003	08/10/2025	P03
PROPOSED PLAN – BOUNDARY TREATMENTS	1367-1011	09/12/2025	C
PROPOSED SITE PLAN - LEVELS	1367-1010	09/12/2025	D
GENERAL ARRANGEMENT	458-LYR-XX-ZZ-DWG-L-1001	09/12/2025	4
BOUNDARY TREATMENTS	458-LYR-XX-ZZ-SKE-L-0003	09/12/2025	2
LANDSCAPE DESIGN AND ACCESS STATEMENT		12/11/2025	
HEALTH IMPACT STATEMENT		11/11/2025	
PLANNING STATEMENT		NOV 2025	

TRANSPORT ASSESSMENT	087052-CUR-00-XX-T-TP-00001	11/11/2025	P02
PLANTING SCHEDULE	458-LYR-XX-ZZ-DWG-L-3002	NOV 2025	P02
INTERIM TRAVEL PLAN	087052-CUR-00-XX-T-TP-00002	11/11/2025	P01
LOCATION PLAN	1367-100A	07/11/2025	A
DESIGN AND ACCESS STATEMENT		NOV 2025	

Comments

1. Site Access and Visibility

Site Access

The introduction of a ghost island right-turn (GIRT) arrangement is noted and supported in principle, as it provides a dedicated refuge for right-turning vehicles and reduces the likelihood of rear-end shunt collisions. The Access Arrangement drawing (Drg. 087052-CUR-XX-XX-D-T-75004 P03) is not dimensioned; however, scaled measurements indicate a GIRT layout could be geometrically achievable within the available corridor. This observation remains indicative only: the Transport Assessment does not provide the necessary geometric parameters (entry taper, right-turn storage length, exit taper, ghost-island width, residual running-lane widths) required to confirm conformity with relevant design standards.

Notwithstanding the apparent geometric feasibility, the TA includes no assessment of right-turn queue length or storage adequacy. The modelling undertaken relates solely to priority-junction capacity at the give-way line and does not assess the operational performance of the right-turn lane itself. The applicant is therefore required to provide evidence-based confirmation that the proposed right-turn facility offers sufficient stacking capacity to accommodate forecast AM and PM peak demand. This assessment must be based on the directional flows presented in the TA's trip distribution and assignment and must be accompanied by a fully dimensioned GIRT layout, confirming:

- entry taper length
- right-turn storage length
- exit taper length
- ghost-island width
- residual running-lane widths

This information is necessary to demonstrate that the submitted concept is not only geometrically deliverable but also operationally adequate to contain the right-turning demand anticipated in the TA.

In addition, the submitted drawing contains departures relating to signing and lining (including arrow placement and hatch-marking arrangements) which must be corrected to meet current TSRGD and Traffic Signs Manual requirements. Accordingly, while the concept is supported in principle, the detailed geometric design of the GIRT will require full review and approval under a Section 278 agreement; the granting of planning permission should not be interpreted as confirmation that the submitted layout is acceptable for construction.

Visibility

The Highway Authority has reviewed the proposed vehicular access onto Foxs Bank Lane. The access point is positioned as far south as practicable within the application boundary, acknowledging the physical constraints of the M62 overbridge to the north and the proximity of the borough boundary to the east. The drawings demonstrate visibility splays of 2.4 m × 43 m, which correspond to stopping-sight-distance parameters for a 30 mph speed environment.

However, the current posted speed limit along this section of Foxs Bank Lane is National Speed Limit (60 mph). Any reduction to 30 mph and relocation of the speed-limit gateway depends on the successful completion of a separate Traffic Regulation Order (TRO) process, the outcome and timing of which cannot be guaranteed at this stage.

Accordingly, the Highway Authority requires the applicant to submit visibility splays based on the maximum achievable sight distance at the proposed access. This is necessary to ensure that safe operation can be demonstrated:

- under the existing 60 mph regime;
- during any transitional period while the new limit is being implemented; and
- in the event that operating speeds remain elevated despite a future limit change, or the TRO cannot be confirmed.

Until this information is provided, the Highway Authority is unable to confirm that the proposed access can operate safely in the context of existing or potential future vehicle speeds.

The acceptability of the 2.4 m × 43 m splays is contingent upon the formal implementation of the 30 mph speed limit prior to the access becoming operational. All visibility splays must be provided in full and maintained clear of obstruction above 600 mm for the lifetime of the development. Where any part of the visibility envelope lies within land to be managed by a private management company, the applicant must secure long-term maintenance arrangements to the satisfaction of the Highway Authority.

2. Traffic Impact and Trip Generation

The submitted Transport Assessment (TA) has been reviewed in detail in respect of forecast trip generation and impact on the local highway network.

The development comprises up to 90 dwellings (with the submitted schedule indicating 88 units) and trip generation has been derived from TRICS using the “Residential – Affordable/Local Authority Houses” land-use category. The TA applies peak-hour vehicle trip rates of 0.379 (AM) and 0.464 (PM), resulting in forecast two-way movements of 34 vehicles in the AM peak (08:00–09:00) and 42 vehicles in the PM peak (17:00–18:00). On this basis, the overall scale of traffic generation is modest and would not, in isolation, be expected to result in a severe residual cumulative impact on the wider highway network.

Junction capacity modelling has been undertaken using PICADY (Junctions 9) for the proposed site-access priority junction only. The modelling indicates low Ratio of Flow to Capacity (RFC) values in both base and future-year scenarios, including a sensitivity test in which 2030 flows on Foxs Bank Lane were doubled. Under these scenarios, the TA reports minimal queuing and reserve capacity at the proposed access.

