



Local Policing Support Team

Your Ref: Y/26/20/RES

Our Ref: LM/ARU/20/08A

Date 9th April 2020

Contact Name: Lee Melbourne

Dear Mr Davies,

RE: Land at the Southern End of Cinders Lane Cinders Lane Yapton BN18 0JJ

Thank you for your correspondence of the 17th March 2020 advising me of a planning application for Approval of reserved matters following the grant of Y/32/17OUT for the erection of 19 No. dwellings. This application also lies within the parish of Climping & affects a Public Right of Way 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.

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

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 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 be considered.

Mr Davies
Planning Officer
Planning Control
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The development in the main has outward facing dwellings with back to back gardens which has created good active frontage with the streets and the public areas being overlooked, this design has all but eliminated the need for vulnerable rear garden pathways.

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 plot 1-5 (flats) - Communal entrance door-sets with a separate adjacent access control panel are usually subjected to greater use (and abuse) due to the number of dwellings served. Certification to one of the following standards can demonstrate that the door-set has a more robust construction and is more able to withstand the day to day use in a communal application than a door-set tested to PAS 024:201, PAS 024:2016 or STS201. Acceptable certification is; STS202 Issue 3 (2011) BR 2, LPS 1175 issue 7.2 (2014) SR 2+, PAS024:2012, paragraph 4.43 i.e. tested to BS EN 1627 Resistance class 3.

Door sets that are fitted with electronic locks or electronic staples must form part of the manufacturers certified range of door-sets.

I recommend the postal arrangements for the flats is through the wall, external or lobby mounted secure post boxes. I strongly urge the applicant not to consider letter apertures within the flats' front doors. The absence of the letter aperture removes the opportunity for lock manipulation, fishing and arson attack and has the potential to reduce unnecessary access to the block.

I refer the applicant to SBD Homes 2019 Chapter 8 which refers to layout of roads and footpaths. Footpath design - 8.9 states that public footpaths should not run to the rear of, and provide access to gardens, rear yards or dwellings as these have been proven to generate crime. 8.10 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 • 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.

With regards to the cycle stores within the development I refer the applicant to SBD Homes 2019 Chapter 56 Secure external storage facilities and bicycle security. 56.1 states that external containers specifically designed for the secure storage of bicycles and other property must be certificated to one of the following minimum security standards: • LPS 1175 Issue 7.2:2014 Security Rating 1 (or above); or • LPS 1175 Issue 8:2018 Security Rating 1/A1 (or above); or • STS 202 Issue 7:2016 Burglary Rating 1 (or above); or • LPS 2081 Issue 1.1:2016 Security Rating A; or • Sold Secure (Bronze, Silver or Gold).

Additionally Chapter 56 SBD Homes 2019 refers to external communal bicycle storage. This will be of particular pertinence to plot 1-5 (flats) as 56.3 states that external, open communal bicycle stores with individual stands or multiple storage racks for securing bicycles will be as close to the building as possible, but in any event within 50 metres of the primary entrance to a block of flats and located in view of active rooms (Note 56.3) of dwellings. The store must be lit at night using vandal resistant, light fittings and energy efficient LED lights.

Additionally, with regards to plot 1-5 (flats) SBD Homes 2019 Chapter 57 refers to integral communal bin, mobility vehicles and bicycle stores. 57.1 states that integral communal bin, mobility vehicles and bicycle stores within blocks of flats should be easily accessible, with floor to ceiling dividing walls, no windows and be fitted with a secure doorset that meets the same physical specification as 'front door' and specifically Section 2a, paragraphs 21.1 to 21.21. This will ensure that such stores are only accessible to residents.

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The locking system must be easily operable from the inner face by use of a thumb turn to ensure that residents are not accidentally locked in by another person. A bicycle store must also be provided with stands with secure anchor points or secure cycle stands (see paragraph 56). 57.2 In England and Wales, doorsets providing access from the storage facility into communal parts of the building (including emergency egress doorsets) are required to meet Part B, Part M and Part Q of Building Regulations. 57.3 Any doorset that provides access to the communal areas shall also be controlled via an access control system.

Finally, lighting throughout the development will be an important consideration and where it is implemented it should conform to recommendations within BS 5489-1:2013

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 the 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



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