

Sandra Edwards

From: Amanda Scholes on behalf of Planning.Responses
Sent: 22 May 2018 08:44
To: Planning Scanning
Subject: FW: CM/13/18/OUT Land to West of Church Lane South of Horsemere Green Lane Clymping
Attachments: ARU 17 05B - Land West of Church Lane & South of Horsemere Green Clymping.pdf

From: [REDACTED]
Sent: 21 May 2018 11:59
To: Planning.Responses
Subject: CM/13/18/OUT Land to West of Church Lane South of Horsemere Green Lane Clymping

Dear Ms Potts

Please find attached my recommendations for the above planning application

Regards

Neville Wren | Designing Out Crime Officer
Sussex Police Headquarters
Church Lane | Lewes | East Sussex | BN7 2DZ
[REDACTED]

You can report crime and incidents online at www.sussex.police.uk/reportonline

We want to know your views - see what's new and give us your feedback and suggestions at www.sussex.police.uk

If you have received this message in error, please contact the sender as soon as possible - you may not copy it, or make use of any information contained in it for any purpose, or disclose its contents to any other person. Messages sent and received by Sussex Police are not private and may be the subject of monitoring.



Sussex Police
Serving Sussex

www.sussex.police.uk

Local Policing Supporting Team

Your Ref: CM/13/18/OUT

Our Ref: NW/ARU/17/05B

Date: 21st May.2018

Contact Name: Neville Wren

Dear Ms Potts

RE Land to West of Church Lane South of Horsemere Green Lane Clymping.

Thank you for your correspondence of 4th May 2018, advising me of an Outline application with some matters reserved for the erection of up to 300 dwellings and ancillary development comprising open space, a building within use class D1 of up to 875 square metres net, a building for A1 use having a floor area of up to 530 sq. metres net, together with open space and ancillary works, including access points, car parking and drainage arrangements, with appearance, landscaping, layout; and scale wholly reserved for subsequent approval. The access detail, showing the points of access to the development, and indicated on Bellamy Roberts drawings numbered 4724/013 and 4724/005 Rev A are access proposals to be determined at this stage of the application. For the avoidance of doubt all other access detail within the site is to be determined as a reserved matter at a later stage. Resubmission following CM/1/17/OUT. Departure from the Development Plan 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.

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 in particular pedestrian use.

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.

It is important that for their safety pedestrians have a good view ahead and around them. Foot paths should be straight, wide and well lit, be overlooked and avoid potential hiding places.

Ms Potts
Planning Officer
Planning Control
Arun District Council

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

Telephone: 101 | 01273 470 101

Routes for 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. The junction with the A259 and Church Lane being an example.

The Department of Transport Manual for Streets 2007 Chapter 6 Paragraphs 6.3.22 and 6.3.23 recommends that a minimum width of 2 metres must be left clear for the passage of pedestrians. This width should be increased if the location is congested to avoid any conflict with passing traffic.

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.

In general 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.

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.

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.

Footpaths that are to include lighting should be lit to the relevant levels as defined in BS5489:2013. It is important to avoid conflict between lighting and tree canopies.

Conflict areas such as larger roundabouts and shared surfaces will require a higher uniformity as they use a class C which will be determined by compliance with BS5489:2013. (It is recognised that some authorities have a dark sky policy).

I note that Horsemere Green Lane is subject to a 40mph speed limit. The road is for the majority of its length narrow and has a weight restriction of 7.5 tons along it. At its western end there is no footpath from May Close to Yapton Road and there is a small static mobile home site on the south side of the road. The increase of traffic from the development into Horsemere Lane may potentially affect residents / pedestrians using the unpaved section of the road.

The South Coast Cycle Route passes the eastern end of the road at its junction with Church Lane.

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.

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

Telephone: 101 | 01273470101

Yours sincerely

Neville Wren
Designing Out Crime Officer
Sussex Police Headquarters

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

Telephone: 101 | 01273470101