



Hampshire Constabulary

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26th September 2013

WOODCROFT FARM DEVELOPMENT, WOODCROFT LANE, WATERLOOVILLE

Dear Mrs. Haywood,

Thank you for your letter of the 10th September 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 National Planning Policy Framework (NPPF) demonstrates the Governments 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 Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

Access and Movement. Is defined as one of the seven attributes of sustainable communities within the publication "Safer Places the Planning System and Crime Prevention" which states: "*places with well defined routes, spaces and entrances that provide for convenient movement without compromising security*".



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The publication "Safer Places the Planning System and Crime Prevention" gives the following advice on footpaths:

Crime and anti-social behaviour are more likely to occur if:

- Pedestrian routes are poorly lit, indirect and away from traffic
- Streets, footpaths and alleyways provide access to the rear of buildings
- There are several ways into and out of an area – providing potential escape routes for criminal activity;

Successful places have a well – defined movement framework

- A good movement framework has direct routes that lead to where people want to go by whatever means, including on foot, by cycle or public transport. This should cover the needs of all people, including the elderly and disabled.
- Routes for pedestrians, cyclists and vehicles should, in most cases, run alongside on another, and not be segregated. Movement frameworks based upon 'primary routes' and shared spaces, remove the need for under-use alleyways, short-cuts, footpaths and a large number of minor access points that can become vulnerable to or facilitate crime.
- Where footpaths are required, they should be as straight as possible and wide, avoiding potential hiding places. They should also be overlooked by surrounding building and activities.

The Wecock Farm estate is adjacent to this development. For a number of years now the estate has suffered from high levels of crime and anti-social behaviour. Policing the area is challenging and made more difficult because of the amount of permeability much of it without surveillance.

The development will provide a formal links from Eagle Avenue and the recreation ground to Woodcroft Lane and James Copse Road and to the wider countryside beyond. Many of the roads are overlooked, however, there are a number of accesses and a bridal way without natural surveillance.

There is now a growing body of evidence indicating that the level of permeability has a direct link to crime.

The lateral bridal way running along the southern boundary of the development is not overlooked. It provides an unobserved route into the site. I recommend that safety features (such as surveillance, lighting and management of the planting) are put in place to provide for the safety of those using the bridal way.

Rear access to a number of the properties is via a rear access footpath. From the plans it appears possible to transit between roads using these pathways. Such permeability will greatly increase the vulnerability of the development to crime. Therefore to reduce the vulnerability of the development to crime I recommend that the rear access ways are redesigned so as to prevent transit between streets.



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Surveillance is defined in the publication Safer Places the Planning System and Crime Prevention as “Places where all publicly accessible spaces are overlooked.” It goes on to say: “Many of the other attributes – particularly access and movement, ownership and structure – are underpinned by the theory that places are safer if they are overlooked. However, the notion of safety by surveillance is reliant on the assumption that, at all times, those who overlook will be a deterrent because, they will act if they see a crime. Whether it is ‘natural’ organised or electronic, facilitating effective surveillance should be a core part of planning out crime. But it should not be relied upon as the sole strategy for tackling crime and disorder.”

Structure is defined within the publication ‘Safer Places the Planning System and Crime Prevention’ as “Places that are laid out so that crime is discouraged and different uses do not cause conflict.” It goes on to say:

Remodelling or removing vulnerable buildings and spaces makes places more liveable

- Buildings and public spaces that are under-or unused can become vulnerable to crime and anti-social behaviour. Where possible, local crime hotspots should be remodelled, removed or better managed.
- The removal of vulnerable public space from the public realm, where there is a surfeit of public space, can be particularly effective in areas of social housing. As an alternative, spaces or buildings can pass to private or communal ownership, such as gardens for the exclusive use of residents.
- In new developments, unnecessary and ambiguous space should not be provided. The aim is well-defined and purposeful open space. Quality can be more important than the quantity.

Within the development five or six small public open spaces are shown. Each space is within a few hundred yards of another space, some of which have multiple accesses. Such an arrangement of spaces will provide opportunities for anti-social behaviour. Policing such behaviour will be made very difficult with a large number of small open areas. Therefore, I would recommend that the numbers of these small areas is reduced.

Parking The scheme proposes a number of unallocated parking spaces. Parking is becoming an issue to reduce the opportunities for conflict I recommend that each dwelling is allocated at least one parking space.



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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.