It is noted, however, that the modelling assessment is limited to the site access and does not extend to surrounding junctions within the local network. In addition, committed development traffic associated with the wider Halsnead Garden Village allocation is not explicitly modelled

beyond the application of TEMPro growth factors and a generalised sensitivity test. The PICADY outputs also assume a Heavy Vehicle percentage of 0%, with no supporting justification provided in the TA.

Trip distribution has been derived from Census journey-to-work data and applied to the forecast peak-hour trips. Whilst this methodology is generally accepted for developments of this scale, the applicant should confirm the proportion of right-turning vehicles into the site during the PM peak hour to demonstrate that the right-turn storage provision proposed at the access has been designed to accommodate forecast demand.

Subject to clarification of the above matters, and confirmation that appropriate cumulative growth and realistic vehicle-mix assumptions have been applied, the Highway Authority is satisfied in principle that development traffic generated by up to 90 dwellings would not give rise to a severe impact on the local highway network in accordance with national policy.

3. Internal Layout and Circulation

The submitted layout indicates that the principal spine road and southern loop are proposed at approximately 6.0 m carriageway width. A 6.0 m carriageway is generally sufficient to accommodate two-way vehicular movement within a residential environment and aligns with adoptable standards. In principle, this width is acceptable for the primary internal route, subject to confirmation of adoptable extents and detailed Section 38 approval.

However, the overall operational robustness of the layout is dependent upon clarity of road hierarchy, adoptable extents and turning provision. The drawings do not clearly distinguish between adopted highway and private drives in relation to the swept-path overlays, and clarification is therefore required to confirm the precise extent of highway proposed for adoption.

Several internal junctions incorporate compact 90-degree bends. Whilst swept-path analysis indicates that larger vehicles can theoretically negotiate these manoeuvres, confirmation of kerb radii and operational tolerance is required to ensure that such movements can occur without overrun of footways or frontage areas.

The swept-path drawings demonstrate that refuse and emergency vehicles can navigate the principal internal route in principle. However, further clarification is required to confirm that refuse vehicles can enter, turn and exit in forward gear wholly within adoptable highway where required, and that no excessive reversing within private drives is relied upon. Details of the intended refuse collection strategy, including bin presentation points and acceptable drag distances, should be provided.

In addition, the applicant should confirm that adequate passing provision is available within private shared drives and that these do not function as substitute estate roads where adoption under Section 38 would ordinarily be expected. For clarity, a maximum of 4 properties is acceptable on a private shared driveway, any more than this would require a road constructed to adoptable standards.

The traffic-calming strategy shown on the submitted layout will require further review. The current arrangement includes a raised table located on, or immediately after, the primary access bend, and a disproportionately long table positioned mid-way along the straight spine road. From a highway design and operational perspective, this does not provide confidence that vehicle speeds will be managed to the 20 mph design speed that the Highway Authority would expect on a residential spine street of this nature. A raised feature located on a bend offers limited speed-reduction benefit because drivers are already negotiating curvature and naturally moderating speed; its placement therefore provides little functional impact while introducing

unnecessary vertical deflection at a location where drivers are also required to negotiate turning movements.

Conversely, the long uninterrupted straight section of the spine road provides the greatest opportunity for speed build-up, yet the proposed response, a single elongated table, is unlikely to be sufficient to influence driver behaviour over its full length. A more effective approach would be to break up the straight with shorter, well-placed features; for example, shorten the central table and introduce an additional feature shortly after the bend at the site access. This would establish a clear speed-management rhythm from the outset, discourage acceleration away from the access junction, and support a consistent 20 mph design speed across the internal network. The applicant should therefore revisit the proposed traffic-calming strategy and provide a revised arrangement that demonstrates how 20 mph speeds will be reliably achieved and maintained throughout the site, particularly along the main spine route.

Subject to clarification of highway status, turning provision and servicing strategy, the Highway Authority is satisfied that an acceptable internal layout could be achieved in principle.

4. Parking and Servicing

The proposed parking arrangements have been reviewed in terms of numerical compliance with Appendix A of the Ensuring a Choice of Travel SPD and their likely operational performance in day-to-day use.

The submitted plans do not annotate bay dimensions, buffers, or footway clearances, and there is no schedule of disabled parking for communal areas. To confirm operational acceptability and inclusive design, the applicant should provide a dimensioned parking layout (including disabled bays to current standards) and a short parking schedule that identifies plot allocations, disabled provision, and the distribution of spaces within apartment courts.

At present, the application does not include a plot-level parking schedule or annotated site plan confirming the number and type of spaces allocated to each dwelling. The TA instead compares the overall site provision (150 spaces) with a cumulative assumed demand. The SPD requires that parking be assessed per dwelling, based on the number of bedrooms, and does not support aggregated totals as a substitute for individual compliance. Without a per-plot breakdown, the Highway Authority cannot confirm whether the proposal meets requirements set out in Appendix A of the SPD.

The site layout also shows a number of dwellings with three parking spaces arranged in tandem. While this may satisfy numerical requirements on paper, tandem parking beyond two vehicles is unlikely to operate effectively in practice due to blocking and internal re-shuffling. Clarification is required as to whether such arrangements are intended to function as three effective spaces and, if not, whether the overall parking strategy remains robust with only two operational spaces for these plots. For clarity, KMBC is unlikely to adopt where parking provision is proposed as three tandem spaces on a dwelling for the aforementioned reasons.

