



HAMPSHIRE

CONSTABULARY

Gosport NPT Neighbourhood Police Office

Town Hall
High Street
Gosport
Hampshire
PO12 1EB

Telephone

101

Direct Dial

023 8047 8566

Fax

01962 874201

Text Relay

18001 101

Email Address

stuart.york.17529@hampshire.pnn.police.uk

Mr. D. Eaves
Planning Services
Havant Borough Council
Public Service Plaza
Civic Centre Road
Havant
Hampshire
PO9 2AX

Our ref: app/ 20
Your ref: APP/19/01166

16th January 2020 —

Dear Mr. Eaves,

FORMER SITE OF COLT INTERNATIONAL LTD. NEW LANE, HAVANT, PO9 2LY

Thank you for your letter of the 2nd January 2020 and the opportunity to comment upon the application. Having considered the application I have the following comments to make with reference to crime prevention.

The National Planning Policy Framework makes clear the Governments continuing commitment to “create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion and resilience”.

National Planning Practice Guidance advises, that planning has a role in preventing crime and malicious threats, it reminds Local Authorities of their obligations under Section 17 of the Crime and Disorder Act 1998 (as amended), specifically “to exercise their functions with due regard to their likely effect on crime and disorder, and to do all they reasonably can to prevent crime and disorder.”

The guidance continues “Planning provides an important opportunity to consider the security of the built environment, those that live and work in it and the services it provides.”, it continues, “Good design that considers security as an intrinsic part of a masterplan or individual development can help achieve places that are safe as well as attractive, which function well and which do not need subsequent work to achieve or improve resilience.” “Good design means a wide range of crimes from theft to terrorism are less likely to happen by making committing those crimes more difficult.”



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The plan shows an area of Public Open Space (POS) to the south of the development. There is very little natural surveillance of this space, and the footpath / cycle way passes through this space, such attributes increase the opportunities for crime and anti-social behaviour and reduce effective policing of the space. To reduce the opportunities for crime and anti-social behaviour the POS and the footpath / cycle way should be de-coupled and to make the facilities safe for the users a high level of natural surveillance of both should be provided from the nearby dwellings.

The plan shows a footpath / cycle way connecting the development via the employment zone to New Lane. There is very little if any natural surveillance of the route, there appears to be planting all along this route, and the route is not lit, these features makes this route unsafe. We would recommend that this route is removed from the approved scheme. However, should the scheme be approved with this route, to provide for some degree of safety for those using the route, the footpath / cycleway should be: straight, well lit, planting should be such that it does not prevent natural surveillance of the footpath and it does not create a place within which a person might lie-in-wait.

As proposed the both the footpath / cycleway and the POS will be unsafe. To provide for personal safety of those using both of these facilities these two features should be re-considered and if required should be re-designed, to incorporate features that provide for the safety of those using the facilities.

The plan shows a car park adjacent to plot numbers 76 to 95, a block of apartments. There is very little natural surveillance of this car park, access to the car park is directly from the public highway, which increases its vulnerability to crime. To reduce their vulnerability to crime, the car park should clearly be within the curtilage of the apartment block. This may be achieved by closing the access from the public highway and creating an access from within the curtilage of the apartment block. At the access to the curtilage to the apartment block there should be a change to the road surface and symbolic barriers such as gate posts should be fitted. Column lighting should be provided throughout the car park, which should be lit to the relevant standard within BS 5489:2013. The parking spaces are shown as unallocated, this is not ideal, parking is an issue, therefore to reduce the opportunities for conflict, each apartment should be allocated a parking space, with the remainder being unallocated.

For a number of dwellings external rear garden access is via a rear communal access footpath. Such footpaths increase the opportunities for crime and anti-social behaviour. Some acquisitive crimes such as burglary and theft are often facilitated by easy access to the rear of the dwelling. Therefore, all rear garden access should be in curtilage. However, if a design with such access arrangements is granted consent, to provide for the security of the dwellings we would ask that:

1. All rear garden access gates should be fitted with a key operated lock that operates from both sides of the gate
2. Secure access gates are fitted at the start of each communal rear access path. These gates should be visually permeable, (perhaps a railing gate),



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at least 1.8m high and fitted with a locking mechanism that can be operated from either side of the gate. The design of the gate should be carefully considered to ensure that features such as locks and handles etc. do not create handholds and footholds that facilitate climbing the gate.

To provide for the safety and security of residents and visitors lighting throughout the development should conform to the relevant sections of BS 5489:2013.

If I can be of any further assistance please do not hesitate to contact me.

Yours sincerely,

S York
Designing Out Crime Officer

DISCLAIMER

This survey is based on information supplied by yourself and the current crime trends. I can only give a view on what measures might reduce the risk of crime and there can be no guarantee that the measures will prevent crime. The advice is given free with no intention of creating a contract. Neither the Home Office or Hampshire Constabulary take any other legal responsibility for the advice given.



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