

Thank you for consulting with me on application PA/2021/2257, planning permission to create a lorry park with associated car parking, fencing, external lighting columns and landscaping, at land at junction of Victory Way and Falkland Way, Humber Bridge Industrial Estate, Barton-upon-Humber.

After consultation with Humberside Police Traffic Management Unit and Neighbourhood Policing Team I would like to register a 'Holding Objection' until the Applicant has provided the following information;

1. Reference has been made within the Landscape Summary document and Planning Statement that the lorry park will comprise of an open parking facility with security fencing and lighting. Unfortunately within these documents it does not identify the type and height of the proposed fencing. It appears on the Proposed Site Plan drawing that fencing may be erected around the facility adjacent to the existing and proposed landscaping buffer areas of Hawthorn hedges, however there is no description of the fencing outlined on the plan
2. Identified within the Proposed Site Plan are double entrance gates (entrance for cars and Lorries, and egress for cars only). A separate single egress gate is proposed for Lorries only, leading out onto Victory Way. The planning documentation and plans does not identify the height and type of gates to be installed, or whether these will be manual or automated with access control
3. It is unclear if a separate pedestrian gate will be available for users of the car and lorry park and cycle parking provision
4. An External Lighting Lux Layout Plan has been provided, however there is no indication within the documents to identify if CCTV or ANPR systems will be installed
5. A cycle shelter will be located to the north west of the development adjacent to the new substation. It is unclear as to the type of shelter that is proposed and what type of locking mechanism (hoops/stands) will be provided
6. There are 51 car parking spaces proposed, but it is unclear if provision will be made for motorcycle parking within the car park

Crime Analysis

I appreciate that the lorry park will accommodate empty HGVs and trailers, however I have identified that there has been 64 freight crimes (excluding diesel theft) throughout the North and North East Lincolnshire areas within lorry parks and road laybys, reported to the Police over the last two years – (2020 to 2022), including criminal damage to vehicle, curtain sidings cut, forced entry into lorry/trailer, attempted force entry and theft, theft from trailer and theft of trailer. There has also been 19 diesel thefts from Lorries within the last 2 years.

I would therefore strongly recommend that the following advice is taken into consideration and applied to this development.

Designing out Crime Advisory Notes

Fencing

Security fencing materials may include welded mesh and expanded metal available in numerous coloured coatings, which are sometimes used in conjunction with timber. Railings of various designs can be used to good effect and all fencing types can be fitted with toppings to deter climbing. I appreciate that security fencing should be effective without creating a 'fortress' impression, however it is recommended for this development to utilise fencing that creates a strong visual deterrent, will provide safety for employers and employees, prevent casual intrusion

by trespassers and prevent intrusion onto the site by criminals. Surveillance of and over the site from any surrounding streets, footways and occupied buildings can help to deter potential offenders who may fear that their presence on the site will be reported to the police. It is therefore recommended that, where appropriate, security fencing systems are transparent to facilitate observation from outside the site. The use of dark coloured coatings on metal fencing systems reduces the reflection of light and makes it easier for passers-by to observe activity through the fencing.

It is recommended that the height of the fence is between 1.8m and 2.4m high. Lower than 1.8m high is only suitable for boundary demarcation and controlling movement, and not for security.

I would recommend that the type of fence used to secure this development is Paladin mesh fencing, security rating LPS 1175 Issue 8.0 B3, (SR2). Mesh fencing is ideal for protecting premises without restricting view, it ensures that all angles are in sight at all times, reducing the risk of a security breach. Alternatively palisade fencing can be placed within the development, but I would strongly advise the fence is to standard LPS 1175 Issue 8.0 B3, (SR2). Applying this standard identifies the threat level, for example the tool kit used to penetrate the fence and the minimum delay time (in minutes), and can provide minimum enhanced resistance to opportunist attempts at forced entry. It is important that there are no structures close to or over the fence that will aid climbing, e.g. trees, lamp columns or buildings. The fence should be capable of raking or stepping to maintain height over different ground levels without creating gaps underneath.