To avoid post-permission uncertainty, the EV strategy should be provided prior to determination, confirming active provision for on-plot spaces and a quantified active/passive split for apartment courts, with equipment locations shown on plan to demonstrate compliance with Building Regulations Part S.

Visitor parking is not clearly identified. Visitor demand must be accommodated within the site to avoid informal carriageway parking, particularly given the constrained nature of Foxs Bank Lane where no overspill can safely be tolerated. If the applicant intends reliance on on-street visitor parking within the estate roads, further detail is needed on how this can be managed without

obstructing servicing or emergency access. If an overspill risk at the site access is identified, junction-protection markings (TRO) may be required to prevent inappropriate parking on Foxs Bank Lane.

While visitor demand should, in principle, be accommodated within the site, it is equally important that this does not manifest as informal kerbside parking which can obstruct footways, narrow running lanes at bends and damage verges. On this basis, there is scope to incorporate a small number of discrete, short-stay visitor bays along the main 6.0 m spine road, designed as inset lay-bys to preserve two-way movement and maintain clear footways. The intent is operational rather than cosmetic: properly sited lay-bys reduce the temptation for drivers to half-mount footways or encroach onto grassed margins, thereby protecting pedestrian space (including for prams and mobility users), safeguarding the streetscape (avoiding rutting and broken edges) and retaining effective carriageway width for refuse and emergency vehicles. To retain a green character, the lay-bys could utilise permeable surfacing or grass-crete with suitable edge restraint and sub-base, provided the construction depth, drainage and long-term maintenance are specified; this would also support SuDS performance and avoid creating hard-edged parking courts within the blocks. Bays should be inset sufficiently to keep the 6.0 m running carriageway clear, positioned away from junction radii and bends so as not to impinge on visibility or tracking, and buffered from the footway to avoid door conflicts. If required, the Parking Management Plan can set out simple controls (e.g. short-stay visitor use only) to ensure these spaces remain available and do not displace regular resident parking. This approach captures legitimate visitor demand within the highway envelope, protects footway continuity and verges, and reduces the risk of ad-hoc obstruction which would otherwise compromise servicing and day-to-day circulation.

As parking is partly arranged within communal courts, a Parking Management Plan will be necessary to explain how spaces are allocated/enforced, how visitor bays are kept available in practice, and how any misuse is addressed. This is particularly important where adoption is partial and some streets or courts may remain in private management.

Therefore, for the communal courts, further clarification is required around how parking is to be allocated and managed. Communal courts must demonstrate suitable levels of:

- allocated parking;
- disabled parking;
- EV charging in accordance with Part S;
- motorcycle provision; and
- an appropriate management and maintenance arrangement to ensure that the spaces remain usable over the lifetime of the development.

The current apartment courts appear to be served from shared private driveways rather than adoptable streets. As a general principle, the Highway Authority would not expect more than four dwellings to rely on a private/shared drive for day-to-day access and parking, as this reduces resilience, complicates servicing, and limits enforceability for visitor spaces. The applicant should investigate a layout that brings court access from adoptable roads and confirm the adoption strategy for the internal network, as this will directly affect parking management and long-term operation.

The submission does not include an SPD Appendix B accessibility assessment, which is required to demonstrate that walking, cycling and public transport are realistic alternatives for

future residents. The Transport Assessment's baseline car-ownership assumption (single MSOA average) is not segmented by affordable tenure or by the site's relative accessibility. In the absence of Appendix B scoring and a tenure-sensitive demand case, the Highway Authority cannot rely on the TA's implied reduction in parking demand. The applicant should submit the Appendix B scorecard and a short evidence note on car-ownership assumptions to support the proposed parking levels.

Cycle Parking and Storage

Cycle parking provision is not specified for either houses or apartments. As the applicant's case relies on sustainable modes, cycle parking must be clearly shown, secure, well-overlooked and usable in practice for both standard and e-bikes. This is particularly important for affordable tenure, where residents must be able to store and charge cycles without increased risk of theft or insurance issues. Internal cycle storage for apartments should be considered where possible to ensure long-term usability.

Cycle parking for apartments is a core component of movement and accessibility and should be treated as functional transport infrastructure, not incidental storage. Experience across Knowsley indicates that "bin and bike" sheds or nominal corners of refuse stores are not well used, are poorly surveilled and are difficult to manage, undermining mode shift. The SPD expects cycle parking to be convenient, secure and integrated with desire lines, not residual space beside servicing functions.

On this application, the submitted material does not show any apartment cycle stores or specifications (no locations, types, security, e-bike charging, or internal layouts). On that basis, the Highway Authority cannot verify that the proposal satisfies the SPD's requirement for convenient and secure cycle parking or that it would function as intended over the life of the development.

Design expectations for this scheme (to be demonstrated on scaled drawings before determination):

1. Location & accessibility – provide dedicated apartment cycle stores that are well-overlooked and close to principal entrances, with step-free access directly off the footway network; stores should sit on pedestrian desire lines and not require detours into car parks, narrow paths or poorly lit corners.
2. Separation from refuse – do not co-locate cycle storage with bin stores; this typically reduces cleanliness and perceived security and discourages daily use.
3. Security, lighting & management – specify door hardware, access control, lighting levels and management arrangements that reflect everyday, all-hours use.
4. E-bike compatibility – provide safe charging and parking for e-bikes in dedicated rooms rather than within bin areas or congested internal spaces.
5. Scaled internal layouts for each store – show:
 - rack type(s) and spacing (e.g. Sheffield/2-tier),
 - aisle widths and turning space, o door clear openings and swing arcs,
 - total capacity versus the SPD requirement.

These drawings are necessary to demonstrate that storage is usable, not only counted.

