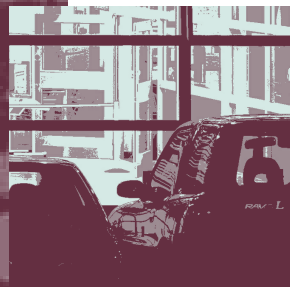


# Designing Out Crime



Working together for a safer London



Sutton

Supplementary Planning Document

# Designing Out Crime

Planning, Transport and Highways Service  
Environment and Leisure

April 2005

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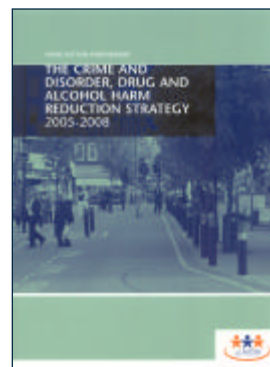
# ONE

## Introduction

- 1.1** Crime, fear of crime and anti-social behaviour within the urban environment all have negative impacts upon community well-being and quality of life. As well as the direct costs of crime experienced by its victims, the fear of crime contributes to social exclusion, particularly for vulnerable groups such as women, the elderly, children and ethnic minorities. Crime also threatens the success and vitality of town centres and employment areas by acting as a brake on economic growth and prosperity.
- 1.2** Promoting good design and layout in new development is one of the most important ways in which the Council can address crime issues. Good designs and layouts make crimes more difficult to commit, increase the likelihood of detection of criminal activity and improve public perceptions of safety. Attractive and well-designed environments also encourage a sense of pride and 'ownership' amongst the local community.
- 1.3** National policy in Planning Policy Statement 1 (PPS1) on 'Delivering Sustainable Development' (2005) makes clear that crime prevention should be a material consideration

in determining planning applications. Accordingly, Policy BE8 of the Sutton Unitary Development Plan (UDP) on 'Designing for Safety and Security' requires that the design and layout of all proposals should incorporate design principles which deter crime and reduce the fear of crime.

- 1.4** The Crime and Disorder Act 1998 places a duty on local authorities to exercise their functions with regard to the likely effects of crime and disorder in their areas in partnership with the police and other public bodies. Sutton's Crime and Disorder, Drug and Alcohol Harm Reduction Strategy (2005-08) has been developed by the Council with the police and other local organisations to reduce crime levels within the Borough and make Sutton a safer and more attractive place. The Safer Sutton Partnership Board brings together Council officers, the Police, health workers, the Fire Service, probation officers and local magistrates to implement an ongoing programme of actions aimed at reducing crime across the Borough.
- 1.5** The Designing Out Crime SPD will play an important part in achieving the Strategy's aim of making Sutton 'the safest Borough in London'.





# TWO

## Purpose of Guidance

- 2.1** The purpose of this document is to provide clear guidance for developers and planners on applying UDP Policy BE8 to ensure that all development proposals apply the principles of designing out crime.
- 2.2** The guidelines set out in this document are based on current best practice and Government guidance set out in 'Safer Places: The Planning System and Crime Prevention' (ODPM, 2004), which sees designing out crime and 'designing in' community safety as key to the delivery of safe and sustainable communities.
- 2.3** The guidance identifies the key attributes of safer places and emphasises the role of the planning system in achieving good designs and layouts through the use of development plan policies, supplementary guidance, pre-application discussions, development control decision-making, conditions and planning obligations. An understanding of the local context is also essential if planning is to be an effective tool in tackling crime while meeting other planning objectives.
- 2.4** The key principles and developer guidelines that follow in Sections 3 to 12 of this document should be used to:
- provide a basis for reaching decisions on planning applications and for negotiating with developers to address community safety and crime prevention issues
  - enable crime prevention issues to be considered from the earliest stages of project planning through discussions between the Council, developers and their designers
  - promote creative and innovative solutions for the design and layout of the physical environment to ensure that all new developments contribute to the aims of reducing crime, fear of crime and anti-social behaviour within the Borough
  - encourage the highest possible standards of design in all new development to provide attractive, stimulating and safe places in which to live and work and prevent development that would put people or property at risk.
- 2.5** Section 13 provides details of how this guidance will be used by the Council in dealing with planning applications at all stages of the development control process.



# THREE

## Key Principles

### Key Principle 1 Local Ownership

The quality of the urban environment has a major influence on crime, fear of crime and levels of anti-social behaviour. National guidance stresses the importance of achieving crime prevention and community safety objectives in creating attractive and sustainable environments in which people want to live.

High quality architecture and landscape designs which respect the existing urban context and local character enhance public perceptions of safety and promote a greater sense of 'local ownership' and community identity by encouraging residents to feel pride in their neighbourhood. This is enhanced where there is a good appreciation of expected social behaviour and where people are more likely to challenge and report criminal or anti-social behaviour.



### Key Principle 2 Natural Surveillance

This principle is based on the notion that places are safer when they are overlooked and that those doing the overlooking will be a deterrent and take action if they witness a crime.

Crime and anti-social behaviour can be deterred by ensuring that all parts of the street, footpaths and public spaces are subject to casual supervision throughout all times of the day. Designs and layouts that ensure that there are always 'eyes' give potential offenders the message that any criminal or antisocial activities will be observed.