Gates

The design, height and construction of any gates within a perimeter fencing system should match that of the adjoining fence and not compromise the overall security of the boundary. Entrance gates should be inward opening, of substantial framed construction and employ galvanized adjustable hinges and fixings mounted behind the attack face. Gates should be fitted with galvanized drop bolts and a facility for padlocking (manual gates) or electro-mechanical locking (automated gates) and employ mechanical/electromechanical devices as applicable to hold gate leaves in the open position. All gates installed within a secure fencing system must be suitable for the fencing specification or certified to the same standard as the adjoining certified fencing, and be of the same height and similar style. It should not be possible to lift the gate from its hinges, and the hinges and lock cylinder should be protected in such a way as to prevent their use as climbing aids. Care should also be taken in the design to ensure that cross sections do not inadvertently aid climbing. It should not be possible to pass under the gate when in the closed position.

Pedestrian gates should be of a framed design and employ galvanized adjustable hinges and fixings mounted behind the attack face. On outward opening gates, where the hinges/brace is mounted on the attack face, fixings should be of a galvanized coach bolt design.

CCTV

CCTV is not a universal solution to security problems. It can help deter criminal activity and assist with the identification of offenders once a crime has been committed, but unless it is monitored continuously and appropriately recorded, CCTV will be of limited value in relation to the personal security of staff and visitors. That being said, the provision and effective use of CCTV fits well within the overall framework of security management and is most effective when it forms part of an overall security plan.

When considering the use of CCTV you must be very clear about the objectives you wish to meet and establish a policy for its use and operation before it is installed. It is important to seek

independent advice before approaching an installer and to develop a comprehensive operational requirement for the system, which can be supplied to installers during the tendering process. An operational requirement will be used for the design, performance specification and functionality of the CCTV system. In effect, it is a statement of problems, not solutions and will highlight the areas that must be observed by the system and the times and description of activities giving cause for concern. The CCTV system must have a recording capability, using a format that is acceptable to the local police. The recorded images must be of evidential quality if intended for prosecution. Normally this would require a full 'body shot' image of a suspect. It is recommended that fixed cameras are deployed at specific locations for the purpose of obtaining such identification shots. An operational requirement must take account of this fact and decisions made as to what locations are suitable for obtaining this detail of image. The recording of vehicle licence plates may also be practical and useful by installing ANPR cameras.

Early discussions with an independent expert and potential installers can resolve a number of matters including:

- Monitoring and recording requirements
- Activation in association with the intruder alarm
- Requirements for observation and facial recognition/identification
- Areas to be monitored and field of view
- Activities to be monitored
- The use of recorded images
- Maintenance of equipment and the management of recording
- Subsequent ongoing training of operatives

The design of a CCTV system should be co-ordinated with the planned lighting system, to ensure that the quality of the lighting is sufficient to support the CCTV. Consideration may need to be given to protect cameras and may need protection within a vandal resistant housing. CCTV systems may have to be registered with the Information Commissioner's Office (ICO) and be compliant with guidelines. Further information is available at this website: www.ico.gov.uk

Cycle shelter and stands

It is preferably that roofed bicycle stores with individual stands are provided. The 'walls' of such buildings should be open to surveillance and therefore constructed of materials such as welded mesh, grilles or bars, polycarbonate or other secure glazing such as glass composites. When in use the store should be lit after dark using vandal resistant, dedicated energy efficient light fittings and energy efficient lamps.

External containers specifically designed for the secure storage of 2 or 3 bicycles and certificated to LPS 1175: Issue 7, SR1/2 or Sold Secure SS314 Bronze are available.

The cycle stand must facilitate the locking of both wheels and the crossbar.

Minimum requirements for such equipment are:

- Galvanised steel bar construction (minimum thickness 3mm) filled with concrete
- Minimum foundation depth of 300mm with welded 'anchor bar'

Motorcycle parking

It is advised to provide dedicated parking bays specifically allocated for motorcycle parking.

Unfortunately motorcycle theft is a high crime type within the region, therefore, by placing the below measures into the development it will assist in reducing the opportunity for this crime type to be committed.