Also provide:

- the exact location of each apartment cycle store on GA/ground-floor plans with room data sheets; • natural surveillance confirmation (sightlines/elevations/sections);
- e-bike charging and a fire-safe installation approach (location/ventilation/management); and
- for maisonettes/own-front-door apartments, private cycle stores (internal or secure external) with door widths and access routes annotated.

Without high-quality, usable cycle parking, the development risks defaulting to higher car dependency, increasing parking pressure and servicing conflicts on estate roads, and heightening overspill risk at the site access, contrary to the aims of the SPD and the Borough's network-management objectives. Requiring robust, well-located and secure cycle storage now will help to mitigate highway impacts and align the scheme with the SPD's expectations for practical, long-term active-travel infrastructure.

Servicing (Refuse, Large Car, Fire Tender)

The applicant has provided swept-path drawings for a refuse vehicle, a large car and a fire tender. These show that the internal layout can be negotiated when circulation routes are unobstructed, which is acceptable at this stage. Fire-tender access has been demonstrated satisfactorily.

For waste collection, the applicant should confirm bin drag distances (≤ 30 m dwelling to store and ≤ 25 m store to collection point) on a plan and identify collection points for each frontage/apartment block. Refuse vehicles should not be expected to enter private/shared driveways to turn; turning movements and passing places should be demonstrated within the adoptable highway. These details are required to confirm that day-to-day refuse operation does not depend on informal on-street stopping or reversing into private areas.

However, because parking and servicing are interdependent, the Highway Authority cannot confirm that servicing arrangements will operate effectively until the parking strategy, including visitor parking and allocation within parking courts, has been clarified. Ensuring the carriageway remains unobstructed at key points is essential for refuse collection and for maintaining internal circulation. (See asks above regarding visitor provision and parking management.)

Plot-level compliance (schedule and dimensioned plans), visitor/disabled/EV/cycle details, the Parking Management Plan, Appendix B accessibility scoring, and refuse drag/collection arrangements are required prior to determination to establish the principle of acceptability. Detailed specifications (e.g. EV charger models, final lighting specifications in cycle rooms) can then be secured by condition once quantum and locations are fixed.

5. Pedestrian and Cycle Connectivity

The pedestrian and cycle connectivity of the proposed development has been reviewed with reference to the Ensuring a Choice of Travel SPD, the submitted plans and Transport Assessment. The assessment focuses on both the internal layout and the external network linking the site to key destinations in Whiston, Cronton and the wider Halsnead Garden Village area.

The submitted plans show indicative footways within the development, including a proposed new footway along the western side of Foxs Bank Lane fronting the site. However, the plans do not clearly annotate footway widths, tactile paving, or adoptable extents

The proposed footway connection along the frontage of the site at Foxs Bank Lane is positive in principle, but beyond the site frontage there are significant constraints, particularly when approaching the motorway bridge to the north, where the existing footway narrows and no widening works are proposed. To the south, the footway provision becomes inconsistent and narrows as it moves away from the site access. These limitations significantly reduce the attractiveness and perceived safety of walking beyond the immediate site frontage.

Foxs Bank Lane currently presents a hostile pedestrian and cycling environment. The posted speed limit transitions from 60mph to 30mph in front of the site, although the northern section is technically 30mph, the semi-rural character and narrow carriageway geometry mean that actual operating speeds may be higher. It is also a key route with limited alternative connections to Cronton Road to the south.

The lane has:

- No continuous footway provision.
- No meaningful cycling facilities.
- A narrowed section at the motorway bridge that creates a pinch point, and
- No realistic safe environment for novice, utility or school-age cyclists.

It would therefore be unreasonable to rely on Foxs Bank Lane as a safe or attractive active travel corridor without significant off-site improvements. The Highway Authority supports the suggestion to relocate the current speed limit, but to consider including the full remaining length to the south between the site and Cronton Road within that proposal. However, it must be noted that speed limit changes alone would not overcome the fundamental geometric constraints or the absence of footways.

There is currently no direct pedestrian or cycle connection between this site and the approved Taylor Wimpey (TW) residential area to the north, other than via Foxs Bank Lane. Approximately 180m north of the site access lies a proposed pedestrian/cycle connection into the wider Halsnead Garden Village masterplan. This link is approved at technical approval and will be delivered via Section 38, but no timescales are available and its delivery is outside the control of this applicant.

Until this link is delivered, residents of the proposed development will have no safe off-road connection to Whiston, local schools, bus routes or the wider Garden Village spine.

To the south, the potential connections through the Tritax employment site and onward to the consented Country Park are not deliverable at present. The Tritax site is private land, with no public rights of access for pedestrians or cyclists, and no outstanding s106 obligations requiring delivery of the active travel link shown on local policy mapping. Although the Country Park benefits from planning permission, there is no evidence of construction or any confirmed delivery timetable. As such neither of these routes can be considered available, safe or guaranteed for sustainable travel.

Internal Connectivity

Although the layout indicates green infrastructure corridors and footpaths to the north of the site, the submission does not demonstrate how these internal pedestrian desire lines are intended to function in practice. In particular, residents or visitors moving from the open space and walking routes on the northern side of the spine road to the southern residential parcels have no identified crossing points along the principal route. The spine road represents the dominant

movement corridor within the development, and, without any formal or informal crossing provision, pedestrians are likely to cross opportunistically between parked cars or at the bends, which raises avoidable safety concerns.

