



Hampshire Constabulary

Chief Constable Andy Marsh

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Our ref: app/13
Your ref: APP/13/00266

30th April 2013

HAVANT RETAIL PARK, PORTSDOWN HILL ROAD, HAVANT

Dear Mrs. Smith,

Thank you for your letter of the 9th April 2013 and the opportunity to comment upon the application. Having considered the application I have the following comments to make with reference to crime prevention.

Section 17 of the Crime and Disorder Act 1998 (as amended by Schedule 9 of the Police and Justice Act 2006), requires all local authorities 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 new 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”.

The site itself has a clear defined boundary with a single access point. Such an arrangement reduces the vulnerability of the site to crime.

The rear access to a number of plots is via a small footpath (plots thirty to thirty five would be an example of this). Some acquisitive crimes such as burglary and theft are facilitated by easy access into the rear garden. Therefore, I would recommend that all access into rear gardens is within curtilage of the dwelling. If this is not desirable I recommend that all rear access gates are fitted with a key operated lock that can be operated from either side of the gate.



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Access to the rear plots 19 and 20 and 39 and 40 are via a gate which appears to be located within the front garden of an adjacent property. If these gates are required they should be moved so as to provide access from the public highway.

A number of the properties have recessed front doors (plot 13 would be an example of this). In such a position the natural surveillance of the front door is reduced and surveillance of the road from the front door is reduced. To improve the opportunities for natural surveillance I recommend that the recesses are removed.

Generally garages have been provided for vehicle parking, however, there is some courtyard parking. To provide for the safety of those using the car parks and the security of the motor vehicles themselves the parking areas should be lit. Lighting should also be provided within the access tunnels.

There appear to be car ports to provide parking for the apartment blocks. Whilst car ports provide some protection from the weather they do not provide for the security of the motor vehicle within; indeed they reduce the opportunities for the natural surveillance of the vehicle, they provide a place in which people might loiter or even dump rubbish. I recommend that all car ports are re-designed as garages.

An area of amenity space is shown to the north west of the site. There is some overlooking of the space, however, such spaces are places where anti-social behaviour can occur. To improve the opportunities for policing the area I recommend that the space is enclosed, perhaps using railings. Two access points should be provided.

To provide for the security of the car park adjacent to the amenity space it is important that boundary treatment with car park prevents casual access from the amenity space in to the car park and vice versa.

To provide for the safety and security of residents and visitors an appropriate level of lighting should be provided throughout the development.



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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 Hampshire Constabulary take any other legal responsibility for the advice given.