Promoting the active use of streets and public spaces throughout the daytime and evening is also one of the most effective means of restricting opportunities for crime.



# key principles

## Key Principle 3 Defensible Space

Another important issue is the need to establish a clear distinction between the public and private domains so that people are fully aware of where they are allowed to go at all times of the day and night. It must be clear where public space ends and where semi-public/communal or private space begins. Crime and anti-social behaviour is more likely to occur if users are unclear whether space is public or private, and are unaware of the behaviour expected in each.

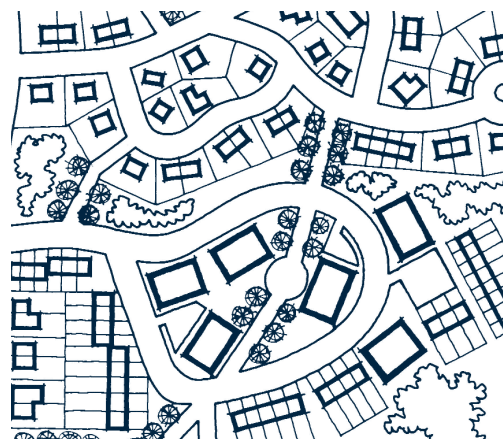
The control of public access should be firm while access to the semi-private domain (i.e. between public and private) should be clearly defined and supervised. Areas with high crime rates are often physically isolated, with unclear definitions between private and public spaces, exposed backs of properties and poor natural surveillance of the street environment.



## Key Principle 4 Access and Movement

Good designs and layouts play a key role in tackling crime and social exclusion by creating a better connected and more accessible environment without compromising security. The success of a place as part of a sustainable community is strongly influenced by movement choices within the site and the quality of its connections to local services, amenities and pedestrian routes.

Layouts with too many under-used connections and large networks of indirect, poorly-lit and segregated pedestrian routes providing access to the rear of buildings can create opportunities for crime and escape routes for criminals. On the other hand, layouts with too few connections to local amenities and public routes can restrict freedom of movement and create dead ends. A good 'movement framework' provides convenient, overlooked and well-used principal routes that lead directly to where people want to go. This removes the need for under-used alleyways, footpaths, shortcuts and minor access points which are vulnerable to crime.





# FOUR

## Project Planning

- 4.1** Opportunities for crime prevention are lost once developments have been implemented. Developers should therefore seek the best available advice and consider all aspects of their designs and layouts from an early stage to ensure that their proposals positively impact on crime prevention objectives. Where appropriate, the Council will work closely with its Crime Prevention Design Advisors to assess pre-application submissions in order to overcome any possible problems before designs are finalised.
- 4.2** Development proposals should respond to local circumstances by taking account of existing crime levels and any other issues which may be affecting the safety and security of people and properties. Isolated and badly planned developments that take insufficient account of the local context are much less successful in reducing crime, fear of crime and antisocial behaviour.

### Guideline DCR1 Project Planning

From the earliest stages of project planning and design, developers should seek the best available advice

and work with the Council to ensure that all proposals incorporate design principles which deter crime, fear of crime and anti-social behaviour in line with UDP Policy BE8. Where crime issues may be potentially significant, the Council and its Crime Prevention Design Advisors will negotiate with developers to ensure that proposed designs satisfy the Guidelines set out in this document.

### Guideline DCR2 Design Statements

The Council will require all Design Statements submitted by developers in support of major development proposals (10+ residential units or on sites over 1 hectare), or proposals located within environmentally sensitive areas, to demonstrate how the proposed designs and layouts will deter crime, fear of crime and anti-social behaviour by reference to the Guidelines set out in this document. Where appropriate, the Council will require developers to show that they have taken into account the existing local context in terms of:

- current levels of crime and antisocial behaviour in the area
- perceptions of crime and urban environmental quality amongst the local community
- activity levels in streets and public spaces at all times of day and night
- the extent of natural surveillance of properties, streets and public spaces
- any other local aspects affecting the application of Guidelines set out in this document.





# FIVE

## Surveillance

### Residential Areas

- 5.1** Good natural surveillance both to and from the street, public routes and open spaces is key to reducing crime in residential areas. There are many ways by which the design and layout of dwellings can optimise surveillance while maintaining privacy.
- 5.2** Areas at risk from crime should be visible from adjoining properties or well-used public routes to increase the risks of detection and deter crime by making the potential offender feel more exposed.

#### Guideline DCR3 Orientation of Dwellings

Residential developments should face onto the most public side by fronting streets, footpaths, public spaces or watercourses as appropriate. Room and window orientations should ensure good natural surveillance both to and from the street, with preferably at least one habitable room fronting the street at ground floor level to enable residents to oversee access to their properties.

#### Guideline DCR4 Flank End Walls

Windowless elevations or blank walls adjacent to space to which the public have access, generally flanking a row of terraced dwellings, should be avoided and provide at least one window wherever possible. Where blank flanking walls are unavoidable, a 1 metre 'buffer zone' should be created using either a 1.2 - 1.4 metre railing (with access gate) or a 1 metre mature hedge with high thorn content.