The absence of clearly defined crossing points is a notable gap in the current layout, as the internal movement framework should support safe and logical pedestrian permeability in all directions, not simply along the east–west spine. These crossing points are not technically difficult to provide, simple priority crossings, uncontrolled desire-line crossings, or raised tables integrated with the traffic-calming strategy would be sufficient, but they need to be expressly shown on the plans so that the Highway Authority can understand how the layout will operate once occupied. At present, the internal north–south connectivity has not been demonstrated, and the applicant should provide an updated layout identifying logical crossing locations and confirming that these tie in with footway routes, visibility, street lighting and the proposed traffic-calming design.

Internal Cycling Provision

No internal cycle routes are shown to demonstrate that the internal layout is designed for low-speed cycling in accordance with MfS principles. Cycling is therefore assumed to occur on carriageway, but the lack of detail means that the Highway Authority cannot confirm whether streets provide a suitable cycling environment. This further reinforces the need for high-quality cycle storage on-site (discussed in section 4 above), as residents have limited external network options.

Accessibility Assessment

The application does not include the required SPD Appendix B minimum accessibility scoring, which is critical in establishing:

- Whether the site meets minimum thresholds for walking and cycling accessibility.
- Whether it is reasonable to rely on sustainable travel in the TA, and
- Whether parking levels can be reduced or require uplift.

Given the site's constrained active-travel context, Appendix B is essential to evidence the applicant's accessibility case.

At this stage, the Highway Authority is not satisfied that the development is supported by safe or realistic pedestrian and cycle connections. The reliance on Foxs Bank Lane is inappropriate due to geometric constraints, lack of continuous footways, absence of cycling protection and limited alternative routes. Potential connections to the north and south cannot be relied upon until delivered by third party landowners.

The following information would be required prior to determination:

1. A complete SPD Appendix B accessibility assessment, with evidence.
2. A detailed pedestrian connectivity plan, including footway widths, tactile paving, gradients and crossing points.
3. A route-based walking and cycling assessment to Whiston and Cronton, identifying constraints and required mitigation.
4. Clarification of the status, deliverability and timescales of all off-site connections (TW link, Country Park, Tritax routes).

5. A clear plan showing any necessary off-site footway or speed management measures on Foxs Bank Lane.
6. Confirmation of how internal streets provide a cycle friendly environment.

Until this information and analysis is provided, the Highway Authority cannot confirm that the development meets the requirements of the Ensuring a Choice of Travel SPD or NPPF paragraph 110-112 regarding safe, convenient and sustainable movement for pedestrian and cyclists.

6. Public Transport Access

The public transport accessibility of the proposed development has been reviewed against Ensuring a Choice of Travel SPD and the available network information. The applicant's Transport Assessment references general catchments but does not demonstrate that services are realistically accessible by safe walking routes from the site, nor does it evidence frequency and operating hours to support day-to-day reliance on public transport.

The most frequent, all-day services operate from Lickers Lane and Windy Arbour Road corridor and include:

- 248 (Huyton Travel) – Huyton to Prescot, with departures spanning early morning through late evening in weekdays (e.g. services shown between 06:45 and ~23:59, including calls at Lickers Lane / Croftwood Grove and Foxs Bank Lane / Driveway).
- 61 (Arriva Northwest) – Liverpool Queen Square to Halton Hospital
- 50 / C50 (Warrington's Own Buses) – Huyton to Cronton / Halton College.
- 239 (Hattons Travel) – Prescot to Whiston circular.

However, pedestrian access from the site to these stops is via Foxs Bank Lane, which as mentioned above is not deemed attractive to encourage this modal shift. In the absence of continuous, safe routes, lit footways and appropriate crossing points, these services cannot be regarded as realistically accessible by foot for future residents at present.

The Cronton Road corridor offers frequent services, notably Arriva 7 towards Liverpool, with departures typically every 20-30 minutes during daytime peaks (e.g. sequential times) at the Cronton Road stop.

Whiston Rail Station (approximately 2+ miles from the site) lies on the Liverpool – Manchester Airport / Warrington corridor (Northern Route N15), with multiple trains per hour across the day to Liverpool Lime Street, Manchester and Warrington. Station facilities information confirms staffed hours and forecourt pick up/ drop off, supporting access by taxi or private car. However, walking access (circa ~45 minutes via Foxs Bank Lane) is neither attractive nor safe given the current pedestrian constraints, and cycling is not realistically feasible without protected infrastructure.

Regional network and operator timetable sources confirm current timetables for Lickers Lane corridor (bus services) and the Merseyrail / Northern rail offer, nevertheless, the barrier is not service existence, but safe and convenient access from the site to those services. Without continuous, safe walking routes for all road users (and/or confirmed internal links through third party land), the services cannot be relied upon for sustainable travel from the scheme.

The application, as mentioned above, does not include an Appendix B accessibility scorecard. Given the above mentioned issues, and the lack of safe walking routes to frequent corridors, it

is unlikely the site would meet walking / public transport thresholds without substantial off-site measures or confirmed delivery of the master planned links. Appendix B is therefore essential to evidence any reliance on PT and to underpin the parking / cycle asks.

On the balance of evidence, although the wider Whiston / Cronton network provides frequent buses and regular rail services, the proposed development currently has no safe, continuous pedestrian linkage to those services. The site is therefore restricted in terms of accessibility for day-to-day use.

