



Hampshire Constabulary

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DUNSBURY HILL FARM, PARK LANE, COWPLAIN, WATERLOOVILLE

Dear Mr. Sebbinger,

Thank you for your letter of the 13th April 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".

We are advised that the publication "Safer Places the Planning System and Crime Prevention" is not cancelled and still has status as guidance.

The site is a fairly isolated site. The proposal is to create a single unrestricted vehicular access point from the Hulbert Road together with a restricted bus access point from Woolston Road and with what appears unrestricted access for both pedestrians and cyclists.

Within the district there are a number of isolated industrial units that have been completely stripped of copper wiring and piping and lead. Sites such as this are very vulnerable to crime, especially when the units are unoccupied.

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 buildings and activities.

Restricting vehicular access to a single point will improve the security of the site. Consideration will have to be given as to how the bus gate is to function to prevent the entry / exit of other vehicles. I also note that there is no easy way to turn a vehicle around should it arrive at the bus gate. Given that some of the vehicles may be articulated some consideration should be given as to how such vehicles are to turn around.

I also note that the proposal is for the access route to cross the bridleway. I would remind you that motor vehicles are not allowed on to bridleways. A bridleway is primarily for use by horses and pedestrians, cyclists may use the way but should give way to horses and pedestrians. It is important that any improvements to the bridleway do not cause conflict between the intended users. At this stage consideration should be given as to how motorcycles are to be prevented from accessing the bridleway. Paragraph 35 of the NPPF states "create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians etc."

The proposal appears to allow unrestricted pedestrian access to the development. Now is the time to consider how the individual units and groups of units are to be protected. At this stage I would recommend a robust boundary treatment about each of the development plots. The boundary treatment should be at least 3 metres high with a single access point for both vehicles and pedestrians. Lighting will be required along the road network and within the development plots.



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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."

It goes on to say:

"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."

Closed Circuit TeleVision (CCTV) can have a positive impact on crime, especially when implemented as part of a wider package. Consideration should be given as to whether CCTV is to be deployed to monitor vehicles using the road network. CCTV images can prove invaluable when investigating crimes that involve a vehicle (theft of metal, fly tipping, etc.). The publication Safer Places the Planning System and Crime Prevention gives the following advice:

- CCTV is most effective when combined with good lighting and designed to counter a set of offences, and supported by management, continuous monitoring and adequate response.
- CCTV should not be considered as an alternative to getting the design right in the first place but retrospectively can be used to compensate for poor design.
- The way CCTV systems are designed and used should be influenced by their intended purpose. For example, will it be monitored and used to direct police or other security personnel in the case of an incident, or will it be recorded in the hope that the pictures will help to identify and prosecute offenders?
- Using signs to publicise that CCTV is in operation can increase its impact and is necessary to comply with Data Protection Act Codes of Practice.

Given that there is only one vehicular access from Hulbert Road at the very minimum I would recommend CCTV cameras covering both the entrances and exits from both the Hulbert Road and the Woolston Road. Images from the camera should be



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capable of providing the index number and details of vehicles entering and leaving the site.

Bridleway 123 cuts through the site and bridleway 120 runs close to the northern boundary of the site. To improve the safety of those using these routes the units should be orientated to overlook these bridleways.

To improve the security of the individual units it is important that they overlook each other within the development plots.

The proposal shows a hotel and conference facility. To provide for the security of the venue and the car park (car parks at this type of facility are very vulnerable to crime) a robust boundary treatment should be installed about the hotel plot. The boundary treatment should be at least 3 metres high with a single access point for both vehicles and pedestrians. To provide for the safety of guests and the security of motor vehicles using the hotel's car park I would recommend the installation of CCTV cameras within the car park. The car park should achieve Park Mark accreditation, which would be inline with the advice contained in the publication Safer Places the Planning System and Crime Prevention.

If I can be of any further assistance please do not hesitate to contact me.

Yours sincerely,



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.