

[REDACTED]

From: [REDACTED]
Sent: 12 December 2019 13:55
To: Planning.Responses <Planning.Responses@arun.gov.uk>
Subject: FP/239/19/PL Felpham Site 6 Westmorlands Drive Felpham

Dear Mr Eastham,

Please find my recommendations regarding the above planning application attached .

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

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[REDACTED]

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Local Policing Support Team

Your Ref: FP/239/19/PL

Our Ref: NW/ARU/19/27A

Date 12th October 2019

Contact Name: Neville Wren

Dear Mr Eastham

RE: Felpham Site 6 Westmorlands Drive, Felpham.

Thank you for your correspondence of 20th November 2019, advising me of a ' Variation of Condition 15 imposed under FP/92/04 for bus gate (approved Phase 2) to be replaced with an emergency access & cycle link ' 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 and (Commercial Developments 2015) 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.

From a crime prevention viewpoint, as well as allowing emergency access, the gates must restrict unauthorised access to help reduce excessive permeability to the developments in order to create a safe and secure communal environment for residents.

I refer the applicant to Secured by Design (Homes 2019 document Paragraphs 8.8 to 8.12).which relate to footpath design. Para 8.12 refers to and recommends that they must have space to accommodate

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wheel chairs, pedal cycles and mobility vehicles. I note the access gap for the footpath gate design allows 1.5 metres through the chicane.

My only concern is that it may be large enough to allow small trials type motor cycles through it.

The proposed hinged swinging vehicle gates must be fitted so as to prevent the gates being lifted off their hinges and provision must be included to hold the gates open if required. The gates should open inwards away from the direction of traffic flow.

There should be no easy access on each side of the gate support posts which would allow vehicles to bypass the gates, such as driving across open grass verges. Gates and support posts must be constructed of galvanised heavy weight steel construction fit for purpose and firmly secured in the ground to prevent them being lifted out.

The gates must have access control, and if held closed by padlocks I would recommend each gate padlock is located in a steel box welded to the gate frame. The box should have an open end facing downwards so that the padlock can be attached within it and prevent the padlock hasp being attacked by saws or being levered. The only accessible point being from the bottom of the close fitting box. I recommend the key hole for the padlock is located at the bottom of the padlock to allow this type of fitting which will help provide an external layer of security around the padlock.

I recommend a minimum padlock specification should be Sold Secure 'Silver' or 'Gold' standards.

I also refer the applicant to SBD (Commercial Developments 2015) document and to (Para 45.1 bullet point 3), and (Para 45.2) in regard to appropriate selection and installation of bollards.

There must be street lighting in the vicinity of the access gate as appropriate.

Secured by Design (Homes 2019) document (Chapter 18) recommends all street lighting should meet specifications within (BS 5489-1:2013). It also comments that bollard lighting is not compliant with (BS5489:2013) because it does not project sufficient light at the right height and distorts the available light due to the up lighting effect; making it difficult to recognize facial features and as a result causes an increase in fear of crime. Bollard lighting is purely for wayfinding. In this location I recommend street lighting is vandal resistant.

Secured by Design recommends that it is important that 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.

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 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.

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.

Planting near the proposed access should 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. Trees may restrict the performance of street lighting or cause damage by

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collision with branches and should not be located within 5 metres of a light source. Account must be taken of the effects of seasonal variations.

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.

Appropriate traffic warning signage must be provided at each side of the gate to provide conditions of use and for warning of the obstruction to traffic.

From a crime prevention perspective I have no objections to this application.

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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