



# HAMPSHIRE

## CONSTABULARY

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Mr. R. Wright  
Planning Services  
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Civic Offices  
Civic Way  
Fareham  
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PO13 6EA

**Our ref:** app/20  
**Your ref:** P/20/1168/OA

28<sup>th</sup> October 2020 —

Dear Mr. Wright,

### **LAND TO THE SOUTH OF FUNTLEY ROAD, FAREHAM,**

Thank you for your letter of the 19<sup>th</sup> October 2020 and the opportunity to comment upon the application. Having considered the application I have the following comments to make with reference to crime prevention.

The 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 and resilience”.

National Planning Practice Guidance advises, that planning has a role in preventing crime and malicious threats, it reminds Local Authorities of their obligations under Section 17 of the Crime and Disorder Act 1998 (as amended), specifically “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 guidance continues “Planning provides an important opportunity to consider the security of the built environment, those that live and work in it and the services it provides.”, it continues, “Good design that considers security as an intrinsic part of a masterplan or individual development can help achieve places that are safe as well as attractive, which function well and which do not need subsequent work to achieve or improve resilience.” “Good design means a wide range of crimes from theft to terrorism are less likely to happen by making committing those crimes more difficult.”



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This planning application is to determine access with the remainder of the design being considered at the reserved matters stage. However, an illustrative master plan is provided. This shows there are a number of areas that need to be considered during the preparation of the reserved matters application if Hampshire Constabulary is to be able to support the future application.

Clear definition of the different spaces within the development reduces the opportunities for crime and disorder.

Access to the elevations of the dwellings from the public realm must be prevented. All dwellings must sit within an area of private space. The private space to the rear of the dwelling must be enclosed by a robust boundary treatment at least 1.8m high. The semi-private space to the front of the dwelling must be enclosed within a robust boundary treatment approximately 1m high.

The rear boundary treatments of a number of dwellings can be accessed directly from areas of Public Open Space (POS), this increases the opportunities for crime and anti-social behaviour. To reduce the opportunities for crime and disorder these boundary treatments should be 2.1m high, constructed as 1.8m close boarded fence (or similar) and topped with 300mm of trellis. A good depth of prickly planting should be placed within the POS adjacent to the boundary treatments.

There are a number of areas of Public Open Space (POS) throughout the development. To provide for the safety of those within the spaces there should be good natural surveillance of the spaces from the nearby dwellings and the public realm. To that end planting within the open spaces should not obscure natural surveillance from within and without, nor should it create a place within which a person might lie-in-wait unseen.

It is not clear how external access to the rear gardens is to be provided. However, some acquisitive crimes such as burglary and theft are often facilitated by easy access to the rear of the dwelling. To reduce the opportunities for crime external rear garden access must be in curtilage. Rear garden access gates should be of robust construction and fitted with a key operated lock that operates from both sides of the gate.

The design and access statement contains the following reference to parking: "Parking will be provided to ensure that it is well located to the housing that it serves, and to ensure that on-street parking does not occur to any significant degree." From a crime prevention view point, the safest place to park a motor vehicle is within a garage, followed by within the curtilage of the dwelling. Vehicles using "on street" vehicle parking should have good natural surveillance from the associated dwelling and the public realm. The plan does show several rear parking courtyards, to provide for the security of the motor vehicles, parking court yards, must be small, gated and only have a single point of access.

To provide for the safety and security of residents and visitors, lighting throughout the development should conform to the relevant sections of BS 5489-1:2020.



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Finding appropriate solutions to the design issues highlighted within this letter is fundamental to providing a development where crime, disorder and the fear of crime do not undermine the quality of life or community cohesion.



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**HAMPSHIRE  
ALERT** 



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

Yours sincerely,

S York  
Designing Out Crime Officer

**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 Hampshire Constabulary take any other legal responsibility for the advice given.***



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