

Dear Lee,

RESIDENTIAL DEVELOPMENT COMPROMISING ERECTION OF UP TO 204 HOUSES WITH PARKING TOGETHER WITH CONSTRUCTION OF VEHICULAR/PEDESTRIAN ACCESSES OFF STONEY LANE, PEDESTRIAN ACCESS OFF CUMBER LANE, SUB-STATIONS, FOUL WATER PUMP STATION, SUDS BALANCNG POND AND ASSOCIATED PUBLIC OPEN SPACE, LANDSCAPING AND ASSOCIATED WORKS.

PLANNING REFERENCE 25/00672/FUL

In response to the comments received from Laura Howcroft on behalf of Merseyside Police, dated 30th March 2026, in relation to the application above, please find our responses below with any relevant information or updated documents attached.

Comments and/or Queries

Garage and Car Parking Space Position

Please see attached the following document(s):

- 22970-PL-1001-Coloured Planning Layout (Rev A)

In conjunction with the document(s) above, please see our responses below in *italics*:

At all units with a detached garage the car parking spaces are behind the front facade of the property and the next door property. This limits natural surveillance available onto these areas. Opportunities for natural surveillance are reduced further due to a lack of windows from highly occupied rooms, and in some cases there being no fenestration at all from the adjacent properties, overlooking these areas. The visibility of the car parking spaces and the garage at the following plots is particularly reduced:

- Plot 1 – due to the landscaping at plots 1, 175, 174, and the fencing bordering plot 2.
- Plots 10 and 11 – due to the landscaping at these plots and opposite at properties 103 and 104.
- Plot 23 and Plot 24 – due to the landscaping at properties 22, 23, 24, and opposite at properties 97 and 96.
- Plot 36 – due to the landscaping proposed at this plot and between plots 85 and 86.
- Plot 63 – due to the landscaping at the front of this property and also due to the location of this property being opposite parking spaces and gardens.
- Plots 74 and 75 – due to the landscaping proposed at these plots and also 47 and 48.

- Plots 112 and 113 – due to the landscaping at these plots and also at 167, 168, 169, 170.
- Plot 137 – due to the landscaping at this plot and at plots 140 and 141.
- Plot 175 - due to the landscaping at plots 174, and plots 2 and 1 opposite.
- Plot 179 – due to the proposed landscaping along Stoney Lane.
- Plots 202, 203 and 204 – primarily due to the hedgerow along Stoney Lane.

We request that consideration is given to bringing the garage forward closer to the front of the property, and preferably in line with the front of the property wherever possible. Alternatively, we request that greater fenestration is considered for the facades adjacent to the car parking spaces and garage.

If the positioning of car parking spaces and garages cannot be altered on the layout, we request that consideration is given to adjusting the landscaping so that natural surveillance of the driveways and garages is not restricted.

Furthermore, if the garages are to remain in the current position, they should be fitted with intruder attack alarms that give security coverage via PIR motion detectors internally, and impact sensors on doors and windows that will activate the alarm if triggered. The installation company should be certified by the National Security Inspectorate (NSI) or Security Systems Alarm Inspection Board (SSAIB).

Plots 50, 103, 110 and 169 feature parking spaces estranged from their properties which makes them vulnerable to crime. We request that parking spaces for these properties are relocated to the front or side of the properties. We are particularly concerned about the parking for plot 169 in this regard because there are no properties directly overlooking these parking spaces.

Due to construction constraints, the detached garages are positioned 1.6m back from the rear elevation of the applicable dwelling to accommodate scaffolding. Also, plots with detached garages such as the Henford have a ground floor full height window to the lounge that overlooks the driveway for natural surveillance.

Fitment of intruder alarms or PIR motion detectors to detached garages will be left to the homeowner/occupier to install should they see fit and not provided by Taylor Wimpey. However, we can provide a recommendation as part of our reservation documentation if required.

Plots 50, 103 and 110 have natural overlooking surveillance to the remote parking positions from neighbouring plots. However, in-line with our revised Layout and in conjunction with Highways comments, Plots 50 and 169 now benefit from lighting columns, with Plot 169 being served of an Adoptable Emergency Access.

Landscaping

In conjunction with the comments received in orange, please see our responses below in *italics*:

The Landscape Management Plan does not include any height restrictions for shrubs or hedgerow, or consider minimum tree canopy heights. These factors need to be considered to ensure that planting features do not impede visibility and therefore contribute to crime or the fear of crime.

Planted areas must be maintained to a level that ensures natural surveillance. All shrubs and hedges should generally have a maximum growth height of 1m, whilst tree canopies should fall no lower than 2.0 metres from the ground. Planting may require more frequent maintenance and pruning during the summer months where foliage becomes denser.

We request that the Landscape Management Plan is required to be updated to reflect this requirement.

