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From: Graham Lamb <graham.lamb@pegasusgroup.co.uk>
Sent: 10 September 2026 06:48:00 UTC+01:00
To: "Quinn, Mark" <mark.quinn@knowsley.gov.uk>
Cc: "Anna Chew" <achew@hallamland.co.uk>
Subject: 25/00486/OUT - Design Code.
Attachments: ME_MP_IN02_ Knowsley Design Code_compressed.pdf

Mark,

Design Code Updates
25/00486/OUT - Hallam, Knowsley Village

Further to your email below and our discussion last week, we have updated the Design Code to pick up the relevant 'Other comments' notably the inclusion of further landmark buildings, estate railings instead of timber knew rails, and clearer referencing/ quantifying of the different density and storey heights throughout the document.

Changes are as follows:

- DIAGRAM – Pages 6/7 Regulatory Plan – added three more dots for landmark buildings as per mark up from Mark
- TEXT – Page 44 (5.1 Village View) – added density replication as parameter plan states into density sub header and also 9m reference within heights sub header
- TEXT – Page 46 (5.2 Knowsley Lane Core) – reference to building height aligned with parameter plan
- TEXT – Page 48 (5.3 Knowsley Park and Heritage View) – Heights was already referenced. Just added guidance on density but not being prescriptive as we are not setting this on the parameter plan itself
- TEXT - Page 56 (6.3) timber knee railing to estate railings (in curtilage to plots table line)
- TEXT - Page 58 (6.4) timber knee railing to estate railings (in curtilage to plots table line)

We trust the above changes addresses all your outstanding comments, and would appreciate your confirmation on this, and whether you intend to put this on the public file now, or if you are awaiting any further comments on the Design Code from other consultees.

It would be useful to get a wider update on the reconsultation as well, notably whether you have heard anything from highways and ESS.

Thanks
Graham

Graham Lamb

b

Senior Director - Planning

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From: Quinn, Mark <mark.quinn@knowsley.gov.uk>

Sent: 27 August 2026 15:46

To: Graham Lamb <graham.lamb@pegasusgroup.co.uk>

Subject: RE: 25/00486/OUT - Design Code.

Hi Graham

Just looking at the revised design code and none of the comments set out under OTHER COMMENTS in my e mail of 17.03.26 have been incorporated into the revised design code.

Can the design code/parameters plan be updated to incorporate these comments.

Regards

Mark Quinn

Principal Planner

Planning

Telephone: [0151 443 2223](tel:01514432223)

Knowsley Council , Huyton Library , Civic Way , Huyton , Knowsley , L36 9FB



From: Quinn, Mark

Sent: 17 March 2026 11:39

To: Graham Lamb <graham.lamb@pegasusgroup.co.uk>

Subject: RE: 25/00486/OUT - Design Code.

Hi Graham,

I can now provide the following comments on the submitted design code.

Alan has requested some changes to the policy comments which are in the process of being completed.

ESS have stated they are planning to look at the additional information either this Friday or early next week.

Ecology comments were sent to you on 12.03.26

LANDSCAPING

- There is not a recognition that the two woodland blocks in the centre of the site are Ancient Woodland and the comments we have put forward in terms of providing limited access to protect the whole is important but not addressed.
- There is little about the ongoing management of the landscape assets within the woodland to protect and enhance existing habitats.
- The concerns over fronting onto the green spaces in certain areas has not been addressed.
- I am not seeing the Ecological corridors connecting through the site, especially from the NW corner to the SE Corner as well as the active travel links.
- Need for enough space for street trees
- There is a heavy reliance on attenuation basins and not on other measures like rain gardens / permeable paving, water butts etc.(see also drainage comments below)

- There is a strong preference for more durable signage and street furniture, including benches which are suitable for DDA. (Timber is not particularly durable and incurs additional maintenance issues). Also, they will need to be strategically incorporated around the site, not in just a couple of locations.
- Need to see the directional signage strategy.
- Will need interpretation and notice boards.
- Play provision seems very vague and limited, we need more detail on this.

DRAINAGE

The submitted Strategic Design Code for Sustainable Urban Drainage Systems provides only a generic overview of the LLFA's expectations for SuDS and does not include any site-specific considerations. While the LLFA raises no objection to the Design Code itself, it is essential to highlight that, for this application site in particular, the retention of natural flow paths and existing water features within the post-development drainage design is of key importance. All ditches, drains, depressions in the land, and any other features contributing to surface water conveyance across the site must be identified. More importantly, these features should be retained and incorporated into the proposed SuDS and landscape areas.

