

Mr. R. Wright
Planning Services
Council Offices
Fareham Borough Council
Civic Way
Fareham
Hampshire
PO7 6AE

Dear Mr. Wright,

LAND TO THE SOUTH OF ROMSEY AVENUE, PORTCHESTER

Thank you for your email of the 23rd October 2018 and the opportunity to comment upon the application. Having considered the application I have the following comments to make with reference to crime prevention.

For a number of plots rear garden access is via a communal rear access footpath from a car park, which increases their vulnerability to crime. Some acquisitive crimes such as burglary and theft are often facilitated by easy access to the rear garden. Planning guidance advises that, “Planning should address crime prevention” it goes on, “Taking proportionate security measures should be a central consideration to the planning and delivery of new developments and substantive retrofits.” To reduce the opportunities for crime I recommend that rear garden access is in curtilage, if this is not desirable I recommend that rear garden access gates are fitted with key operated locks that can be operated from both sides of the gate.

Plot number 25 overlooks some visitor parking, from this parking area it is easily possible to gain access to the ground floor window of plot number 25. This increases the vulnerability of plot number 25 to crime and anti-social behaviour. Planning guidance advises that, “Planning should address crime prevention” it goes on, “Taking proportionate security measures should be a central consideration to the planning and delivery of new developments and substantive retrofits.” To reduce the opportunities for crime and anti-social behaviour the visitor parking spaces should be isolated from the flank wall of plot 25. This might be achieved by placing a barrier, perhaps hoop topped railings between the parking spaces and the flank of the building. The railings should be of robust construction and approximately 1m high. In addition the glazing within the overlooking ground floor window should contain a pane of glass to BSEN 356:2000 class P1A.

An area of public open space is shown to the front of plot numbers 7 to 14. From this area of space it is possible to gain access to the parking for plot numbers 8 to 14. This increases the vulnerability of the parking spaces to crime and anti-social behaviour to reduce the vulnerability of the area to crime and anti-social behaviour the parking spaces should be segregated from the open space by a barrier such as hoop topped railings. These railings should be of robust construction and approximately 1m high.

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Our reference: app/18
Your reference: P/18/1073/FP

A number of dwellings will have the main access to the side of the dwelling, (plot 19 is an example of this, there are others), access to the side reduces the natural surveillance of the front door from the public highway, and the public highway from the front door. In addition an area is created to the side of the dwelling with very little natural surveillance, from which it is possible to gain access to a ground floor window and the rear garden gate. These attributes increase the opportunities for crime. To reduce the opportunities for crime I recommend that all access to dwellings is to the elevation facing the street. However, if this is not desirable the rear boundary treatment should be moved forward so as to reduce the unprotected space to the rear of the parking spaces and protect the rear window.

The rear garden access route to plot number 18 passes the front door of plot number 19 and their parking space (there are other plots with similar access arrangements). This significantly increases the opportunities for both, confrontation and adversely affecting the quality of residents. Planning guidance advises, "There should be a clear definition between public and private space. A buffer zone, such as a front garden, can successfully be used between public outdoor space and private internal space to support privacy and security." To reduce these opportunities I recommend that the main access to the dwelling is on the elevation facing the street. Or if this cannot be achieved a generous garden is placed along the side of the dwelling containing the front door.

To the rear of the parking area for plot 28 there is piece of land that appears to have no owner. A footpath giving access to plot number 28 and rear access to plot 29 runs adjacent to this area. With this arrangement there is no defensible space to the front of plot 28. This increases the opportunities for crime, planning guidance advises, "There should be a clear definition between public and private space. A buffer zone, such as a front garden, can successfully be used between public outdoor space and private internal space to support privacy and security." To reduce the opportunities for crime I recommend that the rear access to plot number 29 is accessed from the parking area adjacent to plot number 30. This would also allow the rear garden of plot number 28 to incorporate this piece of land.

The apartment cycle stores are fitted with double doors, such an arrangement is not ideal as the second leaf is often becomes insecure, making the cycle store insecure. To improve the security of the cycle stores I recommend that they are fitted with a single door.

To provide for the safety and security of residents and visitors, lighting throughout the development should conform to the relevant sections of BS5489:2013.

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 the Police and Crime Commissioner for Hampshire take any other legal responsibility for the advice given.