



Your Ref: LU/44/14/

Our Ref: PE/ARU/14/05/A

Date: 15th April 2014

Contact Name: Phill Edwards

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Direct Dial No: [REDACTED]

Dear Mr Crowther

Re: Kingley Gate Development, Phase 2 Courtwick Lane, Land South of Railway Station, Littlehampton.

Thank you for your correspondence of the 13th March 2014 advising me of an application for the approval of reserved matters for the 182 units of Phase 2 for the development 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 the 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 and layout of the development. The development demonstrates very good design and layout in the main, however there are a few points I would like to raise from a crime prevention perspective.

There are two rear parking courts where any cars parked would be unobserved along with a number of rear access pathways to the rear gardens. In both cases a combination of 1.5 metre high close board fencing topped with 300mm of trellis will provide observation into an otherwise unobserved area.

Between plots 261 & 262, I note there is a proposed demarcation fence 1.8 metres high which separates the access to the rear gardens left and right. I feel that this unnecessary and will create a claustrophobic dark environment and could alienate neighbours. A solution would be to keep it gated at the front of the building and have a wider passage leading to the gates of the rear gardens of each property whilst still maintaining the garden fence height of 1.8 metres. Or alternatively have a small dividing fence of 1.2 metres high between the two dwellings, maintain levels of light and space promoting neighbour community relations.

The northern most LAP has very good surveillance over it; however the southern version is ringed on 3 side by parking bays which reduces the natural surveillance from the surrounding dwellings. Due to the close proximity of the parking bays and manoeuvring areas to the southernmost LAP, I recommend that this area has railings installed around it as is shown for the Northern most LAP.

Mr N Crowther
Planning Control
Arun District Council

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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.

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