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Local Policing Supporting Team

Your Ref: A/83/18/RES

Our Ref: NW/ARU/17/15D

Date: 28th August.2018

Contact Name: Neville Wren

Dear Mr Easton

RE Land west of Brook lane and south of A259 Rustington BN16 3JL

Thank you for your correspondence of 1st August 2018, advising me of an Approval of reserved matters following outline application A44/17/OUT for access only for the demolition of existing buildings on site and the erection of a mixed use development, comprising of up to 90 No residential units and care home (Use Class C2 & C3) and ancillary facilities, including railway crossing, together with associated access, car parking & landscaping. This application also lies within the parish of Littlehampton and Rustington. This is a Departure from the Development Plan application for which you seek advice from a crime prevention viewpoint.

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, and 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.

I direct my comments solely from a crime prevention viewpoint and I direct the application or their agent to our website at www.securedbydesign.com where SBD Homes 2016 document can be found. The Secured by Design scheme is a Police initiative to guide and encourage those engaged within the specification, design and build of new homes, and those undertaking major or minor property refurbishment, to adopt crime prevention measures. The advice given in this guide has been proven to reduce the opportunity for crime and the fear of crime, creating safer, more secure and sustainable environments.

From a crime prevention viewpoint it is important that routes around and in to the development for pedestrians allow a good view ahead and around them. Foot paths should be straight, wide and well lit, be overlooked where possible and avoid potential hiding places and dangers from approaching road traffics.

Pedestrians, cyclists and vehicles should be integrated to provide a network of supervised areas to reduce crime and antisocial behaviour.

Physical barriers may also have to be put in place where 'desire' lines (unsanctioned direct routes) place users in danger, such as busy road junctions.

Mr D Eaton
Planning Officer
Planning Control
Arun District Council

Sussex Police Headquarters
Mailing House, Mailing, Lewes, East Sussex, BN7 2DZ

The provision of a roundabout on the access road into Brook Lane leading from the south side of the A259 should provide a location for a crossing point for pedestrians wishing to access both the western or eastern developments and also provide a footpath to be directed along the southern side of the busy A259 where Commercial & Retail premises are located approximately 240 metres east of the proposed application. A crossing point at the roundabout should provide good visibility for drivers and pedestrians alike when entering the developments.

Planting next to a footpath should begin at the outer edge of the verge, starting with low growing plants with taller shrubs and trees to the rear. Planting immediately abutting the path should generally be avoided as shrubs and trees have a tendency to grow over the path creating pinch points, places of concealment and unnecessary management.

As a general recommendation where good visibility is needed shrubs should be selected to have a mature growth height no higher than 1 metre, and trees should have no foliage or lower branches below 2 metres which allows 1 metre field of view between them.

Careful selection of plant species is critical in order not to impede natural surveillance and avoid unnecessary high maintenance. Trees on appropriate route stocks can provide a more reliable means of reducing the likelihood of reducing natural surveillance.

On new developments where isolated footpaths are unavoidable and where space permits footpaths should be 3 metres wide to allow people to pass without infringing personal space and to accommodate passing wheelchairs, cycles and mobility vehicles

If footpaths are designated as an emergency route they must be wide enough to allow the passage of emergency and service vehicles and have lockable barriers.

Lighting throughout the development and its access roads will be an important consideration and should conform to the recommendations within BS5489:2013.

I refer the applicant to Chapter 8 of Secured by Design (Homes 2016 document) found at (www.securedbydesign.com) for further advice regarding the layout and design of roads and footpaths to give residents a degree of control over what happens in the area around their homes.

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



Neville Wren
Designing Out Crime Officer
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