

Mrs. D. Haywood
Planning Services
Havant Borough Council
Public Service Plaza
Civic Road
Havant
Hampshire
PO9 2AX

Date: 9th February 2018
Enquiries to: Stuart York
Direct Line: 023 8047 8566
Our reference: app/18
Your reference: APP/16/00774

Dear Mrs. Haywood,

**LAND NORTH OF HAVANT ROAD AND WEST OF SELANGOR AVENUE,
EMWORTH**

Thank you for your letter of the 25th January 2018 and the opportunity to comment upon the application. Having considered the application I have the following comments to make with reference to crime prevention.

Rear garden access for a number of dwellings is via a communal rear access path or from a parking area. Some acquisitive crimes such as burglary and theft are often facilitated by easy access to the rear of the property. Planning Guidance advises "Planning should promote proportionate security measures" it goes on to say "Taking proportionate security measures should be a central consideration to the planning and delivery of new developments and substantive retrofits." To reduce the opportunities for crime all rear garden access gates must be fitted with a key operated lock that can be operated from both sides of the gate.

The walls of several dwellings can be easily accessed from public space (plots 26, 46 and 82 are examples of this), this increases their vulnerability to crime and anti-social behaviour. Planning guidance advises that "There should be a clear definition between public and private space. A buffer zone such as a front garden, can successfully be used between public outdoor space and private internal space to support privacy and security." To reduce the opportunities for crime and anti-social behaviour a generous garden should be provided along these vulnerable elevations.

The plan appears to show a pedestrian / cycle way in the green belt running to the south of the development to the public open space. It is possible to access a number of residential parking spaces from this route (plots 1 to 6) and from the public open space (plots 94 to 99). This increases the vulnerability of vehicles parked within the parking spaces to crime. To reduce the vulnerability of these spaces to crime the parking spaces should be isolated from the footpath and open space by robust railings at least 1.2m high. The railings should be placed on three sides of the parking areas providing for access only from the public highway.

The plans show a combined cycle and bin store, the cycle store is shown with a double door. Unfortunately, with double doors the second leaf often left insecure making the cycle store insecure. To reduce the opportunities for cycle theft the cycle store should be fitted with a single leaf door. The store should be constructed in such a fashion that it is not possible to move internally between the two stores.

To provide for the safety and security of residents and visitors lighting throughout the development should conform to the relevant sections of BS5489:2013.

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

Yours sincerely,

S York
Crime Prevention Design Advisor

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 the Police and Crime Commissioner for Hampshire take any other legal responsibility for the advice given.