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Your Ref: LU/244/13/

Our Ref: PE/ARU/13/18/A/

Date: 18<sup>th</sup> September 2013

Contact Name: Phill Edwards

Dear Mr Crowther

**Re: Land Parcel 1B, Courtwick Lane, Land South of Railway, Littlehampton.**

Thank you for your letter of 22<sup>nd</sup> August 2013, advising me of an application for the approval of reserved matters following outline application LU/355/10, 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.

I was pleased to note that the Design and Access Statement submitted in support of the application gave mention to some crime prevention measures to be incorporated into the design and layout. 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. Design and Access Statements for outline and detailed applications should therefore demonstrate how crime prevention measures have been considered in the design of the proposal and how the design reflects the attributes of safe, sustainable places set out in Safer Places – The Planning System and Crime Prevention. However, I do have concerns over the rear parking courts which I will expand upon later within this document.

In the main the development has outward facing dwellings creating good active frontage with the streets and public areas being overlooked. Parking in the main has been provided for with in-curtilage parking which should leave the street free and unobstructed. Additionally there are 5 rear parking courts which I have concerns over. These concerns are over the very low levels of observation over the rear car parks. I note that the rear parking court of plot 146 is shown as being gated. Consideration should be given to the gating all of the rear car parks. Un-gated car parks can provide areas of concealment which can encourage anti social behaviour which may result in vandalism of the vehicles parked here. Should the residents lose confidence in the car park's ability to keep their vehicle safe they may park in view of their dwellings, obstructing and choking up the road layout which could lead to disharmony amongst the residents of the development.

With regards to the Affordable dwellings I direct the applicant's attention to our website at [www.securedbydesign.com](http://www.securedbydesign.com) for information on the SBD scheme.

Mr N Crowther  
Planning Control  
Arun District Council

**DX 57406 LITTLEHAMPTON**

Mr A Harris  
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It is important that the boundary between public space and private areas are clearly indicated. It is desirable for dwelling frontages to be open to view, so walls fences and hedges will need to be kept low or alternatively feature a combination (max height 1m) of wall, railings or timber picket fence. As the first line of defence, perimeter fencing must be adequate with vulnerable areas such as side and rear gardens needing more robust defensive barriers by using walls or fencing to a minimum height of 1.8metres. In circumstances that require a more open feature, 1.5m fencing topped by 300mm of trellis can achieve both requirements. 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 fence and be lockable. Such gates must be located on or as near to the front of the building line as possible. Consideration to be given to wooden palisade constructed gates that give observation in both directions.

It is important to avoid the creation of windowless elevations and blank walls adjacent to space to which the public have access. These can have the effect of attracting graffiti and inappropriate loitering. An addition of a first floor window or a buffer zone can assist in reducing these concerns. Buffer zones can take the form of railings or defensible planting or a combination of both, i.e. the railing to indicate the private space and the planting to prevent direct access, this is also very effective on vulnerable windows.

The Safer Places document from the ODPM, (2004) offers a good practice guide for the creation of well designed and safe places through the planning system. 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.

Finally, lighting will be an important consideration, both in the car parking area, around the buildings and communal areas.

This letter has been copied to the applicant or their agent who is asked to note that the above comments may be a material consideration in the determination of the application but may not necessarily be acceptable to the Local Planning Authority. It is recommended, therefore, that before making any amendments to the application, the applicant or their agent first discuss these comments with the Local Planning Authority.

Yours sincerely



Phill Edwards  
Crime Prevention Design Adviser  
Sussex Police Headquarters