The areas in which you're describing will all fall under private ownership; therefore, we cannot control what homeowner/occupiers do following legal completion in relation to landscaped areas that they own.

There are small areas of Managed POS which will not impede on natural surveillance to driveways or plots, they will however encourage biodiversity and promote mature growth.

Access onto Cumber Lane

Please see attached the following document(s):

- 22970-PL-1001-Coloured Planning Layout (Rev A)
- SHD2326-SHD-HLG-GLEN-CA-EO-Lighting Calculation-R1
- SHD2326-SHD-HLG-GLEN-DR-EO-Lighting Layout-R1
- SHD2326-SHD-HLG-GLEN-DR-EO-Lighting Layout-R1 (Excel Document)
- SHD2326-SHD-HLG-GLEN-RA-EO-Lighting Design Risk Assessment-R1
- SHD2326-SHD-HLG-GLEN-SH-EO-Lighting Schedule-R1
- SHD2828-SHD-HLG-GLEN-CA-EO-Lighting Calculation-R0
- SHD2828-SHD-HLG-GLEN-DR-EO-Lighting Layout-R0
- SHD2828-SHD-HLG-GLEN-DR-EO-Lighting Layout-R0 (Excel Document)
- SHD2828-SHD-HLG-GLEN-RA-EO-Lighting Design Risk Assessment-R0
- SHD2828-SHD-HLG-GLEN-SH-EO-Lighting Schedule-R8
- SHD2828-SHD-HLG-GLEN-DR-EO-Electrical-R0

In conjunction with the document(s) above, please see our responses below in *italics*:

We request that the access onto Cumber Lane is removed from the scheme to avoid the site being excessively permeable, offering opportunities to access and egress the development for illegitimate purposes. We also believe that the position of this access and substation makes plot 13 vulnerable to crime and anti-social behaviour.

As part of Building for Healthy Life, connectivity is promoted and we believe that this connection is worthy of inclusion. We have however, listened and addressed your concerns above by redesigning this area to be solely a pedestrian/cycle connection with plots now fronting on to provide natural surveillance. We have also included a lighting column which will

be served by a feeder pillar and maintained by the Management Company to reduce the risk of crime or anti-social behaviour.

Foul Pump and Electric Sub-station

Please see attached the following document(s):

- 22970-PL-1001-Coloured Planning Layout (Rev A)
- SHD2326-SHD-HLG-GLEN-CA-EO-Lighting Calculation-R1
- SHD2326-SHD-HLG-GLEN-DR-EO-Lighting Layout-R1
- SHD2326-SHD-HLG-GLEN-DR-EO-Lighting Layout-R1 (Excel Document)
- SHD2326-SHD-HLG-GLEN-RA-EO-Lighting Design Risk Assessment-R1
- SHD2326-SHD-HLG-GLEN-SH-EO-Lighting Schedule-R1
- SHD2828-SHD-HLG-GLEN-CA-EO-Lighting Calculation-R0
- SHD2828-SHD-HLG-GLEN-DR-EO-Lighting Layout-R0
- SHD2828-SHD-HLG-GLEN-DR-EO-Lighting Layout-R0 (Excel Document)
- SHD2828-SHD-HLG-GLEN-RA-EO-Lighting Design Risk Assessment-R0
- SHD2828-SHD-HLG-GLEN-SH-EO-Lighting Schedule-R8
- SHD2828-SHD-HEL-GLEN-DR-EO-Electrical-R0

In conjunction with the document(s) above, please see our responses below in *italics*:

The south-east corner of the site is triangular shaped and proposed to accommodate a foul pump station and an electrical sub-station. This area also features the four parking spaces for plots 51 and 52, looped in yellow on the extract below. This area is overlooked by a single bathroom window, offering little to no possibility of natural surveillance over this area.



The layout of this corner of the site as currently proposed is not satisfactory. We consider plot 51 and the car parking spaces for plots 51 and 52 to be highly vulnerable to crime and anti-social behaviour.

We request that the parking spaces for plots 51 and 52 are relocated to the areas looped in pink on the extract below.

It is also concerning that the rear garden access to properties 52, 53 and 54 is provided from this area, where no natural surveillance is available (compounded by the 2m high acoustic fencing proposed along the eastern perimeter at this location). This introduces vulnerabilities to plots 52, 53 and 54. We recommend that this is mitigated by providing rear garden access to these properties from the north, between plots 55 and 56.

We also recommend that the triangular area accommodating the foul pump station and electrical substation is fenced off (with gated access for utilities maintenance) along the blue line sketched on the below extract. This would reduce the potential for this area to be affected by crime and anti-social behaviour, which could affect both plot 51 and the foul water and electrical infrastructure located in this area. Trees and shrubs could be provided in this fenced off area if provision is reduced as a result of relocating the car parking spaces for plots 51 and 52.