#### Guideline DCR5 External Structures and Trees

Extensions, outbuildings, fences and trees should not obscure entrances, provide hiding places or provide easy access to upper floor windows or over boundaries. Structures with flat roofs (for example, bin storage areas) assisting unauthorised entry into private property, and recessed front doorways of greater than 600mm depth should be avoided.

#### Guideline DCR6 Secured by Design

Developers should seek 'Secured by Design' accreditation in consultation with the Council and its Crime Prevention Design Advisers from the earliest stages of project planning.

# surveillance guidelines



◀ Corner dwellings should maximise opportunities for natural surveillance along both sides



▶ Room and window orientations should ensure good natural surveillance both to and from the street



▶ Residential properties that face away from the street with poor window orientations are less attractive and increase opportunities for crime



▶ Bin storage facilities should not obscure entrances to dwellings

# surveillance guidelines

## Town Centres

- 5.2** Town centres devoid of activity in the evenings after the shops have closed are often vulnerable to increased criminal activity and anti-social behaviour. Service areas and parking to the rear of commercial uses, such as shops, services, pubs and restaurants, can often be poorly located and unobserved. Designs and layouts should therefore seek to maximise natural surveillance both to the front and rear of town centre uses.
- 5.3** Promoting mixed uses in town centres (for example, 'living over the shop') can also contribute to safer streets and spaces by enabling natural surveillance from upper floor dwellings and increasing pedestrian activity at all times of the day and evening.

### Guideline DCR7

#### Mixed Use Developments in Town Centres

Where residential uses are proposed over ground floor businesses or shops, the ground and upper floors should have separate entrances onto the main street. The living rooms of upper floor dwellings should face onto the main street and active rooms should overlook private rear access to maximise natural surveillance. Entrances, accesses and frontages should be well lit and the depth of door recesses should not exceed 600 mm.

### Guideline DCR8

#### Parking and Service Areas

On-site parking and service areas to the rear of ground floor businesses or shops should be easily accessible from the building's entrance and overlooked from the building and adjacent properties. Views into and from the site should be maintained to maximise natural surveillance and deter potential intruders.



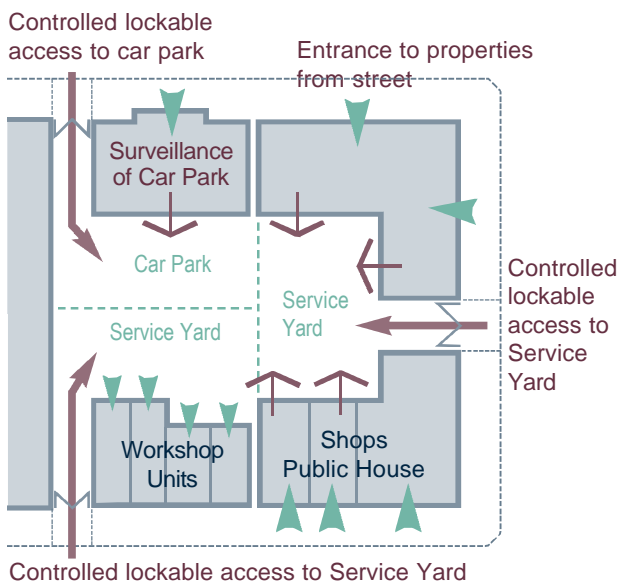
▲▲ Providing living accommodation over commercial uses can enhance community safety and secure better maintenance and use of a building

## Industrial Areas

**5.4** Within industrial areas, the zoning, design and layout of general industry, light industry and warehousing often makes such developments particularly vulnerable to vandalism and theft. Many industrial estates are in remote locations well away from residential areas, unattended after dark and face away from the street.

### Guideline DCR9 Layout of Industrial Developments

Cul-de-sac industrial layouts with low levels of pedestrian activity and natural surveillance should be avoided, as this encourages crime, vandalism and fly-tipping. Views into industrial developments should be clear and unobstructed by external structures, street furniture, signage or landscaping features. Service yards should preferably be back to back to ensure mutual overlooking.



▲ Commercial uses should be compatible and have controlled access to service yards at the rear

### Guideline DCR10 Entrances and Access Routes

Entrances to industrial developments should be directly accessed from the street wherever possible. All access routes and service areas should be overlooked from the development and adjacent properties, well-secured after hours and well lit.

## CCTV

**5.5** CCTV plays an important role in deterring and monitoring crime in high-risk areas such as town centres and car parks, particularly when combined with good natural surveillance and lighting within areas of high pedestrian activity.

### Guideline DCR11 CCTV in High-Risk Locations

CCTV is desirable in high-risk locations such as service areas and car parks to the rear of shops, commercial uses and industrial developments and other locations vulnerable to crime. CCTV equipment should meet Home Office standards and be visible but sensitively positioned so as not to adversely affect visual amenity or the integrity of a building.





## Layout

- 6.1** The layout of streets, buildings and public spaces has an important influence on pedestrian activity, patterns of movement and sightlines. Layouts that provide clear, direct and well-overlooked routes make neighbourhoods safer as well as more attractive places in which to live. Neighbourhoods that are well-connected and secure, with direct walking and cycling routes to local shops, schools, leisure facilities and open spaces, also promote social interaction and a greater sense of community identity.
- 6.2** Poorly planned footpaths and cycleways increase the fear of crime and provide opportunities for assault and unobserved access to the rear of buildings. Grid layouts can help to ensure that private or communal areas are created in the centre of each block with reduced potential for rear access from streets or footpaths.

