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North Somerset

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**Application No:** 21/P/2049/OUT

**Description:** Outline application for the erection of up to 62no. dwellings (30% affordable housing) with accesses off Church Lane and Front Street, landscaping and other associated works; access for approval with matters of appearance, landscaping, layout and scale reserved for subsequent approval

**Location:** Land To The East Of Church Lane And North Of Front Street Churchill

**Case Officer:** Andrew Stevenson

Summary Response	
No Objection or comments	
No Objection – Subject to comments	✓
Object in principle	
Object – Not acceptable in current format	

I am the Crime Prevention Design Advisor with responsibility for Crime Prevention Through Environmental Design projects within North Somerset. As a Constabulary we offer advice and guidance on how the built environment can influence crime and disorder and create safer communities addressing the potential of the fear of crime and anti-social behaviour.

Paragraphs 92, 97 and 130 of the National Planning Policy Framework July 2021 require crime and disorder and fear of crime to be considered in the design stage of a development. Other paragraphs such as 8, 106, 110, 108, 112, and 119 also require the creation of safe environments within the context of the appropriate section.

**COMMENTS:**

At this stage where only outline planning is sought, it is difficult from a crime reduction/prevention point of view to give detailed comments as the areas to be

addressed as detailed design would normally be decided upon at Reserved Matters stage.

The ‘sketch layout (detail) indicative’ plan submitted at this stage is only indicative but shows one vehicle access point off Church Lane and one vehicle access point off Front Street. Parking provision ranges from garage, on plot, to the front/side of dwellings and communal rear parking courts. The DAS (4/Design) shows main access road with pavement, secondary roads/driveway, main footpath and public rights of way. In addition to these routes there are smaller footpath links running through parking courts and to the side and rear of properties. Provision of public open space including LEAP/LAPs to north and south of the site.

Should this application gain approval, the design and layout of any future reserved matters application should incorporate measures to design out crime to provide a safe and secure environment and give consideration to the below;

### **Footpaths/pedestrian routes**

Routes for pedestrians, cyclists and vehicles should be integrated and assist easy intuitive wayfinding. Public footpaths should not run to the rear of, and provide access to rear gardens or dwellings. Where a segregated footpath is unavoidable, designers should consider making the footpath the focus of the development and ensure they are as straight and wide as possible, well lit, devoid of potential hiding places, overlooked by surrounding buildings and activities and well maintained.

**Parking** - Ideally cars should be parked in locked garages or on hard standing within the dwelling boundary. Where communal parking is necessary it should be sited in small groups close to adjacent homes and in view of active windows. Rear courtyard parking is discouraged as it introduces access to vulnerable rear elevations, often remain unlit and therefore increase the chance of the fear of crime and ungated courtyards can provide areas of concealment which can encourage anti-social behaviour. Parking courts should only have one entrance/exit point to ensure that there is no reason for non-residents to travel through the court.

### **Communal areas/Play Space**

Communal areas such as playgrounds, play areas, seating facilities have the potential to generate crime the fear of crime and anti-social behaviour. They should be designed to allow natural surveillance from nearby dwellings with safe accessible routes for users to come and go. Positioning amenity/play space to the rear of dwellings can increase the potential from crime and complaints arising from increased noise and nuisance.

### **Boundary Treatments**

Appropriate height front and rear garden boundary treatments with lockable gated rear/side access and use of clear demarcation between public and private space.

### **Bicycles**

Secure anchor points should be provided within each individual garage where possible, or shed in rear garden, for residents to secure/lock their cycles.

Secured by Design (SBD) 'Homes 2019' offers advice on the design and layout of new developments and advises physical security standards. Achieving compliance with SBD continues to provide a 'police preferred specification' for new developments (Proving compliance with Part Q of building Regulations) I administer the scheme in North Somerset and welcome enquiries and applications.

Please contact me if you have any questions regarding these comments

Kind Regards

Katy Waterman

Crime Prevention Design Advisor/DOCO

[https://www.securedbydesign.com/images/downloads/HOMES\\_BROCHURE\\_2019\\_update\\_May.pdf](https://www.securedbydesign.com/images/downloads/HOMES_BROCHURE_2019_update_May.pdf)