



Local Policing Support Team

Your Ref: BE/109/19/OUT

Our Ref: NW/ARU/19/25A

Date 3rd December 2019

[REDACTED]

Dear Mr Davis,

RE: Land east of Shripney Road and south of Haddan House, Shripney Road Bersted PO22 9NW

Thank you for your correspondence of 31st September 2019, advising me of an 'Outline application with some matters reserved for up to 46 No dwellings together with access. This application is a Departure from the Development Plan & may affect the character & appearance of the Shripney Conservation Area.' 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 UK Police service and supported by the Home Office that recommends a minimum standard of security using proven, tested and accredited products. Further details can be found on www.securedbydesign.com within (Homes 2019) document.

The National Planning Policy Framework demonstrates the government's aim to achieve healthy, inclusive and safe places which are safe and accessible, so that 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 and site specific requirements should be considered.

The development in the main has outward facing dwellings which has created good active frontage with the streets and the public areas being overlooked, this design has eliminated the need for vulnerable rear garden pathways. Parking in the main has been provided with in-curtilage and garage parking and a number of on street parking bays, this should leave the street layout free and unobstructed.

Mr S Davis
Planning Officer
Planning Control
Arun District Council

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

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I have a slight reservation regarding the access footpath between the houses centrally located in the north part of the site as the access path provides easy access through the middle of the rear and sides of some back gardens.

In circumstances that require a more open feature such as a garden overlooking a rear parking court or a rear garden pathway, 1.5metre high close board fencing topped with 300mm of trellis can achieve both security and surveillance requirements. This solution provides surveillance into an otherwise unobserved area and a security height of 1.8 metres. Gates that provide access to the side of the dwelling or rear access to the gardens must be robustly constructed of timber, be the same height as the adjoining fence and be lockable from both sides. Such gates must be located on or as near to the front of the building line as possible.

I refer the applicant to (Secured by Design Homes 2019 Paragraph 8.1) which recommends from a crime prevention viewpoint in relation to access. Vehicular and pedestrian routes should be designed to ensure that they are visually open, direct, well used and should not underestimate the defensible space of neighbourhoods. Design features can help identify the acceptable routes through a development thereby encouraging their use and in doing so enhance the feeling of safety. Where it is desirable to limit access or use to residents and their legitimate visitors, features such as rumble strips, change of road surface (by colour or textures), pillars, brick piers or narrowing of the carriageway may be used. This helps to define the defensible space, psychologically giving the impression that the area beyond is private.

(SBD Homes 2019 Para 8.5) also states that Cul-de-sacs that are short in length and not linked by footpaths can be a very safe environment.

The footpath that is located close to the entrance to the development and travels north to south parallel with the A29 road must be a sufficient distance within the junction to allow southbound vehicles on the A29 to see pedestrians clearly as they turn eastwards from the road into the application. Likewise pedestrians crossing the entrance road and using the footpath must be able to clearly see vehicles turning from the A29 southbound lane in particular, to avoid any potential collisions.

I note the A29 proposed pedestrian crossing is just north of the entrance of the application. There may be a desire route from the houses on the north side of the access road towards the pedestrian crossing cutting across the grassed area of the north east corner of the access road. (I am aware a pedestrian crossing has also been suggested as an alternative, south of the junction).

In the immediate vicinity of the junction with the A29 Bognor Road I recommend 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. A large tree canopy can block natural light and also restrict the effectiveness of street lighting. Branches may also come into collision with the street lights.

Street lighting should conform to specifications within BS5489-1:2013.

It will be important that planting should be regularly maintained to avoid the junction becoming obstructed by foliage and to help maintain good visibility towards and from the junction.

Other than the main access road and the north and south ends of the perimeter footpath that runs parallel with the A29, the development backs onto agricultural fields with no adjoining public rights of way. As far as possible the perimeter of the application must have a secure perimeter. Any perimeter hedging should be dense to prevent unauthorised access to the development. Gaps in the hedgerows around the perimeter should be sealed with planting or fencing to prevent unauthorised access through them

Thank you for giving me an opportunity to comment at this outline stage. I will comment further at reserved matters.

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



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



Neville Wren
Designing Out Crime Officer
Sussex Police Headquarters

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

