

5.3 SITE SAFETY AND CRIME PREVENTION

ACCESS & MOVEMENT

The planned site has a movement framework that allows for direct, well lit access to all units for both pedestrians and vehicles. Segregation of routes has been avoided, as have alleyways and short cuts. Rear access to plots will have lockable gates enclosed by 1.8 to 2m fence or masonry walls. The development is proposing to utilize shared surfaces in part to enable the residents to take possession of both footpath and roadway. This method will engender a sense of guardianship over the streets by local residents.

STRUCTURE

All properties throughout the development front a defined access route. The number of sides fronting the public realm is reduced and assists in creating 'active frontages' which promote natural surveillance.

Defensible spaces have also been incorporated into the development as a 'buffer' between the dwelling and the highway.

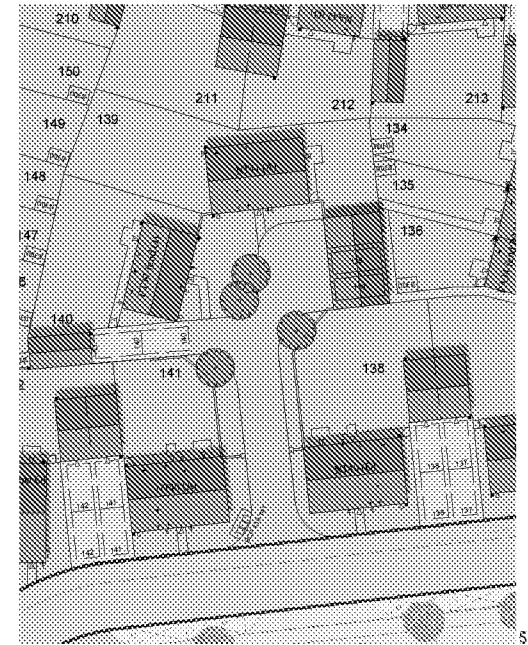
SURVEILLANCE

As previously described the movement framework of the development allows for good natural surveillance. Every opportunity has been taken to avoid 'inactive frontages'. The well defined routes reduce areas for potential criminal activity. Any criminal activity would attract attention, and with many overlooking properties and an established sense of guardianship action is more likely to be taken. Car parking is located in areas under natural surveillance from adjoining properties and the use of non-overlooked parking courts has been avoided.

OWNERSHIP

We envisage that the development as designed will promote a sense of ownership, respect, territorial responsibility and community. By designing clearly defined public, semi-private and private spaces we wish to encourage residents and users to generate a sense of ownership and responsibility for their properties and the development as a whole.

ACCESS STATEMENT



5.1



5.2

- 5.1 Typical block, showing well defined access and secure private parking
- 5.2 Typical block, showing active frontages that help define the urban structure and create a regular movement framework.

ACCESS STATEMENT

5.4 REFUSE STORAGE AND COLLECTION

The layout has been designed to accommodate the refuse collection requirements of a scheme of apartments and houses. The adjacent diagram is an extract of the submitted Refuse Collection Strategy layout.

HOUSES

Houses will be provided with the appropriate storage containers to meet current Arun DC policy.

Residents of houses adjacent to the highway will leave their wheeled bins/boxes/bags adjacent to the public footway for collection, at the appropriate times.

Residents of houses accessed from private drives, mews and lanes without turning provision, will place their bins at a pre-determined collection point adjacent to the adoptable highway at the appropriate times. These are identified on the collection strategy layout.

Please refer to Engineer's vehicle tracking drawings for further information on turning heads and access requirements.



5.3 Refuse Management plan

McBains