Regarding the types of SuDS that may be appropriate for the site, the LLFA expects surface water runoff to be managed as close to source as possible (source control / plot control), with only the residual flows conveyed downstream. An appropriate SuDS strategy should therefore comprise an interconnected system including: (i) Source control / plot-level measures: such as permeable paving and rain gardens; (ii) Green and open conveyance systems / green corridors, encompassing existing ditches, water bodies, swales, and drains; and (iii) Regional controls: such as wetlands, attenuation basins, or ponds.

HIGHWAYS

Private Drives - It should be noted a maximum of 4 dwellings can be served off a private drive. Sections on private drives inc. 3.4 to be updated.

Emergency access / active travel route (to Parklands) to be removed in all instances .(e.g. page 23, 37 etc)

From a highways perspective, we are comfortable with the Design Code being secured as an approved document at outline stage on the understanding that it provides design intent and placemaking principles only.

The document does not resolve or prejudice any of the technical matters identified in our most recent Highways Observation Memo.

To ensure clarity on the scope of approval, it is essential that the following caveats are recorded:

1. No technical highway design is approved through the Design Code

The Design Code must **not** be interpreted as fixing any technical or adoptable highway elements.

This includes (but is not limited to):

- Carriageway widths and running lanes
- Footway and cycleway widths
- Junction geometries, turning radii and visibility splays
- Forward visibility envelopes
- Gradients and levels
- Drainage arrangements
- Pavement construction, surfacing, and material choices
- Street tree locations in relation to adoptable highway extents
- Bus stop siting, boarding kerbs and bus infrastructure specification

All such elements remain subject to detailed assessment in accordance with current standards.

2. All highway matters require approval through S278 / S38 processes

The acceptability of highway design and construction will be determined **only** through Section 38 and Section 278 technical approvals.

These processes will establish:

- Final geometries and dimensions
- Materials and construction specifications
- Vehicle tracking and service access requirements
- Drainage and utilities coordination
- Visibility requirements and boundary setbacks
- Safety audit compliance (GG119)

Nothing within the Design Code overrides the statutory technical approval process.

3. Illustrations and cross-sections are indicative only

The street typologies, sections and diagrams contained in the Design Code are conceptual and do not represent approved layouts or dimensions.

Final configurations may differ where required to meet safety, accessibility, adoptability, drainage, vegetation management, or service provision requirements.

4. Emerging KMBC Highways Design Guide takes precedence

The Council's Highways Design Guide/Design Code is currently progressing through the policy process.

Once adopted, any part of the applicant's Design Code that conflicts with KMBC's adopted highway standards will be superseded and reserved matters / technical submissions will be required to follow the adopted policy.

5. Approval does not resolve outstanding Highways, ATE or National Highways issues

The Design Code does not address or satisfy:

- The outstanding transport evidence and modelling matters
- Active Travel England's required route audits and compliance checks
- National Highways' holding position
- Off-site mitigation requirements
- Pedestrian and cycling safety concerns
- Public transport infrastructure requirements

These must be addressed through separate submissions and technical assessment.

6. Highways reserves the right to require changes at RM or technical stages

Where required to ensure safety, accessibility, inclusive mobility, visibility, tracking, bus operation or adoptability, Highways may require amendments that deviate from the conceptual principles contained within the Design Code.

On this basis, Highways is content that the Strategic Design Code can be approved at outline stage provided its role is explicitly limited to high-level design intent, and that all transport and highways matters remain subject to later detailed approval through reserved matters and S278/S38 processes.

OTHER COMMENTS

Landmark buildings - I have identified a few additional plots which should be landmark buildings. (attach extract) Yellow dots = Landmark buildings

1.3 The Regulatory Plan

The Regulating Plan brings together the structuring elements of the masterplan - ensuring they form a legible and coherent future development. The Plan is not prescriptive, but outlines key relationships between built form, roads and landscape.

