

## **Gentet, Matthias**

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**From:** Jim.Cope@met.police.uk  
**Sent:** 04 March 2019 14:45  
**To:** Planning  
**Subject:** Planning Response - 2019/0733/P - Curnock Street Estate, Camden Street & Pratt Street, NW1

FAO Matthias Gentet

Thank you for allowing me to comment on planning application 2019/0733/P which relates to the erection of new pedestrian/vehicle gates and railings within in Three (3) locations on the Curnock Estate, Camden Street & Pratt Street, NW1.

I have no objections to the proposal but have the following comments and recommendations to make.

### **Comments and Recommendations**

- The main consideration for the installation of any gates which are there to restrict access and movement within an area, is how they relate to the existing environment and whether they will perform the job they are intended to do. Due to current permeability of the estate, which generates a lot of crime and anti-social behaviour, there are areas which do need blocking off and being controlled which will assist in reducing the amount of issues the estate is suffering from.
- How the gate is constructive is imperative so that any possible climbing risk is removed... for example the positioning of any horizontal beams to reduce possible foot holds in conjunction with how exposed are the hinges so that they do not aid climbing. Consideration is also required to the levels of the surrounding area to reduce the risk of a person being able to crawl under the gate itself.
- Position 1 – I would request that the area to the left is look at more closely due to the way Goldthorpe has the raised area next to the proposed vehicle gate. The possibility of a person bypassing the gate and gaining access from this location needs to be considered... from a crime prevention view anything either above or below Three (3) metres in height is classed as being accessible without the requirement of ladders. This area may need some additional protection is identified as being vulnerable.
- Position 2 – The comments noted on Position 1 are relevant for this location as well.
- Position 3 – Once again the climbing risk to as a design of the railings needs to be considered... this especially the case around the pedestrian gate where there will the addition of ironmonger that will aid climbing. Consideration to the left hand side of the gate where there appears to be a change in levels of the fencing height from existing railings and the boundary of a residential unit.
- I would strongly recommend that the use of encrypted FOB access control is fitted to the main pedestrian access so that data logging can be achieved to establish any misuse. The encrypted FOB cannot be copied and immediately cancelled if either lost or stolen.
- Depending on the use of the vehicle gates and how often they are to be used will determine the best form of securing them. If used on a regular basis then the encrypted FOB access is recommended as with the pedestrian gate. If only minor use is planned then they could be secured with a appropriate 'Sold Secure' padlock security rated to either 'Silver' or 'Gold' would be adequate. If the FOB route is followed then I would advise that FOB is used to exit the area as well... the use of a 'magnetic loop' which will activate the gates automatically is not recommended due to the fact that this can be operated by anything metallic and can be misused.
- A minimum of Two (2) magnetic locks situated two thirds from the top and bottom of the frame should be fitted to the pedestrian gate and have a minimum pull weight of 1600lbs when locked. The 'push to release' button should be positioned/protected to prevent it being operated from the exterior.

If the applicant wishes to ask any questions about the comments and recommendations that I have made then I will be more than happy to be contacted so I can assist them.

Kind regards

Jim



Jim Cope

**Police Constable – Design Out Crime Officer**

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