



Hampshire Constabulary

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**PROPOSED DEVELOPMENT SITE MANOR FARM AND COPSEYS NURSERY,
HALLETT ROAD, HAVANT**

Dear Mrs. Wright,

Thank you for your letter of the 7th December 2012 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”.

Currently Glenleigh Park, Hallett Road and Fifth Avenue are cul-de-sacs. From a crime prevention point of view cul-de-sacs are an intrinsically secure layout. Indeed during the period 1st January 2012 to 20th December 2012 no incidents of acquisitive crime were reported as occurring within these streets. The proposal would change the status of these roads making them more vulnerable to crime. In the first instance to maintain the security of this layout access to the site should be from another place. However, if this is not desirable measures should be put in place to the existing dwellings along these streets to mitigate the effects of the new development.



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Surveillance The publication "Safer Places the Planning System and Crime Prevention" defines Surveillance 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 that 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."

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

- Criminals can operate, including travelling to and from the location, without fear of being seen;
- Criminals or their activities do not attract attention – or they are confident that no one will take any action;
- All sides of buildings and all parts of spaces are not overlooked by surrounding users or passers-by;
- Buildings and spaces are not designed to allow surveillance 'outside' from 'inside' and vice versa.

To the east of the proposed development there is a large area of public open space. From this space it is possible to access an area of public open space running along the eastern side of the development. There is very little natural surveillance of these areas and given their size and the number of access points should incidents occur within the space it would be very difficult to police.

To reduce the opportunities for crime and anti-social behaviour the open space needs to be integrated into the development this would provide for good natural surveillance from the dwellings, the access needs to be limited to two points.

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;



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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 buildings and activities.

Consideration should be given to reducing the number of accesses to the footpath running down the east side of the development. This path is not overlooked and it allows people to access the development unseen. This increases the vulnerability of the development to crime.

Acquisitive crime such as burglary and theft is often facilitated by easy access to the rear garden. Access to the rear of a number of the dwellings is via a private footpath (plots 77 to 80 would be an example of this). In the first instance to reduce the vulnerability of these properties to acquisitive crime I would recommend that all rear access is within the dwelling's curtilage. If this is not desirable I recommend that all rear access gates (rear garden access gates and footpath entry gates) should be fitted with a key operated lock that can be operated from either side of the gate.

Parking is provided throughout the development. 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'.
- If there is no in-curtilage 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.

Parking for several motor vehicles is within car ports (plot 63 would be an example of this). Whilst car ports offer some protection from the weather they provide no security to the motor vehicle; indeed they restrict the natural surveillance of the vehicle. When empty they provide a place in which people might wait especially in bad weather. I would recommend that the car ports are converted into garages, especially those



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below a dwelling or those from which access can be gained into a rear garden. All car ports and garages should be fitted with lights.

Lighting. The publication "Safer Streets the Planning System and Crime Prevention" states:

- Well-designed public lighting increases the opportunity for surveillance at night and sends out positive messages about the management of an area.
- Well-lit spaces are crucial in reducing the fear of crime, making places more 'liveable' and, in most cases, increasing legitimate activity after dark. However, lighting can also sometimes aid those committing offences.
- The entire site should have adequate lighting although higher lighting levels may be appropriate for vulnerable areas.
- Lighting should be sensitive to the needs of residents and users. It should provide security without resulting in glare and compromising privacy.

To provide for the safety and security of residents and visitors the public highways and parking courts should be lit to British Standard 5489. I would recommend the lighting provide a uniformity value of between 0.25 and 0.40 and a colour rendering value of greater than 65.

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.