Regulatory plan key

- Residential development:** The development form and arrangement have been designed to create a continuous residential neighbourhood that is visible in character with surrounding green open spaces. The street layout is a mix of residential streets, footways and greenways (see 1.1.1).
- Landmark Buildings:** Location of key buildings focused around Village Hall and at end points. They need to be high quality and distinctive through a combination of architectural features, materials, heights, details and form that create a memorable townscape.
- Higher density:** Based on up to 200 dwellings per hectare, the density of the development is higher than the surrounding area. The density is higher along the primary street and lower density is located at the edges where development interfaces with the wider landscape and heritage assets.
- Use to Site:** The building height strategy responds to the immediate context. Building heights will be maximum for the highest quality residential use in the area.
- Knowsley Park and Heritage Zone:** Knowsley Park and Heritage Zone contains the southern and eastern end of the development, with a direct interface with the Grade II listed Knowsley Park and Cemetery boundary wall.
- Knowsley Lane Core:** Knowsley Lane Core contains the majority of the development, which has a direct interface with Knowsley Lane and the strategic bus route and with both the Village Hall area and Knowsley Park and Heritage Zone area.
- Village View:** Village View contains the majority of the most northern area of the development, which has a direct interface with the existing development within Knowsley Village.
- Primary Frontage:** Primary Frontage must align to the Village Hall area, urban form points and public green spaces to create a series of entrances, active frontage and rhythm.
- Green Front Points:** Landscape front points are located along strategic roads and walking and cycling routes and will be located within the wider green space network.
- Key Nodes:** Pedestrian priority spaces must create front points and attract public spaces at strategic points and junctions across the site.
- Strategic Bus Route:** The bus route (see 1.1.1) runs through the development for pedestrians, cyclists and on a bus route.
- Primary Street:** Primary Street will make up the majority of the connecting road to the surrounding area. Primary Street will provide a direct, safe and attractive route through the development for pedestrians, cyclists and on a bus route.
- Shared Streets:** Shared streets will create small areas of development designed to provide a sense of place. These streets will be designed to provide a sense of place and will be designed to provide a sense of place and will be designed to provide a sense of place.
- Private Drives:** Private drives will create a sense of place and will be designed to provide a sense of place and will be designed to provide a sense of place.
- Shared cycle/pedestrian route:** The active travel route along Knowsley Lane, within the site will be designed to provide a sense of place and will be designed to provide a sense of place.
- Indicative street layout:** Shared street layout will be designed to provide a sense of place and will be designed to provide a sense of place.
- Shared Lane/Path:** Shared lane/paths will be designed to provide a sense of place and will be designed to provide a sense of place.
- Vehicle Delivery:** High quality pathways from Knowsley Lane into the development will be designed to provide a sense of place and will be designed to provide a sense of place.
- Indicative street layout:** Shared street layout will be designed to provide a sense of place and will be designed to provide a sense of place.
- Emergency Access:** Emergency access will be designed to provide a sense of place and will be designed to provide a sense of place.
- Existing Woodland:** Existing woodland will be designed to provide a sense of place and will be designed to provide a sense of place.
- Central Pathway:** A new flexible and adaptable central pathway will be designed to provide a sense of place and will be designed to provide a sense of place.
- General public open space:** General public open space will be designed to provide a sense of place and will be designed to provide a sense of place.
- NEAP:** NEAP (Neighbourhood Environmental Assessment) will be designed to provide a sense of place and will be designed to provide a sense of place.
- Community Benefit:** Community benefit will be designed to provide a sense of place and will be designed to provide a sense of place.
- Landscape Buffer:** Landscape buffer will be designed to provide a sense of place and will be designed to provide a sense of place.
- Existing watercourse:** Existing watercourse will be designed to provide a sense of place and will be designed to provide a sense of place.
- Watercourse Urban Drainage System:** Watercourse urban drainage system will be designed to provide a sense of place and will be designed to provide a sense of place.





Amendments required as a result of Heritage comments would need to be incorporated into the design code.

In Village view, Knowsley Core and Heritage view the densities are specified as medium high, high and medium low. Can these phrases be expanded on in terms of no of units per hectare. Low densities would be expected along the eastern and southern site boundaries given the proximity to the registered park and listed buildings.

Built Form (pages 34-35). Being mindful of the registered park and listed buildings the maximum height along the eastern and southern site boundaries should be reduced to 8m which is the average height of a modern two storey property. The 12.5m building height should be reduced to 11.5m which would accommodate a typical 3 storey property with pitched roof.

You will need to bear in mind that the interface between a two storey and 3 storey dwelling would need to be increased by an additional 3m.

P52. section 6.3 - timber knee rail fencing should be replaced with low metal railing.

Regards

Mark Quinn

Principal Planner

Planning

Telephone: [0151 443 2223](tel:01514432223)

Knowsley Council , Huyton Library , Civic Way , Huyton , Knowsley , L36 9FB



From: Graham Lamb <graham.lamb@pegasusgroup.co.uk>

Sent: 09 March 2026 15:33

To: Quinn, Mark <mark.quinn@knowsley.gov.uk>

Cc: Anna Chew (achew@hallamland.co.uk) <achew@hallamland.co.uk>

Subject: RE: 25/00486/OUT - Extension of Time / Urgent Request for Planning Policy Response

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Hi Mark,

Thanks for sending the heritage comments back, is there any update on any of the other comments below, as understand these are all overdue now?

Thanks
Graham

Graham Lamb

Senior Director - Planning

E graham.lamb@pegasusgroup.co.uk

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From: Quinn, Mark <mark.quinn@knowsley.gov.uk>

Sent: 02 March 2026 16:12

To: Graham Lamb <graham.lamb@pegasusgroup.co.uk>

Subject: RE: 25/00486/OUT - Extension of Time / Urgent Request for Planning Policy Response

Hi Graham

I can provide the following update.