### Guideline DCR12 Residential Layout

Layouts should incorporate a good movement framework with direct routes that lead to where people want to go by a choice of modes, including foot, cycle or public transport.

### Guideline DCR13 Cul-de-Sacs

Cul-de-sacs should generally be avoided unless topographical, landscape or historical factors make through-routes undesirable. Any cul-de-sacs proposed should be in linear form with direct sight-lines from nearby streets to enable mutual surveillance, and footpaths linking cul-de-sacs should be overlooked well from neighbouring properties.

### Guideline DCR14 Rear Access

Streets, footpaths and alleyways should not generally provide access to the rear of buildings and back-to-back properties should be favoured as these are less vulnerable to crime. If rear access is necessary, a lockable and unclimbable gate should be provided. For terraced housing, 'alley-gating' can be an effective approach in some cases.

### Guideline DCR15 Footpaths and Cycleways

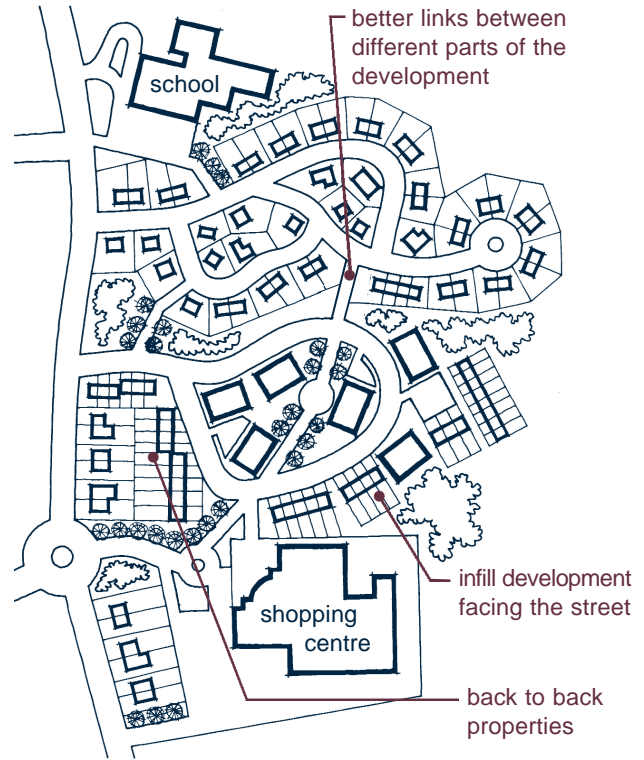
Public footpaths and cycleways should:

- be well-overlooked by neighbouring properties
- be straight and wide to maintain good visibility along their route, ensuring that any recesses or gaps between buildings are closed off by a wall or railings
- run alongside one another where possible and not be segregated, ensuring a combined width of at least 4 metres, subject to maintaining the need for road safety.

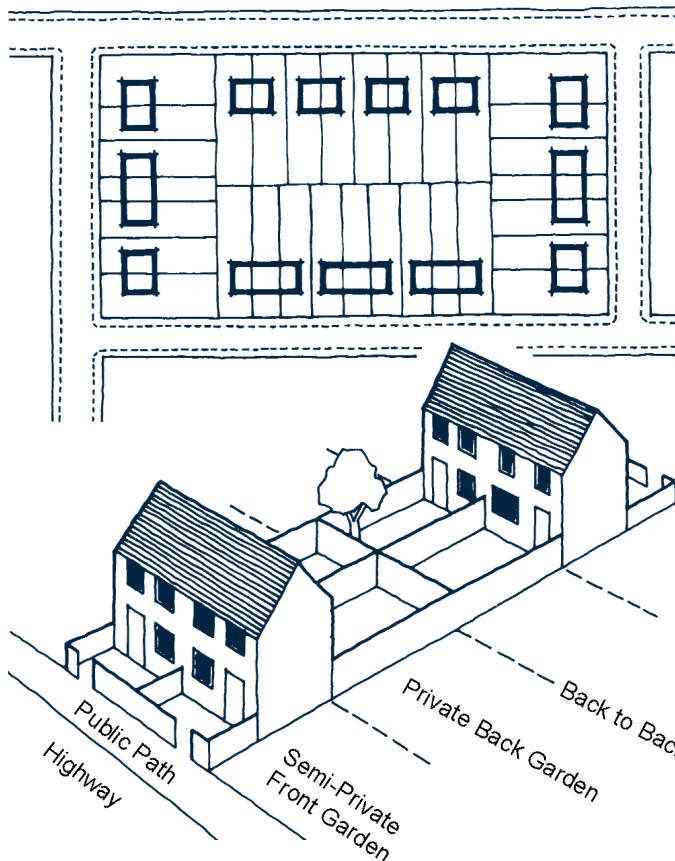
# layout guidelines



▲ A poorly connected layout is more vulnerable to crime



▲ A well-connected layout has easy and direct routes to local amenities



◀ Grid or block layouts enclose back gardens while presenting an active frontage to the street

# layout guidelines

## Guideline DCR16 Footpaths and Cycleways: Characteristics to Avoid

Public footpaths and cycleways should avoid:

- being located along the backs of properties where there is limited natural surveillance
- sharp changes in direction or dog-legs that may be perceived as threatening
- creating blind spots, entrapment alcoves and escape routes for criminals.



