



## **Agenda Update Sheet**

### **Planning Committee**

**Date: 8<sup>th</sup> September 2022**

## **ITEM 5**

**DM/22/1925**

## **ITEM 6**

**DM/22/0733**

### **Representations**

1 further letter received:

- how will trees be protected on the boundary of the site and will additional trees be planted
- our property is a listed building and the development will impact our heritage site
- concerned about our private access road being blocked by construction vehicles and ask how this can be prevented

### **Consultations**

#### **Sussex Police**

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 using Crime Prevention Through Environmental Design (CPTED) principles and 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](http://www.securedbydesign.com)

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 Mid Sussex 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 always be considered and I would like to raise the following observations.

The development is accessed off Lunce's Road with no-through vehicle route. There is a proposed pedestrian access to the north east corner of the development. All dwellings face out onto the street manoeuvring areas. This has created good active frontage with the streets being overlooked. Back-to-back gardens have all but eliminated the need for vulnerable rear garden pathways. There is good clear demarcation to the dwelling's front, clearly indicating difference between private and public space. Although there will be a requirement for more demarcation lines to the front of plot 20 that abuts the public open space (POS). This would also be applicable to plot's 10 & 11 to remove any unobserved casual approach to the fronts of the properties via the POS and green belt.

Parking has been provided with garage, car barn, on-curtilage, and a number of on-street visitor parking bays. This should keep the street layout free and unobstructed. However, vehicle mitigation measure should be considered to discourage rogue parking on the main spline's green verge.

I was pleased to note that the rear gardens are protected with a minimum of 1.8-metre-high close board fencing. Where the vulnerable rear garden pathway exists, I recommend that there is more open fencing to allow for greater surveillance. Trellis (300mm) topped 1.5-metre-high fencing can be useful in such circumstances. This solution provides surveillance into an otherwise unobserved area and a security height of 1.8 metres.

Communal areas, such as playgrounds, toddler play areas, seating facilities and POS have the potential to generate crime, the fear of crime and anti-social behaviour. Care should be taken to ensure that a lone dwelling will not be adversely affected by the location of the amenity space, and it should be noted that positioning amenity/play space to the rear of dwellings can increase the potential for crime and complaints arising from increased noise and nuisance.

The Design and Access Statement (DAS) submitted in support of this application mentions that there is potential footpath connectivity with future developments. When introducing public footpaths into development 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 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.*

SBD Homes 2019 V2 chapter 8.12 *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.* I recommend that the segregated proposed pedestrian access to the north east corner of the development is relocated alongside the vehicle access for greater surveillance when entering the development. This will reduce the footfall impact upon plots 1-5 and remove unobserved access to the sides of properties via the green belt. SBD Homes 2019 V2 chapter 13.1 states. *Research studying the distribution of burglary in terraced housing with open rear access footpaths has shown that up to 85% of entries occurred at the back of the house.*

In order to ensure that there is as much natural surveillance across the development as possible, ground planting should not be higher than 1 metre with tree canopies no lower than 2 metres. This arrangement provides a window of observation throughout the area. This will allow for the interaction of capable guardians across the site to observe and report any incidents and occurrences. A capable guardian has a 'human element', that is usually a person who, by their mere presence, would deter potential offenders from perpetrating a crime. However, a capable guardian could also be CCTV, providing that someone is monitoring it at the other end of the camera at all times.

Where cycle security is being provided for within garages and cycle sheds within the gardens. I would like to direct the applicant to SBD Homes 2019 V2 document chapter 56 for advice on cycle security and chapter 21.9 & 54 for increasing security of the garage vehicle door-set or the interconnecting door-set to the dwelling where applicable.

I recommend that the dwelling lighting is switched by dusk till dawn lighting as opposed to PIR. Secured by Design has not specified PIR activated security lighting for a number of

years following advice from the ILP and police concern regarding the increase in the fear of crime (particularly amongst the elderly) due to repeated PIR lamp activations. Research has proven that a constant level of illumination is more effective at controlling the night environment. Vandal resistant, low energy dusk till dawn lighting is recommended within the carbarns beneath Plot 6 (flat over car barn) to protect the users and the vehicles within. Lighting is an effective security measure and a useful tool for public reassurance in that it enables people to see at night that they are safe or, to assess a developing threat and if necessary, to identify a route they could take to avoid such a potential. Recent events that have made national news and become the focus of concern over safety in public places means that there is merit in recognising the enormous value people place on being able to move around in public places at night under high quality lighting systems. It is recognised that some local authorities have 'dark sky' policies and deliberately light some of their rural, low crime areas to very low levels of illumination. If this is the case, it is acceptable. However, where lighting is implemented and it is recommended for this application, 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.

I thank you for allowing me the opportunity to comment. Sussex Police would have no objection to the proposed development as submitted from a crime prevention perspective subject to my above observations, concerns and recommendations have been given due consideration.

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.

**P39**, In the third paragraph, replace the penultimate sentence with the following: 'Additionally a number of properties (1 to 5 and 10) are likely to require that closed windows will be required in the first floor bedrooms on the east side.'

**P48**, under the heading Trees, replace 'The plans show the removal of 5 individual trees and 3 groups of trees' with 'The plans show the removal of 3 individual trees and 2 groups of trees.'

**P56** Amend condition 4 to read:

No development shall take place until details of all existing trees and hedgerows on the land, and details of those to be retained, together with measures for their protection in the course of development have been submitted to and approved in writing by the Local Planning Authority. These works shall be carried out as approved.

Reason: In the interests of visual amenity and of the environment of the development and to accord with Policy DP26 of the Mid Sussex District Plan 2014 - 2031 and Policy E9 of the Neighbourhood Plan.

Add an additional condition to read:

No development above slab level shall take place until full details of a hard and soft landscaping scheme has been submitted to and approved by the Local Planning Authority. These details shall include indications of all existing trees and hedgerows on the land, and details of those to be retained, together with measures for their protection in the course of development. These works shall be carried out as approved. The works shall be carried out prior to the occupation of any part of the development or in accordance with the programme agreed by the Local Planning Authority. Any trees or plants which, within a period of five years from the completion of development, die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: In the interests of visual amenity and of the environment of the development and to accord with Policy DP26 of the Mid Sussex District Plan 2014 - 2031 and Policy E9 of the Neighbourhood Plan.

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