We recognise that the option to fence this area may be constrained by the needs of the utilities providers, however we have significant concerns about this area and we therefore ask that this option is given due consideration.

If the triangular area cannot be fenced off, we recommend that additional fenestration is provided to the southern façade of plot 51, so that there is potential for a degree of natural surveillance. The floor plans for the 'Beaford' house type suggest that an additional window could be provided in the lounge/living area.

As per your comments above and in conjunction with comments we have received from Highways, the south-east corner of the site has been redesigned to ensure the parking arrangements are adequately overlooked and that garden access runs do not provide opportunity for crime or anti-social behaviour.

Access to the Pump Station and Substation is now gated for Utilities Maintenance access only.

Side Gates to Rear Gardens

Please see attached the following document(s):

- 22970-PL-1001-Coloured Planning Layout (Rev A)

In conjunction with the document(s) above, please see our responses below in *italics*:

Recessed side gates allowing access to the rear of properties is a feature known to be exploited for criminal intent. We recommend that this vulnerability is removed by bringing the gates forward in line with the primary building line to allow greater natural surveillance of the side gates and removing a recess where those without legitimate purpose could hide.



The fence line and gates are shown in these positions to allow for meter box access without requiring access to rear gardens.

Refuse and Cycle Store Location

Please see attached the following document(s):

- 22970-PL-1001-Coloured Planning Layout (Rev A)

In conjunction with the document(s) above, please see our responses below in *italics*:

The refuse stores for several plots are provided adjacent to street-facing boundary treatment, such as the example below at plot 121 (yellow loop on the extract to the left). When refuse stores or other garden furniture and storage is positioned against boundaries accessible from the street, this can be used by those with mal intent as a climbing aid to access the vulnerable rear aspects of properties. Therefore we recommend that refuse stores and cycle stores for all plots are reviewed and moved away from boundaries fronting the street, to a position similar to that shown for plot 120, looped in blue on the extract.



Where possible we have relocated bin storage areas away from any boundaries that would potentially allow for climbing. However, it is to be noted that once a plot has legally completed, we are unable to control what a homeowner/occupier does when landscaping their rear garden.

Hedgehog is a Priority Species and Local Plan policy CS8 applies. In order to maintain habitat connectivity for hedgehogs, I recommend hedgehog highways (13cm x 13cm gaps) should be installed into any close board fences on site. This can be secured by a suitably worded planning condition.

This recommendation has been included in the submission pack. The 13x13cm gaps are shown on the Boundary Treatment Detail drawing reference SF47, and the hedgehog highway route is shown on the Boundary Treatment Plans. We would therefore like to request that these drawings form part of the Approved Plans list, rather than a condition that requires discharge.

In line with the new biodiversity duty and NPPF (paragraph 187), I advise the applicant should provide biodiversity enhancements such as bird nesting boxes / native shrub planting and bee bricks. This can be secured by a suitably worded planning condition.

This recommendation has been included in the submission pack, as detailed on the Ecology Plan, reference 22970-ECO-01-Ecology Plan. We would therefore like to request that these drawings form part of the Approved Plans list, rather than a condition that requires discharge.

Fencing

In conjunction with the comments received in orange, please see our responses below in *italics*:

We agree with the provision of 1.8m timber close board fencing between properties, as shown on Drawing 22970 BT 1003.

The boundary treatments around the perimeter of the site, are shown as being '*Existing Boundary to be retained / made good*'. We are aware that the boundary treatments along the southern side of the site are a mix of fence types in various states of repair. Close boarded fencing with a height of 1.8m is recommended for the perimeter of rear gardens.

This recommendation has been included in the submission pack, as detailed on the Boundary Treatment Plans. Where we are utilising the existing boundary, such as along the southern edge of the site, the height will be at least 1.8m high.

Bicycle Storage

Please see attached the following document(s):

- CYC 06_Cycle Shed 1.76 x 0.75m

In conjunction with the document(s) above, please see our responses below in *italics*:

Bicycle storage should be certified to LPS 1175: issue 8 SR 1/2 or Sold Secure SS314 Bronze standard. Such a structure should facilitate the locking of both wheels and the crossbar and be located close to supervised areas of the building. It should be roofed and with walls open to surveillance using materials such as welded mesh grilles or polycarbonate glazing. When in use, the structure should be well lit after dark using vandal resistant light fittings such as compact fluorescent. Further information about secure cycle parking can be found at www.bikeoff.org/design_resource.

In line with the submission pack, we are proposing Cycle Storage to all dwellings that do not have a garage (integral or detached). Please see attached the detail drawing for review and approval, plan reference CYC 06_Cycle Shed 1.76 x 0.75m.