▲ Obscured access routes, such as this walkway, can lead to under-used, isolated and unsafe environments

## Guideline DCR17 Level of Pedestrian, Cyclist and Vehicle Movement

Pedestrians, cyclists and vehicles should be kept at the same level wherever possible to avoid creating potentially intimidating routes such as subways, footbridges and under-passes.



▲ Narrow and under-used footpaths with limited observation are perceived to be threatening and create opportunities from crime

▶▶ Easy unobserved access to rear gardens make properties more vulnerable to intruders and create potential hiding places





# SEVEN

## Public, Private and Communal Spaces

### Private and Communal Areas

- 7.1** The relationship between built development and public, private and communal space is key to promoting community safety and creating an attractive urban environment. A clear distinction between private and public areas allows residents to personalise spaces under their control and project an image of a well-maintained environment.
- 7.2** Indistinct boundaries can contribute to a weakened sense of local ownership and increased vandalism and crime. However, overly defensive security measures, which can adversely affect perceptions of the area, should be avoided.

#### Guideline DCR18 Private and Communal Areas

All private or communal areas, such as backgardens, backyards or inner courtyards, should be fully enclosed by the backs of dwellings and avoid adjoining side roads, service roads or footpaths. Access to such areas should be controlled through the use

of lockable gates. Blocks of residential development should generally enclose back-to-back private gardens. Communal areas around residential developments should restrict access to residents only through the use of lockable doors or gates with intercom facilities.

#### Guideline DCR19 Boundary Treatments

Boundary treatments, in the form of walls, fences, hedges or railings, should:

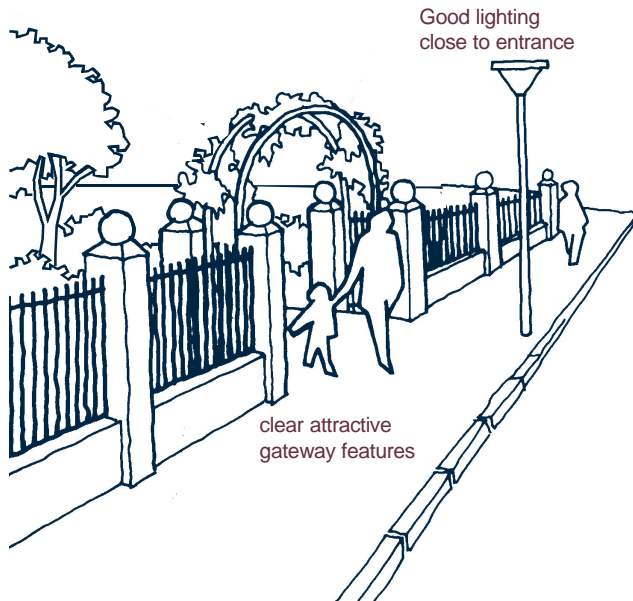
- create a clear distinction between public, private and communal areas whilst avoiding negative features such as high walls with razor or barbed wire
- incorporate high standards of design and materials in order to provide an attractive environment while ensuring adequate security (applications of anti-graffiti surface treatments may be advisable in certain situations)
- allow unobscured views into and out of the site to make potential intruders feel more vulnerable (railings are often the best option in areas vulnerable to graffiti)
- avoid creating easy access to backgardens or onto flat roofs.

#### Guideline DCR20 Front Boundaries

Front boundaries should ideally be around 1 metre in height and permit views through or over them. Railings are often the best option in areas vulnerable to graffiti.



# layout guidelines



▲ Boundaries should be attractive in design and increase surveillance



▲ Front railings which allow residents to personalise spaces under their control, and provide unobscured views both to and from the street, can contribute to a secure and attractive urban environment



◀ A high standard of design and materials with adequate security creates a safer and more attractive environment



◀ Obscured views to and from the street and the presence of potential climbing aids create ideal conditions for potential intruders

# public, private & communal space guidelines

## Public Spaces

**7.3** Providing adequate and well-maintained public spaces to serve residential developments can make an important contribution to community safety and well-being by raising levels of activity in the public domain and providing valuable local facilities for all age groups.

**7.4** Developing or making use of existing spaces which did not previously have a clearly identifiable purpose, for specific functions such as community centres, play spaces and small gardens has many potential benefits. However, poorly planned spaces with limited surveillance can increase the risks of vandalism, assault and the use of such areas to gain access to properties.

### Guideline DCR21 Observation of Public Spaces

Parks, play areas and other public spaces should be easily observed from nearby dwellings and streets and provide a safe access route for users. However, potential gathering places should be well away from adjoining properties. Public spaces should be fronted by dwellings and not backed onto by private rear boundaries or backgardens.

### Guideline DCR22 Children's Play Areas

Children's play areas should be well secured, show clear intended use related to age group and located sufficiently close to nearby residential properties to ensure observation but not close enough to cause noise nuisance.



