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Local Policing Branch

Your Ref: BE/113/17/RES

Our Ref: NW/ARU/16/10B

Date: 11th October 2017

Contact Name: Neville Wren

Dear Mr Innes

Re: Land West of New Barn Lane Bersted

Thank you for your correspondence of 13th September 2017, advising me of an application for Approval of reserved matters following outline consent BE/18/17/PL for appearance, landscaping, layout & scale for a mix of up to 90No residential units, associated open space, landscaping, access & car parking 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.

I refer to extracts from my colleagues previous letters dated 10th June 2016 in relation to your reference BE/77/16/OUT and our reference PE/ARU/16/10/A and also your reference BE/142/15/OUT and our response letter reference PE/ARU/15/A dated 02/10/2015 regarding the above location and application.

(The development in the main has outward facing dwellings with back to back gardens which has created good active frontage with the streets and the public areas being overlooked, this design has all but eliminated the need for vulnerable rear garden pathways.

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 (recommended 1.8m) and be lockable. Such gates must be located on or as near to the front of the building line as possible).

I note that many of the proposed houses have garages set between each other and located behind the rear building line with a gate between the back corner of the house linking across to the front corner of each garage. The chances of unauthorised access via the gate to the back garden is increased due to the recessed location of each gate as they are much less in view, and I reiterate that each gate must be lockable.

(Parking in the main has been provided with in-curtilage, garage and a number of on street parking bays, this should leave the street layout free and unobstructed. Where communal parking occurs it is important that they must be within view of an active room within the property. 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

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rooms, but not from bedrooms and bathrooms. Gable ended windows can assist in providing observation over an otherwise unobserved area)

Following on from those comments I would also recommend there is lighting in the parking court containing parking bays 29-33 and parking court containing bays 43 -46 and 61-66.

I would recommend lighting throughout the development should conform to the recommendations within BS 5489:2013.

(There is good overlooking surveillance from the dwellings opposite the proposed area of play and public open space; however it will be necessary for these to be active rooms overlooking these public areas. Additionally it will be necessary to keep foliage low in order to maintain natural surveillance throughout; ground planting no higher than 1 metre with tree canopies no lower than 2 metres. Leisure areas including Local Areas of Play, Local Equipped Areas of Play and Neighbourhood Equipped Areas of Play require careful consideration when selecting their location. This must include inclusion of boundary fencing and landscaping of the area, but still provide natural surveillance and lighting as appropriate. The play areas should also reflect the differing age ranges; ensuring consideration has been given to all.)

I would recommend the hedging between the Locally Equipped Area of Play and the swale is increased in length to provide a dense barrier between them to prevent children running through or around either ends.

I also recommend that the secure cycle stores have PIR lighting installed internally and that the front doors are lockable. A mechanical push button type of lock would be acceptable or a Sold Secure Silver hasp, staple & padlock.

Where there are proposed cycle stores with double doors, a door closer is to be fitted along with spring loaded automatic shoot bolts to the unlocked door to ensure it closes first. This arrangement would work very well for the refuse stores as well. Sheffield hoop style cycle stands are to be of galvanised steel bar construction of at least 3mm thickness.

Where footpaths are located and space permits ,they should be at least 3 metres wide (to allow people to pass without infringing personal space and to accommodate passing wheel chairs, cycles and mobility vehicles as recommended in Secure by Design Safer Homes 2016 chapter 8;10 (www.SecurebyDesign.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, 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.

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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