



Hampshire Constabulary

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Our ref: app/13
Your ref: APP/13/00639

5th August 2013

**LAND NORTH OF STATION ROAD/EAST OF FURNISS WAY, WEST TOWN,
HAYLING ISLAND**

Dear Mrs. Haywood,

Thank you for your letter of the 10th July 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 makes clear 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.

It has been shown that the layout of a residential development can have a significant impact on crime and anti-social behaviour. To reduce the opportunities for crime and anti-social behaviour permeability and the positioning of public amenities will need careful consideration.



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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"*.

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.

As proposed the layout works fairly well, there is a good site boundary with an acceptable level of permeability. Good separation is provided between the residential and commercial areas of the site.

The plan indicates a future pedestrian access from the builder's yard into the site. With the current arrangement of dwellings this (future) access is not well overlooked and will provide access to the rear of the dwellings adjacent to the path. If this connectivity is required in the future the position of the dwellings should be modified to provide better natural surveillance of the footpath.

Parking. The document "Safer Places the Planning System and Crime Prevention" states:

- Parked cars can be particularly to vulnerable crime and, unless they are in a private garage, must be overlooked.
- The most secure place to park a car is in a home's garage, usually followed by a driveway (preferably behind gates). However, this is not always possible, especially when seeking to designing higher density residential or mixed use developments, Garages and driveways can also lead to 'inactive frontages'.



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- If there is no in-curtliage parking, parking in residential development should be provided where cars can be seen. This could mean on-street parking, which benefits from overlooking but leaves cars more vulnerable to opportunistic crime and vandalism.
- A further alternative is parking courtyards, but courtyard parking that is not adequately overlooked by capable guardians should be avoided. Courtyard parking, as with all types of communal parking, should be small in size and close to the owners, homes. Notwithstanding the need for natural surveillance, a single, gated narrow entrance will make car crime more difficult.
- Larger, typically non – residential, car parks should comply with the specification set out in ACPO's Secured Car Parks Award Scheme.

The design and access statement indicates that car ports are to be provided. Whilst car ports offer some protection to the motor vehicle from the weather they do not improve the security of the motor vehicle; indeed they reduce the natural surveillance of the motor vehicle and provide a place in which people might loiter. I would recommend that car ports are re-designed to be garages.

At the centre of the residential development there appears to be an area of public space bounded on two sides by car ports. It is not clear how much natural surveillance of this area there will be. However, once the vehicles are within the car ports it will be very difficult to see them.

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.