▲ A well-designed children's play area with a high level of surveillance from nearby residential properties



▲ Children's play areas that are not able to be observed are vulnerable to graffiti and vandalism



# EIGHT

## Lighting

- 8.1** Good lighting makes an important contribution to creating a safer and more attractive environment. Improving the quality and consistency of lighting can be an effective crime deterrent by providing opportunities for natural surveillance and increasing pedestrian activity after dark. Not only is criminal activity more likely to be noticed, it is also more likely to be challenged and/or reported by members of the public. It is well established that lighting uniformity is more important in reducing crime than absolute lighting levels.
- 8.2** Lighting fixtures should also be carefully designed and located having regard to the need to minimise light pollution and to maintain and enhance the character and appearance of the local environment, particularly within Conservation Areas.

### Guideline DCR23 Good Lighting

Proposals should incorporate good, consistent and well-designed lighting throughout the development to enhance natural surveillance at night and to reflect positively on the

management of the site. Developers should ensure that all exterior lighting meets the relevant European and UK standards for both minimum and average illuminance. The style and colour of light fittings should be attractive and appropriate to the local context.

### Guideline DC24 Uniformity and Avoidance of Glare

Lighting proposals should seek to achieve a high level of uniformity<sup>1</sup> of at least 25% throughout the development, avoid bare lamps and incorporate high quality reflectors to suit local circumstances and minimise glare. Developers should give consideration to the advantages of metallised plastic or high purity aluminium reflectors, and to a range of other factors such as column heights and spacings, bowl profiles and choice of lamp protector material in achieving optimal lighting solutions with minimal light pollution.

### Guideline DCR25 Lighting Characteristics

The ability of a lamp to make different colours identifiable is an important aspect in identifying night-time offenders. Developers should therefore favour white lighting, particularly metal halide and compact fluorescents, and avoid the use of both low-pressure sodium lamps (orange), which give no possibility of identifying colour, and high pressure sodium lamps, which give only limited colour-rendering ability.

<sup>1</sup> lighting uniformity is calculated by dividing the minimum point illuminance by the average illuminance

## Guideline DCR26 Lighting Columns

Lighting fixtures and columns in pedestrian areas should be sufficiently high to achieve better uniformity and remove the luminaire more effectively from the reach of the vandal, while retaining a sense of human scale. The design and placement of lighting fixtures and columns should be secure, particularly in locations that are vulnerable to crime. Low-level lighting should be highly vandal-resistant, low maintenance and avoided altogether in remote locations.

## Guideline DCR27 Future Growth

Luminaires should be sited carefully to take into account the future growth patterns of trees or any other planting schemes. Where necessary, developers should enter into discussions with the Council and other interested parties prior to development to consider how trees will grow in future years and how foliage will affect light distribution.

## Guideline DCR28 Light Pollution

Proposals should minimise light pollution in line with UDP Policy PNR9 by avoiding luminaires with upward lighting. White metal halide or compact fluorescent lamps, which have smaller and more controllable arc tubes, should therefore be strongly favoured over traditional orange low-pressure sodium lamps, which are a major source of light pollution.



▲ High quality street lighting with consistent illumination of road and pavement.



▲ Good lighting of a car park with no shadows, light pollution or glare.



▲ Conventional street lighting lacking consistency can often leave dark areas



▲ Poor quality lighting with excessive glare, intrusive light and deep shadows.



# NINE

## Landscaping

**9.1** Good landscaping as part of new development can play a role in reducing crime and anti-social behaviour by strengthening community identity and fostering a sense of local pride. On the other hand, poor landscaping can directly compromise the safety and security of people and properties. Poorly positioned trees and shrubs or the use of inappropriate species close to buildings, pedestrian routes and public areas can increase the risk of crime and anti-social behaviour by providing hiding places and easy access to properties.

### Natural Landscaping

#### Guideline DCR29 Public Areas

Public areas should be accessible, attractive and have a clear function to avoid becoming neglected, hostile and a focus for crime. Trees, areas of planting and other landscaping features should have well-defined edges, for example through the use of walls, kerbs and tree grilles, avoiding overgrown shrubs or other low level vegetation in close proximity to public footpaths and cycleways, and be well maintained.

#### Guideline DCR30 Sightlines

Clear sightlines should be maintained over long distances. Windows and doors should not be obscured by landscaping features, and trees in public areas such as streets, parks and open spaces should not have any foliage below 2 metres from the ground.