- Heritage comments -Sent earlier today
- Ecology comments due 25.02 – I will chase these.
- ESS – Landscaping/ Trees due 03.03
- Design Code – I am in the middle of looking at this and will provide comments asap
- Planning Policy – Comments are currently being drafted prior to being signed off by Head of Planning.

Regards

Mark Quinn

Principal Planner

Planning

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From: Graham Lamb <graham.lamb@pegasusgroup.co.uk>
Sent: 02 March 2026 14:18
To: Quinn, Mark <mark.quinn@knowsley.gov.uk>
Subject: RE: 25/00486/OUT - Extension of Time / Urgent Request for Planning Policy Response

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Hi Mark,

Just chasing up re outstanding planning, heritage and ecology comments.

Be great if you can provide an update?

Thanks
Graham

Graham Lamb

Senior Director - Planning

E graham.lamb@pegasusgroup.co.uk

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From: Quinn, Mark <mark.quinn@knowsley.gov.uk>
Sent: 19 February 2026 13:05
To: Graham Lamb <graham.lamb@pegasusgroup.co.uk>
Subject: RE: 25/00486/OUT - Extension of Time / Urgent Request for Planning Policy Response

Hi Graham

Thanks for your E mail. EOT until 19th June is fine.

The planning policy officer is due to submit his comments to the Head of Planning next week for agreement. Once the Head of Planning has checked the response I can issue them .

I hope to issue comments next week on Heritage and Ecology. I will discuss the education query with Jo next week.

Regards

Mark Quinn

Principal Planner

Planning

Telephone: [0151 443 2223](tel:01514432223)

Knowsley Council , Huyton Library , Civic Way , Huyton , Knowsley , L36 9FB



From: Graham Lamb <graham.lamb@pegasusgroup.co.uk>
Sent: 18 February 2026 15:05

To: Quinn, Mark <mark.quinn@knowsley.gov.uk>

Cc: Anna Chew (achew@hallamland.co.uk) <achew@hallamland.co.uk>; Sheridan, Jo (Planning & Regeneration) <Jo.Sheridan@knowsley.gov.uk>; Kilroe, Alan <Alan.Kilroe@knowsley.gov.uk>

Subject: RE: 25/00486/OUT - Extension of Time / Urgent Request for Planning Policy Response

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Dear Mark/ Jo/ Alan,

In terms of an extension, Hallam would like to target the June committee which we understand is likely to be Thursday 11th, and as such suggest an EOT to Friday 19th June to allow the DN and S106 to be finalised. We trust that is acceptable?

Working back from that we are targeting formal resubmission of scheme amendments with an ES Addendum before the end of March to allow reconsultation through April and any final changes, committee report and S106 to be resolved through May. We think we are well placed to achieve this as have proactively worked our way through most of the consultee responses to date, with associated rebuttals and follow up meetings.

However, we are still yet to receive a formal **Planning consultation response**, which represents the only outstanding response and will obviously be critical to any resubmission, particularly given that we never received a formal written pre-app response on planning matters, and have had to rely on email correspondence.

We have been told this would follow the publication of the 2025 SHLAA, however this wider doc has been delayed significantly (given some of the figures from it were shared back on 17th April 2025) and we are now close to 6 months since the application was validated (21st August 2025) which is obviously hugely frustrating for the applicant team, given the positive dialogue we have had throughout the process.

In our view it is unreasonable to delay this response any longer, regardless of the status of the SHLAA, therefore could we please ask that the planning response is provided as a matter of urgency, ideally by end of next week at the latest (27th February), to give us March to coordinate the resubmission. I welcome your thoughts on this.

It would also be useful if you could provide updates/ chase up on the following matters where we have provided rebuttals to relevant consultation responses and are awaiting further responses:

- Heritage – rebuttal issued to GL on 27/01?
- Ecology - rebuttal issued to MEAS on 03/02?
- Environment/ Design – rebuttal issued to ESS on 09/02?
- Education – minor query on calculations emailed on 10/02?

We are also progressing a response to the Highways comments (including outstanding NH and ATE issues) which we aim to issue next week.

I look forward to your response on the above.

Kind regards,
Graham

Graham Lamb

Senior Director - Planning

E graham.lamb@pegasusgroup.co.uk

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From: Quinn, Mark <mark.quinn@knowsley.gov.uk>

Sent: 17 February 2026 14:15

To: Graham Lamb <graham.lamb@pegasusgroup.co.uk>

Subject: 25/00486/OUT

Hi Graham

Can we please agree a further EOT until 30.06.2026

Regards

Mark Quinn

**Principal Planner
Planning**

Telephone: [0151 443 2223](tel:01514432223)

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