

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

Date: 15th May 2018
Enquiries to: Stuart York
Direct Line: 023 8047 8566
Our reference: app/18
Your reference: APP/18/00244

Dear Mr. Eaves,

COLT INTERNATIONAL, NEW LANE, HAVANT, PO9 2LY

Thank you for your letter of the 24th April 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.

The beat within which this application site falls does suffer from high levels of, motor vehicle crime, particularly theft from motor vehicle and anti-social behaviour. It is against this background that my comments are made.

Public Open Space (POS) is provided in three places to the south of the development. There is very little natural surveillance of these spaces and it is possible to access rear boundary treatments from these spaces. This layout significantly increases the opportunities for crime and anti-social behaviour. Planning guidance advises "In general urban block layouts provide an efficient template with building fronts and entrances to public spaces and their more private backs to private spaces. Such layouts minimise the creation of unsupervised and unsafe public spaces and unsafe access routes." To reduce the opportunities for crime and anti-social behaviour the layout should be modified to provide for natural surveillance of the POS from the overlooking dwellings and from which it is not possible to access the dwelling's rear or side boundary treatments.

A pedestrian only access is provided from Bartons Road, there is very little natural surveillance of this route, it appears possible to gain access to two car parks from the route. There is some natural surveillance of the route, however, it does increase the opportunities for crime and anti-social behaviour. Planning guidance advises "In general urban block layouts provide an efficient template with building fronts and entrances to public spaces and their more private backs to private spaces. Such layouts minimise the creation of unsupervised and unsafe public spaces and unsafe access routes." To reduce the opportunities for crime and anti-social behaviour I recommend that this access is omitted from the final scheme. If this is not desirable there should be far greater natural surveillance of the route from the nearby dwellings. In addition the route should be straight and well lit, planting should be such that it provides for observation along the route and does not provide a place in which a person might lay in wait.

A footpath is shown connecting Martin Road with New Lane running along the southern boundary of the development. There is very little natural surveillance of this footpath with connects with the areas of public open space and the proposed industrial units. This footpath significantly increases the vulnerability of the site to crime and anti-social behaviour. Planning guidance advises that layouts should “minimise the creation of unsupervised and unsafe public spaces and unsafe access routes.” To reduce the opportunities for crime and anti-social behaviour this footpath should be omitted from the final scheme. If such a route is required it should pass to the front of the dwellings, not go via public open space and be isolated from the industrial units.

There are several large car parks both with easy public access. The beat area in which this development lies suffers approximately one crime against a vehicle a week. These two parking areas will be vulnerable to crime, especially as they are connected via a footpath to Bartons Road. To reduce the opportunities for crime the large car park should be redesigned in to a number of smaller car parks, each with a single access point. The car parks should be designed to be semi-private space.

The gardens about the three apartment blocks should be enclosed so as to only access to residents and authorised visitors.

Lighting throughout the development should conform 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.