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Local Policing Branch

Your Ref: AB/77/17/PL

Our Ref: PE/ARU/17/30/A

Date: 04th September 2017

Contact Name: Phillip Edwards

Dear Mr Easton

Re: Blastreat Limited & adjoining Greenhurst, Fitzalen Road, Arundel, BN18 9JS.

Thank you for your correspondence of 08th August 2017, advising me of a planning application for the demolition of existing dwelling & buildings. Erection of a block of 45 sheltered apartments for the elderly (comprising 21 x one bedroom apartments and 24 x two bedroom apartments age restricted to 60 years and over); with associated access, electric buggy/cycle store, refuse bin store & 34 parking spaces at the above location, for which you seek advice from a crime prevention viewpoint.

I have had the opportunity to examine the detail within the application and in an attempt to reduce the opportunity for crime and the fear of crime I offer the following comments from a Secured by Design (SBD) perspective. SBD is owned by the Police service and supported by the home office that recommends a minimum standard of security using proven, tested and accredited products. Details can be found on www.securedbydesign.com

The National Planning Policy Framework demonstrates the government's commitment to creating safe and accessible environments where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion. With the level of crime and anti-social behaviour in Arun district being below average when compared with the rest of Sussex, I have no major concerns with the proposals, however, additional measures to mitigate against any identified local crime trends should be considered.

Access control will be very important in providing a secure and safe environment for the residents by externally protecting the perimeter of the building and internally compartmentalising the block to reduce unnecessary, unauthorised access throughout. SBD recommends that larger developments containing more than 25 dwelling or bedrooms shall have an access control system. The technology by which the access control system operates is outlined within UL 293, however it should provide the following attributes:

- Access to the building via use of a restricted electronic key fob, card or key
- Vandal resistant external door entry panel with an integral camera
- Remote release of the primary entrance door set from the dwelling or bedroom
- Audio/visual communication between the occupant and the visitor
- Capture (record) images in colour of people using the door entry panel
- Battery back-up facility of the resident entry features of the system in the event of a power failure for up to 6 hours

Mr D Easton
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- Unrestricted egress from the building should be afforded to the user in the event of an emergency or power failure.
- Every event of the entry system both visitor and resident should be recorded and stored for 30 days.

I recommend that post should be through the wall delivery, this will remove postal workers accessing the building.

I note that access to the building and to the rear car parking area is through the same area. Precautions must be implemented to ensure that vehicle / pedestrian collisions are avoided. This area must be well lit and clearly demarcated for ease of recognition for both users.

There is good demarcation in the form of planting to the front and rear of the ground floor flats. This clearly indicates the difference between public and private space.

Parking has been provided with a rear parking court. It is imperative that there is natural surveillance over the parking area from active rooms within the block. An active room is where there is direct and visual connection between the room and the street or the car parking area. Such visual connections can be expected from rooms such as kitchens and living rooms, but not from bedrooms and bathrooms. Rear car parking courtyards are discouraged for the following reasons:

- They introduce access to the vulnerable rear elevations of dwellings where the majority of burglary is perpetrated
- In private developments such areas are often left unlit and therefore increase the fear of crime
- Un-gated courtyards provide areas of concealment which can encourage anti-social behaviour

Where rear car parking courtyards are considered absolutely necessary consideration must be given to introducing a gate to control access. PIR operated lighting is to be installed within the carports. This will assist in reducing the fear of crime and the opportunity for crime. I recommend that the secure scooter, cycle store has PIR lighting installed internally and that the front door is lockable Sheffield hoop style stands are to be of galvanised steel bar construction of at least 3mm thickness with anchorages conforming to Sold Secure Silver standard.

Finally lighting throughout the communal and parking areas are to be illuminated in accordance with the recommendations within BS 5489:2013.

I would also ask you to note that Sussex Police is now exploring the impact of growth on the provision of policing infrastructure over the coming years and further comment on this application may be made by our Joint Commercial Planning Manager.

The Crime & Disorder Act 1998 heightens the importance of taking crime prevention into account when planning decisions are made. Section 17 of the Act places a clear duty on both police and local authorities to exercise their various functions with due regard to the likely effect on the prevention of crime and disorder. You are asked to accord due weight to the advice offered in this letter which would demonstrate your authority's commitment to work in partnership and comply with the spirit of The Crime & Disorder Act.

Yours sincerely



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