Further information and mitigation required prior to determination:

1. A complete Appendix B (SPD) accessibility assessment, with route-based audits to each claimed bus stop and to Whiston Station.
2. A pedestrian connectivity plan for Foxs Bank Lane, including continuous footways, crossings, tactile paving and lighting; if appropriate, the applicant should assess a speed-limit reduction to 30mph along the southern length (Cronton Road to the site) as part of a broader speed-management package.
3. Confirmation of any third-party agreements and delivery timescales for the Halsnead Garden Village (north) link, Tritax routes and the Country Park spine, including interim measures if those connections are not deliverable in the short term.
4. Identification of bus stop infrastructure upgrades (shelter, raised kerbs, lighting, real-time info where feasible) at the nearest usable stops once safe access is provided (e.g., Lickers Lane).
5. If the applicant intends to rely on PT, a service enhancement package (discussion with operators/Merseytravel) should be explored to secure minimum peak 30-minute frequency access within 400–800m walk on safe routes, with suitable hours of operation.

Until the above evidence and measures are provided, the Highway Authority cannot confirm that the site benefits from suitable access to public transport as required by the SPD and NPPF 110-112.

7. Road Safety Considerations

The proposed access has been considered in the context of the existing environment on Foxs Bank Lane, which is a semi-rural corridor characterised by inconsistent footways, constrained geometry and a posted speed limit that changes abruptly from 60mph to 30mph directly adjacent to the development frontage. In its current form, the Transport Assessment offers very limited analysis of road safety conditions, and does not present any traffic speed surveys, accident history review or assessment of the corridor's suitability for new junction movements. As a result, a large part of this assessment must rely on the Highway Authority's understanding of local conditions and the implications of introducing a new residential access onto this section of road.

At present, vehicles approaching from the south travel legally at up to 60mph until they reach the existing terminal signs, which sit close to the location of the proposed access. The applicant's design has assumed a 30mph environment when assessing visibility, junction geometry and driver behaviour. This assumption is not currently reflected in the observable on-street environment, nor will it be realised unless the 30mph limit is formally extended through a Traffic Regulation Order (TRO). Without relocating the speed limit signs further south, so that the entire approach to the new junction is governed by a 30mph environment, the junction cannot be considered safe. Drivers emerging from, or turning into, the site would be required to judge gaps

in traffic that could still be travelling at significantly higher speeds, and the risk of side-impact or rear-end collisions would increase considerably.

Visibility forms a key part of this concern. While the applicant has demonstrated that the standard 2.4 x 43m splays can be achieved for a 30mph design speed, these splays are not adequate if the existing 60mph speed limit remains in place during construction or occupation. Visibility for the interim position therefore becomes critical. We need to understand the maximum achievable visibility envelopes based on existing land ownership and the extent of clearance or regrading that is realistically deliverable. This is important not only for construction traffic, which will generate large vehicle movements at the earliest stages, but also for the period between site commencement and the implementation of the TRO. Even if the Highway Authority supports a reduced speed limit, it cannot be assumed that the legal process will align perfectly with the applicant's build programme. For that reason, we must ensure that the access can operate safely in the interim, and that emerging visibility is not constrained to the point where construction-phase collisions become foreseeable.

The road environment itself introduces additional considerations. The narrowing of Foxs Bank Lane beneath the motorway bridge remains a known constraint. Approaches to this section suffer from restricted forward visibility, limited footway provision and tight carriageway geometry. Any development that intensifies turning movements in close proximity to this pinch point will increase the likelihood of conflict between opposing traffic flows, particularly at peak times or when refuse vehicles or delivery vehicles are present. The applicant has not provided any analysis of how the new junction will interact with this constraint, nor how driver behaviour may change once the road environment becomes more urbanised as a result of the development.

There is also the question of vulnerable road users. The current pedestrian environment is not conducive to safe movement along or across Foxs Bank Lane. Footways narrow and become intermittent in places, including within the 30mph section north of the access, and there are no formal crossing facilities to support movement to bus stops or across to the eastern side of the carriageway. While the applicant proposes a new footway along its frontage, this improvement does not resolve the wider safety concerns on the corridor. Introducing a residential population will inevitably generate walking trips along a route that is presently hostile, including journeys associated with school-age children, visitors and active travel. Without a route-based pedestrian safety assessment and appropriate mitigation, the development is likely to intensify exposure to risk for vulnerable users.

In road safety terms, we also need to consider the strategic role of Foxs Bank Lane as an ambulance route to Whiston Hospital and as one of the only north-south links in this part of the borough. The introduction of a new priority junction will add conflict points and slowing/queuing movements into a corridor where higher approach speeds and limited forward visibility are already problematic. The TA does not address how the new access design will influence the performance of this section of road or how slowed or stationary vehicles may affect emergency service reliability.

Given these circumstances, and the absence of a meaningful road safety assessment in the TA, the Highway Authority requires a full Stage 1 Road Safety Audit (RSA) of the proposed access and all associated works. The audit must consider the junction layout, visibility envelopes, the frontage footway connection, any speed-management or gateway measures associated with the TRO, and the interaction with the motorway bridge pinch point. It should also identify any interim construction-phase risks and propose appropriate mitigation so that vehicles entering or leaving the site do not do so in a higher-speed environment without safeguards in place.

To move towards acceptance, the applicant will need to demonstrate how the development can be delivered without worsening road safety along this corridor. This includes securing, through the planning process, the TRO to reposition the speed limit terminal signs, providing maximum achievable visibility splays for both interim and permanent arrangements, and committing to any speed-management or gateway measures recommended through the RSA. Additional route-based assessments may be required to address pedestrian safety beyond the site boundary and to understand whether any further measures are necessary to offset the increased interaction between residents, turning vehicles and through-traffic.

Until this information is provided and the road safety risks are satisfactorily addressed, the Highway Authority cannot confirm that the development will operate safely or in accordance with the requirements of the Ensuring a Choice of Travel SPD and the NPPF.

