



Local Policing Support Team

Your Ref: LU/206/21/RES

Our Ref: LM/ARU/21/17C

Date 22nd December 2021

Contact Name: Lee Melbourne [REDACTED]

Dear Mr Eastham,

RE: Phase 5 Hampton Park Toddington Lane Littlehampton BN17 7PL

Thank you for your correspondence of the 22nd December 2021, advising me of a planning application for approval of reserved matters following outline consent LU/47/11/ for the development of 261 No. dwellings, the formation of green swale (SuDs feature) and the construction of part of the Central Spine Road running through Phase 5 at Hampton Park and southwards to link up with Toddington Lane. This site is in CIL zone SP2 and is not CIL Liable as strategic site at the above location, for which you seek advice from a crime prevention viewpoint.

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 – for example through the use of attractive, well-designed, clear and legible pedestrian and cycle routes, and high-quality public space, which encourage the active and continual use of public areas.

With the level of crime and anti-social behaviour in the Arun District being 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 always be considered.

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 and Building Control Departments in England (Part Q Security – Dwellings), that recommends a minimum standard of security using proven, tested and accredited products. Further details can be found at www.securedbydesign.com

Mr Eastham
Planning Officer
Planning Control
Arun District Council

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

This latest planning application pertains to revised application drawings and documents in relation to Phase 5 Hampton Park Toddington Lane Littlehampton BN17 7PL.

I refer the applicant to previous correspondence from this office Your Ref: LU/206/21/RES dated the 30th of July 2021 and Our Ref: LM/ARU/21/17A dated the 12th August 2021. Additionally, Your Ref: LU/206/21/RES dated the 9th December 2021 and Our Ref: LM/ARU/21/17B dated the 10th December 2021 to which all comments contained therein remain extant.

Having reviewed the latest amendments please find additional consultee comments.

I direct the applicant or their agent to our website at www.securedbydesign.com where the SBD Homes 2019 Version 2 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.

In relation to the public right of way diversion - when introducing public footpaths into developments, caution should be used as the introduction of a footpath into or through a development has the potential to generate crime if not adequately designed. Chapter 8.3 of SBD Homes 2019 V2 states *'Whilst it is accepted that through routes will be included within the development layouts, the designer must ensure that the security of the development is not compromised by excessive permeability, for instance by allowing the criminal legitimate access to the rear or side boundaries of dwellings or by providing too many or unnecessary segregated footpaths'*.

I refer the applicant to Chapter 8.10 of SBD Homes 2019 V2 which relates to Footpath Design. SBD have identified that public footpaths should not run to the rear of rear gardens as this have proven to generate crime. *'Where a segregated footpath is unavoidable, for example a public right of way, an ancient field path or heritage route, designers should consider making the footpath a focus of the development and ensure that they are as straight as possible • wide • well lit (within BS 5489-1:2020) • devoid of potential hiding places • overlooked by surrounding buildings and activities • well maintained so as to enable natural surveillance along the path and its borders'*.

SBD Homes 2019 V2 chapter 8.12 goes onto say *'Where isolated footpaths are unavoidable, and where space permits, they should be at least 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 access route, they must be wide enough to allow the passage of emergency and service vehicles and have lockable barriers'*.

With regards to cycle stores within the development - research by the 'Design against Crime Centre' suggests that cyclists should be encouraged to lock both wheels and the crossbar to a stand rather than just the crossbar and therefore a design of cycle stand that enables this method of locking to be used is recommended. Minimum requirements for such equipment: • Galvanised steel bar construction (minimum thickness 3mm), filled with concrete; • Minimum foundation depth of 300mm with welded 'anchor bar'. Given that modern cycles have numerous quick release components - to reduce the pay-off to any would be offender it is recommended that no more than 30 cycles be stored within a communal cycle store.

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

With regards to the proposed landscaping and boundary treatments within the development - 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. Trees may restrict the performance of street lighting or cause damage by 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.

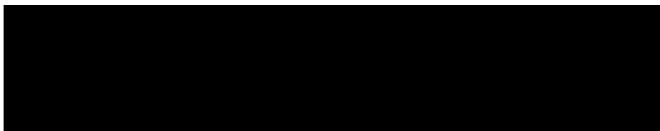
As a general recommendation where good visibility is needed shrubs should be selected to have a mature growth height no higher than 1 metre, and trees should have no foliage or lower branches below 2 metres which allows 1 metre field of view between them.

Finally, lighting throughout the development will be an important consideration and where it is implemented it should conform to the recommendations within BS5489-1:2020. SBD considers that bollard lighting is not appropriate as it does not project sufficient light at the right height making it difficult to recognise facial features and as a result causes an increase in the fear of crime.

Thank you for giving me an opportunity to comment.

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



Miss Lee A Melbourne
Designing Out Crime Officer
Sussex Police Headquarters

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