Lighting

Please see attached the following document(s):

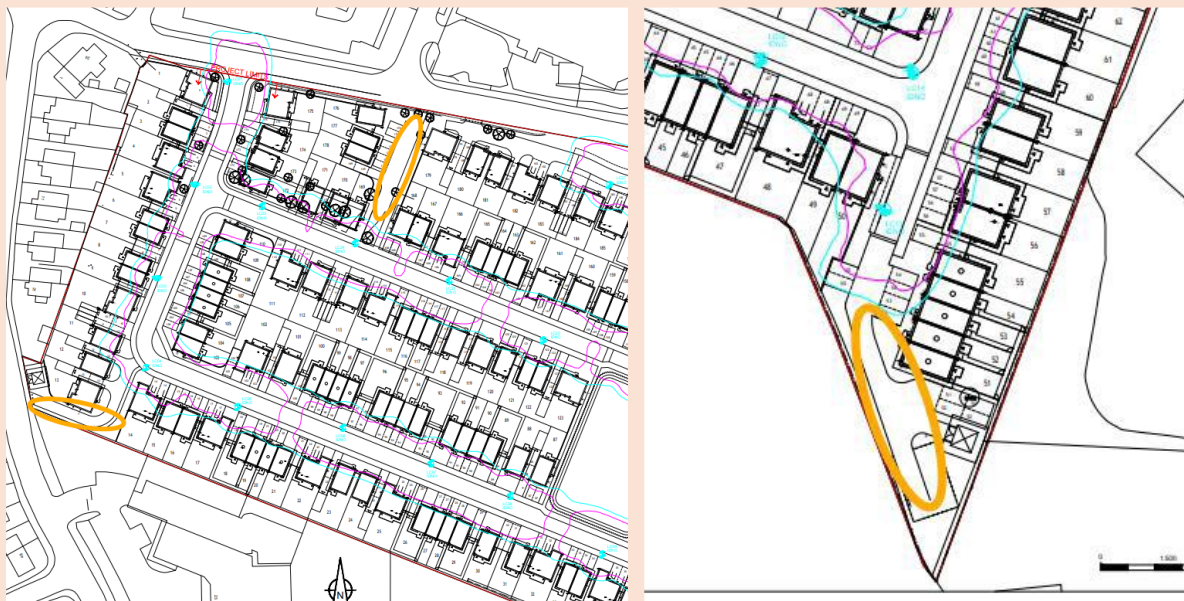
- SHD2326-SHD-HLG-GLEN-CA-EO-Lighting Calculation-R1
- SHD2326-SHD-HLG-GLEN-DR-EO-Lighting Layout-R1
- SHD2326-SHD-HLG-GLEN-DR-EO-Lighting Layout-R1 (Excel Document)

- SHD2326-SHD-HLG-GLEN-RA-EO-Lighting Design Risk Assessment-R1
- SHD2326-SHD-HLG-GLEN-SH-EO-Lighting Schedule-R1
- SHD2828-SHD-HLG-GLEN-CA-EO-Lighting Calculation-R0
- SHD2828-SHD-HLG-GLEN-DR-EO-Lighting Layout-R0
- SHD2828-SHD-HLG-GLEN-DR-EO-Lighting Layout-R0 (Excel Document)
- SHD2828-SHD-HLG-GLEN-RA-EO-Lighting Design Risk Assessment-R0
- SHD2828-SHD-HLG-GLEN-SH-EO-Lighting Schedule-R8
- SHD2828-SHD-HEL-GLEN-DR-EO-Electrical-R0

In conjunction with the document(s) above, please see our responses below in *italics*:

A lighting strategy which incorporates LED fittings should be incorporated for all footpaths to avoid creating spaces which allow offenders to maintain anonymity and generate a fear of crime.

The lighting design does not appear to include any lighting provision at the locations circled orange on the below extracts from the S38 Street Lighting Design drawings. This includes the area that we have significant concerns over, at the south eastern most extent of the site. We request that lighting is provided along these streets.



Lighting should also be fitted to each building elevation that contains a door set i.e., photoelectric dusk until dawn LED fittings. Good, even coverage of lighting will enable views within the development when natural light is minimal. To ensure that the lighting is sufficient throughout the site, the lighting design should aim to meet a BS 5489-1:2020 standard.

As set out above in response to your comments, and in conjunction with comments received from Highways, we have included Lighting Columns to the areas you have circled orange above.

Please note that we have shown a Lighting Column to the Cumber Lane access, however we would like to request that you consider Bollard Lighting to this area due to the proximity of the plots and their interface with the overspill from the Lighting Column.

I trust the information I have submitted in response to the comments received from Merseyside Police provide the requested clarifications and information.

Yours Sincerely,

A handwritten signature in grey ink, appearing to read 'Bardsley', enclosed within a large, loopy circular stroke.

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