



HAMPSHIRE

CONSTABULARY

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Mrs. T. Pickup
Planning Services
Havant Borough Council
Public Service Plaza
Civic Centre Road
Havant
Hampshire
PO9 2AX

Our ref: app/19
Your ref: APP/19/00626

16th July 2019 —

Dear Mrs. Pickup,

LAND NORTH OF RAILWAY LINE, BETWEEN WASHINGTON ROAD AND NEW BRIGHTON ROAD, EMSWORTH

Thank you for your letter of the 4th July 2019 and the opportunity to comment upon the application. Having considered the application I have the following comments to make with reference to crime prevention.

There is no natural surveillance of the footpath from overlooking buildings, and very little natural surveillance of the footpath from the adjoining roads, this makes those using the footpath very vulnerable to crime and anti-social behaviour. Planning guidance advises, "Development should promote public spaces and routes that are attractive, accessible, safe, uncluttered and work effectively for all users etc." To provide some safety for those using this footpath, it should be at least 3m wide, as straight as possible, planting adjacent to the footpath should be low and planting about the footpath should not provide a place within which a person might lay-in-wait unseen. The footpath should be lit along its entire length using column lighting, so as to conform to the relevant sections of BS5489:2013. The overhanging trees should be cut back to allow natural light to light the footpath during day light.

The National Planning Policy Framework advises that, "Planning should address crime prevention", therefore, consideration should be given to the wider implications of this additional connectivity. Should this footpath / cycle way be created, it will provide for largely unobserved movement between New Brighton Road and Victoria Road, allowing access to the allotments on Washington Road, Glenwood School and



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to rear of numbers 2 to 145 Victoria Road. Our records show that since the instatement of the "Emsworth Primary School Cycle Route" from Victoria Road to Washington Road incidents reported to the police along this route have significantly increased. Table 1 below, shows the numbers of incidents by year for this route. I have spoken with the Neighbourhood Policing Team for this area, and I have been advised that ASB occurs regularly in the general area and link this will provide another escape route. The creation of this link has the potential to further increase the numbers of incidents.

Table 1

Crime Type	2013	2014	2015	2016	2017	2018	2019	Grand Total
ASB - Community			1	5	2	4	9	21
Burglary other than in a dwelling					2			2
Burglary Residential						2		2
Criminal damage		1	2		3	8	6	20
Theft	1		2	3	1	3	3	13
Grand Total	1	1	5	8	8	17	18	58

Having considered the safety of those using the footpath and its potential impact on crime in the wider area, I must object to this application.

The supporting information, identifies the requirement for this link as, to shorten the diversion should the normal route under the A27 become flooded. This scheme does not address the flooding and some consideration should be given to overcoming the flooding at the subway under the A27, thus negating the need for this footpath / cycleway.

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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