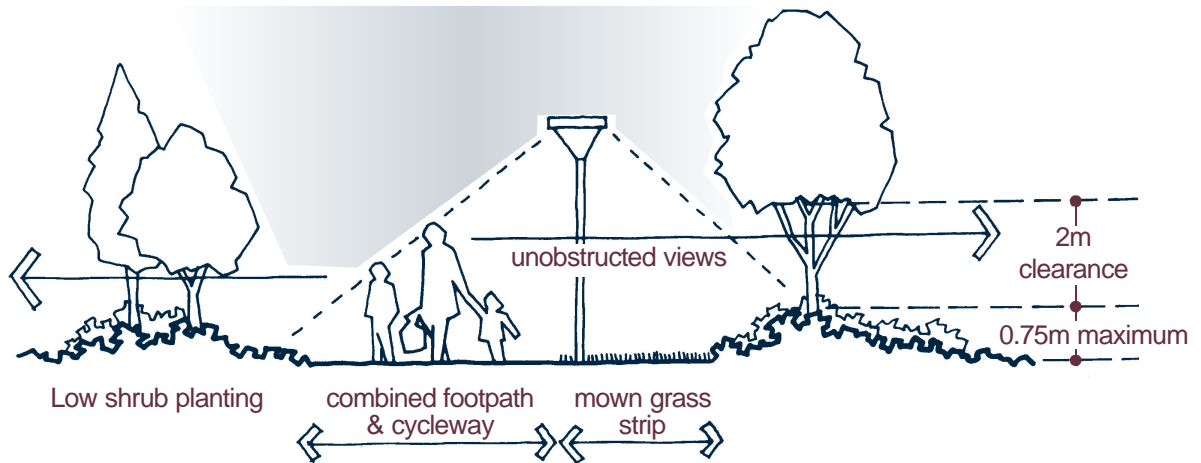
#### Guideline DCR31 Positioning of Trees

Trees and other landscaping features should not be positioned where they could create hiding /entrapment spaces, obscure lighting, or provide a potential climbing aid into properties. Planting schemes should take into account growth rates, heights and spread. The positioning of thorny or spiny shrub species in front of vulnerable boundaries or buildings can help deter graffiti and potential intruders.

#### Guideline DCR32 Local Character

Within Conservation Areas, Areas of Special Local Character and the South Cheam, Carshalton Beeches and South Sutton Areas, landscaping proposals should take particular care to respect the character and appearance of the local area.

# landscaping guidelines



▲ Public footpaths and cycleways should be direct and ensure clear sightlines by avoiding overgrown vegetation



▲▲▲ Pathways through open spaces should maintain clear sightlines and views without creating potential hiding/entrapment spaces, for example, through poor positioning of shrubs

## Physical Landscaping

**9.2** Well-designed street furniture and public art in streets and public spaces is key to creating a safer, attractive and more distinctive and urban environment that reinforces civic pride.

### Guideline DCR33 Street Furniture

Poorly designed street furniture and clutter can lead to an increase in crime and fear of crime. Street furniture, such as bus shelters, public seating, phone boxes and signage, should not obscure views of users, obstruct pedestrian movement or be positioned to encourage anti-social behaviour. The number of signs and barriers should be minimised.

### Guideline DCR34 Community Identity

The design of access routes to groups of buildings should create a sense of identity, privacy and shared ownership through the use of symbolic thresholds such as changes in surface colours/materials, gates or entrance features.

### Guideline DCR35 Designs and Materials

Street furniture and public art should respond to the local context of landscape and buildings. Simple, bold designs using good quality materials are more attractive and longer lasting. Innovative and contemporary designs should be encouraged where appropriate.



◀ An attractive street environment with well-designed street furniture and minimum clutter presents a positive image of the town centre



◀ Bold and imaginative designs for entrance features help to create a sense of local identity

▼▼ Attractive and innovative public art helps to create a more distinctive urban environment that reinforces civic pride





## Parking

### Residential Parking and Surface Car Parks

**10.1** The main forms of criminal activity in car parks are theft of and from vehicles, and assault. Parking as part of new development should seek to create safe and convenient facilities where all, including the elderly, disabled people and young families, can feel secure. A range of design measures can be used to create a safe and attractive environment with good natural surveillance in residential parking areas and surface car parks.

**10.2** In all proposals for residential parking or surface car parks, developers should have regard to the following best practice Guidelines and seek to achieve and maintain the national Safer Parking Award where appropriate.

#### Guideline DCR36 In-Curtilage Parking

Residential parking should be provided on driveways or in purpose-built garages within the curtilages of dwellings and located close to and visible from the owners' dwellings wherever possible. Dwellings with integral garages should ideally have

the front door and a habitable room window to the front elevation. Garages to the rear of a property's garden should have controlled access via a private gate for safety and security. If no in-curtilage parking is possible, parking in residential development should be provided where cars can be seen.



▲ Well-designed and attractive residential parking with good visibility from dwellings

#### Guideline DCR37 Communal Parking

Communal parking, for example where flats are proposed, should be well lit (see Section 8 on Lighting), readily accessible and visible from the owners' dwellings. There should be a direct, safe pedestrian route from the dwelling to the parking space. Large communal parking areas should be subdivided through appropriate planting, and making particular spaces more clearly related to the developments they serve.



▲ Poorly designed communal parking facilities, not clearly visible from dwellings



## Guideline DCR38 Access to and from Surface Car Parks

Surface car parks should create a pedestrian-friendly environment with level surfaced areas to cater for all, including the elderly, disabled people and young families. Pathways should be well defined, readily accessible from parking bays, lead directly to the facilities served by the car park and located away from high walls or densely planted areas. Signs should be clearly visible and visual markers used to aid ease of movement. Dead ends, blind corners or solid walls reducing visibility should be avoided.

