



Hampshire Constabulary

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**LAND SOUTH OF SCRATCHFACE LANE, ADJACENT TO A3M AND WEST OF
BROOKLANDS ROAD AND HILLMEAD GARDENS, HAVANT**

Dear Mr. Eaves,

Thank you for 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 proposal shows a rear access footpath adjacent to plots 34 and 55. This footpath will allow persons to travel between both streets. There is little or no natural surveillance of this pathway which provides access to the rear of a number of dwellings. Such a pathway significantly increases the vulnerability of the properties to crime. To reduce the opportunities for crime and provide for the security of the dwellings I recommend:

1. The pathway is stopped at an appropriate place so as to prevent travelling between both streets but allow access to the rear gardens
2. A gate should be installed at each of the accesses to the communal footpath
3. All gates giving access from rear gardens into the rear access footpath should be fitted with a key operated lock that can be operated from either side of the gate

Throughout the development rear access for a number of dwellings is provided via a communal rear access footpath. To provide for the security of these dwellings I recommend:

1. A gate is installed at the access to the communal footpath
2. All gates giving access from rear gardens into the rear access footpath should be fitted with a key operated lock that can be operated from either side of the gate



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In several places parking provided to the rear of the dwelling or it can be accessed from the rear garden (plots 18 and 47 would be examples of this). Parking to the rear of the dwelling encourages people to leave their property via the rear garden. To provide for the security of these dwellings the rear garden gates should be fitted with a key operated lock that can be operated from either side of the gate.

Along the eastern boundary starting at the 'reptile translocation site' there appears to be a gap between the boundary of the development site and the boundary of the existing dwellings along Brooklands Road. This gap appears wide enough for people to walk along. Such a pathway will compromise the security of all the properties abutting this boundary. Steps should be taken to ensure that people cannot enter this gap.

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."

There are several areas of public open space, each of which has limited natural surveillance. Access to these areas is unrestricted which will make policing the areas very difficult should incidents start to occur. To provide for the safety of those using the space I recommend:

1. Any planting especially at the boundaries does not obscure the natural surveillance both into and out of the spaces
2. The open spaces should be enclosed with a number of gated accesses into each enclosure

The plans show the 'reptile translocation site' to be bounded with a 500mm post and rail fence adjacent to the footpath. It is not clear what this fence is designed to achieve as at this height it will not prevent casual access to the site.



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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.