

## Land North of Newport Pagnell Road Hackleton

Northants Police is pleased to note that in this outline application for 525 dwellings, open space and associated infrastructure there is now some reference to crime prevention contained within the paperwork and specific reference is made to NPPF paragraph 58 which deals with the need to create safe and accessible environments. The development should also achieve the highest standards of sustainable design including safety and security considerations ( WNJCS Police S10) and comply with saved SNC policy G3 which requires development to have 'full regard to the needs of security and crime prevention'. The best way to ensure that compliance is achieved is to condition the developer to meet the requirements of a Secured by Design Silver accreditation for the built form.

The illustrative and indicative master plan provides a broad indication of what is proposed and I would comment as follows on that and its accompanying Design and Access statement:

### Public Open Space

The use of a central super LEAP to accommodate play opportunities for all age groups is welcomed as is the fact that it is surrounded by roads which will reduce opportunities for nuisance for the surrounding houses. Those linear pieces of green space on both west and east boundaries should be well overlooked from adjacent development to ensure they are safe spaces. A management agreement for ongoing maintenance of the soft landscaping should be conditioned to ensure planting does not impede lines of sight from the development onto the Green Lane and the 'trim trail' and other footpath routes.

Although the Super LEAP uses up a lot of the POS requirement for the site there are some other pieces of green space shown dotted about the development. In order to minimise opportunities for anti-social behaviour, inappropriate use and congregation great care should be taken in their design and placement in relation to the nearest dwellings. Green space should have a defined purpose or avoided altogether and built on.

### Permeability

The site does seem to be overly permeable and comment has been made in the past about the Green Lane being used as a convenient 'escape route' and a means of evading detection by criminals especially if it is of a suitable grade to enable motorcycles or moped use as pursuit by police will not be possible. Permeable layouts provide a choice of routes and can enable a good level of anonymity

for criminal behaviour. The number of available routes should not lead to a dilution of use and lower the footfall as then routes can appear unsafe for users.

#### Block Format

The security provided by the block format should not be compromised by the use of rear parking courts which enable persons with criminal intent access to the rear garden boundaries of dwellings and the parked cars within the rear courtyard. Houses backing onto courtyards do not provide surveillance over the vehicles as they do not have routinely inhabited rooms overlooking the space despite what is said in the DAS. Rear courtyards become places of congregation by youths and they provide a 'point of entry' for burglars.

Houses should be designed to be back to back which offers mutual security for all parties with parking on plot to the front or side where the vehicles can be seen. The use of parking courts is an old fashioned and outdated means of providing parking for residents and residents often ignore them and park in front of their houses anyway creating the cluttered street scene which designers are trying to avoid. Please see the attached research paper which amply illustrates the issues associated with such design on new estates.

As parcels of land come forward for reserved matters approval I will make more specific and detailed comments. It would be helpful to have a condition requiring 'secured by design' compliance so that the necessary level of security can be ensured.