8. Construction Impacts

Given the characteristics of Foxs Bank Lane and the scale of development proposed, the management of construction activity will be a critical factor in ensuring that the local highway network is not adversely affected during the build programme. The site is accessed from a semi-rural corridor with a constrained geometry, limited footway provision and a posted speed limit that, until relocated through the TRO process, remains 60mph on the southern approach. This environment is particularly sensitive to increased heavy vehicle movements, temporary obstructions or informal parking associated with construction works. Without robust management arrangements, there is a significant risk of safety issues arising during the construction phase, both for highway users and for those accessing the site.

A detailed Construction Management Plan (CMP) will therefore be required and secured via condition. For a development of this size, the CMP should not simply set out high-level commitments but must provide a practical and enforceable framework that anticipates the full range of likely construction impacts and addresses them proactively. Early construction phases, when groundworks, remediation and initial access formation take place, are especially critical: during this period, the TRO to relocate the speed limit may not yet be in place, meaning HGVs may need to turn into and out of a high-speed environment. This reinforces the need for clear interim safety measures, including temporary signage, traffic management proposals, and defined construction vehicle routing to prevent unsafe slowing or queuing on Foxs Bank Lane.

The CMP will also need to address how construction traffic will be routed to and from the site without compromising the operation of the motorway bridge pinch point or the narrowest sections of Foxs Bank Lane. The Council will require confirmation that HGV movements can be accommodated safely and that no vehicle will be required to wait, queue or manoeuvre within the carriageway in a way that introduces risk. The CMP should identify appropriate access times, including restrictions on deliveries during peak periods, and should set out how site operatives and contractors will access the site without relying on on-street parking along Foxs Bank Lane, which would create unacceptable safety hazards.

Pedestrian safety during construction is another key consideration. Even though pedestrian infrastructure within the site will not be complete in the early phases, residents of neighbouring properties and users of the Foxs Bank Lane corridor may still need safe routes past the site. The CMP should therefore provide detailed arrangements for temporary footways, controlled crossing points if any are required during works, and measures to ensure that construction traffic and pedestrians are physically separated wherever possible. This is particularly important because of the lack of formal crossing facilities on Foxs Bank Lane and the existing inconsistency of footway provision.

Dust, mud, and debris control measures must also be clearly set out, given the potential for these to reduce visibility and traction on a route already subject to geometric constraints. Wheel-washing, road-sweeping arrangements, and controls on material storage close to the highway should all be addressed in practical detail. Additionally, the CMP should outline how any temporary closures, lane restrictions or abnormal load movements will be managed and communicated to the Highway Authority, recognising the road's function as an ambulance route to Whiston Hospital.

Finally, the CMP must include clear arrangements for site compound location, contractor parking and welfare facilities. These should be contained wholly within the site, avoiding any form of displacement onto Foxs Bank Lane or surrounding streets. The plan should also detail how the developer will coordinate construction activity with adjacent development parcels within the wider Garden Village, should their build programmes overlap.

In summary, construction activities have the potential to create significant and avoidable impacts on the safe operation of Foxs Bank Lane if not carefully managed from the outset. A comprehensive Construction Management Plan will therefore be required as a condition of approval, and it must demonstrate, in detail, how construction traffic, interim safety risks, pedestrian movements, contractor parking and highway cleanliness will be managed throughout the build period to ensure public safety and maintain the operational integrity of the network.

9. Legal/Procedural Requirements

To ensure that the highway, access and sustainable travel elements of the scheme are deliverable, enforceable and maintained to an appropriate standard, a number of legal agreements will be required. These mechanisms are not optional; they form part of the framework necessary to make the development acceptable in highway terms and ensure that responsibilities for off-site works, internal road construction and Travel Plan delivery are clearly established.

For this site, the most critical legal mechanism is the Traffic Regulation Order (TRO) needed to relocate the existing 60mph/30mph speed limit transition on Foxs Bank Lane. As explained above, the proposed access arrangement assumes that the full approach to the new junction will be governed by a 30mph limit. In the absence of a TRO, the access would operate within a high-speed environment that the design has not been modelled for, and which the Highway Authority would not consider safe. The TRO must therefore be secured through a legal agreement and funded by the developer, with all associated signage, linings and gateway treatments included. Without this, the development cannot proceed on safety grounds. The costs associated with the implementation of the TRO are £6,500 plus the costs associated with signing and lining works required to make the TRO enforceable on site. The fees should be secured via Section 106 and plans depicting the relocation of the speed limit should be secured via condition and agreed with the Highway Authority.

In addition to the TRO, the off-site works required to construct the new junction, the frontage footway, speed-management measures associated with the revised speed limit and any improvements identified through the Road Safety Audit will need to be secured via a Section 278 Agreement. This ensures that all works on the existing highway network are delivered to adoptable standards and that the Council has full control over their design, approval and delivery.

Similarly, the internal estate roads intended for adoption will require a Section 38 Agreement, securing the construction of those streets to the required standard and ensuring that long-term maintenance liabilities transfer to the Council only once they meet specification. Where private

roads or shared courtyards are proposed, the applicant will need to set out the relevant management and maintenance arrangements to demonstrate that the network will operate safely over time.

In terms of sustainable travel obligations, the development will be required to support its Travel Plan through a Section 106 Agreement. Knowsley's published Travel Plan monitoring fee is set out in the Council's "Highway Fees and Charges" schedule for 2025–2026 (1 April 2025 to 31 March 2026). Travel Plan monitoring is a standard charge applied to all eligible developments and is reviewed annually as stated on the Council's website. Based on the current fee schedule, the charge applicable to this development is: £2,500. This fee covers the Council's role in monitoring Travel Plan performance, reviewing annual submissions, and ensuring that required measures, particularly important in locations with limited public transport accessibility, are implemented correctly over a multi-year period.

No Public Rights of Way are directly affected by the development, and therefore no diversion orders or separate legal processes are needed in that respect.

However, the question of southern connectivity remains significant. If the developer wishes the Highway Authority to take into account pedestrian or cycle links through the Tritax land or the Country Park, then legally binding access arrangements must be evidenced. At present, these routes lie on private land with no confirmed rights of access for the public, and they cannot form part of the accessibility assessment without formal agreements demonstrating that these links can be delivered, opened and retained for public use. A memorandum of understanding or draft easement would not be sufficient; we would require a completed, legally enforceable agreement between the applicant and the relevant landowner(s).

Collectively, these legal instruments, the TRO, Section 278 Agreement, Section 38 Agreement, Section 106 Travel Plan contribution and any access rights over third-party land, are essential to secure the safe and sustainable operation of the site and must be in place for the Highway Authority to support the development.

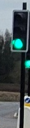
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Curtins

Appendix B – Curtins Site Photographs









Appendix C – MASA

Minimum Accessibility Standard Assessment

Proposal: Land at Halsnead Farm
Address: Foxs Bank Lane, Whiston & Cronton, L35 3SU
Completed by: Jonathan Ashcroft, Curtins

Has a diagram been submitted which shows how people move to and through the development and how this links to the surrounding roads, footpaths and sight lines?				<u>Yes</u> / No
Access on foot			Points	Score
Safety	Is there safe pedestrian access to and within the site?			<u>Yes</u> / No
Location	Housing development: Is the development within 800m of a district or local centre	Yes	2	<u>0</u>
	Other development: Is the density of existing local housing (i.e. within 800m) more than 50 houses per hectare	No	0	
Internal layout	Does ‘circulation’ and access inside the site reflect direct, safe and easy to use pedestrian routes for all, with priority given to pedestrians when they have to cross roads or cycle routes?	Yes	1	<u>1</u>
		No	0	
External layout	Are there barriers between site and local facilities or housing, which restrict pedestrian access? Examples include no dropped kerbs at crossings or on desire lines; steep gradients; a lack of a formal crossing where there is heavy traffic; security concerns, e.g. lack of lighting	There are barriers	-1	<u>1</u>
		There are no barriers	1	
Total (B)				<u>2</u>
Summary	Total Score	<u>2</u>		
	Minimum Score required	<u>4</u>		

Comments

As set out in the TA, pedestrian access to Fox Wood Garden Village is provided via a dedicated pedestrian footway along the western side of Fox's Bank Lane of at least 2m in width. Here, a dedicated attractive pedestrian link provides access to the internal road network of Fox Wood Garden Village; with a variety of dedicated off-road footways and shared surface streets provided throughout. The internal road network connects to future development phases in the north and west.

Access by Cycle			Points	Score
Location	Housing Development: Is the development within 1500m of a district or local centre	Yes	2	<u>2</u>
	Other development: Is the density of existing local housing (e.g. within 1500m) more than 30 houses per hectare	No	0	
Internal layout	Does 'circulation' and access inside the site reflect direct and safe cycle routes; with priority given to cyclists where they meet motor vehicles?	Yes	1	<u>1</u>
		No	0	
External Access	The development is within 400m of an existing or proposed cycle route and / or proposes to create a link to a cycle route or develop a route and/ or proposes to create a link to a cycle route, or develop a route.		1	<u>1</u>
			-1	
Other	Development includes shower facilities and lockers for cyclists	Yes	1	<u>1</u>
		No	0	

Total (B)			
Summary	Total Score	<u>4</u>	
	Minimum Score required	<u>3</u>	

Comments

Fox's Bank Lane is a suggested cycle route on Merseytravel's Cycle Mapping for Knowsley. Halshead Garden Village is also identified in Knowsley's LCWIP document.

Access by Public Transport			Points	Score
Location and access to public transport	Is the site within a 200m walk of a bus or tram stop, and/or within 400m of a rail station?	Yes	2	<u>0</u>
		No	0	
	Are there barriers on direct and safe pedestrian routes to bus stops or rail stations i.e. A lack of dropped kerbs; Pavements less than 2m wide; A lack of formal crossings where there is heavy traffic; or Bus access kerbs.	There are barriers	0	<u>1</u>
		There are no barriers	1	
Frequency	High (four or more bus services or trains an hour)		2	<u>1</u>
	Medium (two or three bus services or trains an hour)		1	
	Low (less than two bus services or trains an hour)		0	
Other	The proposal contributes to bus priority measures serving the site		1	<u>0</u>
	The proposal contributes to bus stops, bus interchange or bus or rail stations in the vicinity and/or provides bus stops or bus interchange in the site		1	<u>0</u>
	The proposal contributes to an existing or new bus service		1	<u>0</u>

Total (B)				<u>2</u>
Summary	Total Score	<u>2</u>		
	Minimum Score required	<u>5</u>		
Comments As set out in the TA, the various allocated sites are reliant on one-another to deliver the wider Masterplan accessibility. This includes pedestrian accessibility to the bus stops on Lickers Lane. The site shares a comparable level of public transport accessibility to those residing in the southern extents of Fox Wood Garden Village.				

Additional Notes: C3 Dwelling houses – Other Urban – Medium chosen as the development type.