## Guideline DCR39 Layout and Landscaping of Surface Car Parks

All parking spaces, pathways and circulation routes should be well lit (see Section 8 on Lighting) with good natural surveillance from nearby buildings and well-used routes, particularly in car parks for sports, recreational or entertainment facilities, which are used more often at night time. Large parking areas should be subdivided. Landscape planting used for defining spaces should not obscure views or vehicles, create hiding places or litter traps.

## Guideline DCR40 CCTV in Surface Car Parks

All proposals for surface car parks should incorporate CCTV to Home Office standards. Developers should give consideration to installing good quality, high resolution, recorded CCTV and help points.

## Underground/ Under-Storey and Multi-Storey Car Parks

**10.3** The introduction of planning policies requiring higher residential densities, particularly in town centre locations, have recently seen an increase in proposals for underground / under-storey parking with reduced scope for off-street parking.

## Guideline DCR41 Access to and from Underground and Under-Storey Car Parks

Underground or under-storey car parks should ensure that:

- vehicular access points are electronically controlled (the use of simple pole barriers is not acceptable as they do not restrict pedestrian access)
- external pedestrian entrances are kept separate from vehicular access points and gained internally via locked stairwells. All pedestrian access doors should comply with 'Secured by Design' specifications for external doors.



▲ Controlled vehicular access points kept separate from external pedestrian entrances are essential in multi-storey car parks

## Guideline DCR42 Design and Layout of Underground and Under-Storey Car Parks

The design and layout of underground or under-storey car parks should maximise natural surveillance across the whole of the parking area by:

- arranging parking spaces in straight rows to avoid blind spots and avoiding recesses
- avoiding individual garages with doors, which can encourage inappropriate activities
- ensuring that support pillars are as slim as possible within structural requirements
- ensuring that external pedestrian entrances and routes to them have good natural surveillance and that any adjacent landscape planting is low level
- maximising natural surveillance into and out of lifts, preferably with a vision panel
- incorporating open balustrades on stairways to enable good visibility on approach to landing areas.

## Guideline DCR43 Lighting within Underground/ Under-Storey Car Parks

The design and layout of car parks should make good use of natural daylight wherever possible. Artificial lighting should achieve a minimum standard of BS 5489 (pt 9) and create minimum colour distortion. There should be no shadowed areas or pools of darkness, and light coloured walls and ceilings used throughout.

## Guideline DCR44 Car Park Design and Layout

The design of multi-storey car parks, approaches and landscaping should not create hiding places, dead ends, blind corners and long lengths of wall that hamper visibility. Visual linkages should be maintained across the site, both internally and externally. Access and exit points to car parks should be clear and well-signed and lit.

## Guideline DCR45 CCTV in Underground / Under- Storey & Multi-Storey Car Parks

All proposals for multi-storey car parks should incorporate CCTV to Home Office standards. Developers should consider installing good quality, high resolution, recorded CCTV and help points.

## Guideline DCR46 Accommodation of Mixed Uses

Where possible, proposals for multi-storey car parks should seek to accommodate a suitable mix of ground level uses such as shops and offices or be wrapped with single aspect residential units.



▲ Good lighting and clear signage in Gibson Road multi-storey car park maximises natural surveillance and avoids shadowed areas



## Physical Protection Measures

### Shopfront Security

**11.1** Shopfront security measures should contribute to a safe and attractive town centre environment at all times of the day and night through a combination of good design and greater physical protection. Although a sufficient level of physical protection needs to be achieved for insurance purposes, overly defensive and hostile security measures such as solid 'roller' shutters can increase crime, fear of crime and anti-social behaviour in town centre environments by preventing natural surveillance, creating an unattractive 'dead' frontage encouraging anti-social behaviour such as graffiti and flyposting.

#### Guideline DCR47 Internal Security Measures

Initial consideration should be given to reinforced glass shopfronts or internal open grilles with attractive backlighting, to achieve adequate protection against unauthorised entry, while maintaining full window shopping even when the shops are closed for business.<sup>2</sup> Internal shutters should be as transparent as possible to optimise visibility both ways.

#### Guideline DCR48 Shutter Design

Where internal shopfront security measures are not considered sufficient, open grille shutters should be favoured over shutters with punched holes or small perforations in order to enable surveillance, maintain visibility of shop window displays and allow light to permeate into the street or in from the street. The use of solid 'roller' shutters, which create an unwelcoming and hostile environment, increasing fear of crime and attracting vandalism, graffiti and anti-social behaviour, should be avoided altogether.

#### Guideline DCR49 Shutter Materials

Open grille shutters should be made of steel and reinforced polycarbonate if necessary, preferably with anodised, powder or paint coated finishes. Laminated glass should be preferred for new glazing or replacement glass in shopfronts, as it remains in place when broken. Toughened glass is also effective in combining safety with security.

#### Guideline DCR50 Shopfront Appearance

All shutters should be in character with the building and locality and carefully integrated with the shopfront in terms of colour, materials and design. The size of shutters should be kept to a minimum and efforts made to introduce vertical elements to the design. All shutter boxes, including guiding rails, should be discreet and not project beyond the fascia, or

obscure any architectural features. If a projecting box is necessary, efforts must be made to hide the box by incorporating it into the design of the shopfront. Window displays should be lit throughout the night to retain interest and reduce fear of crime.

## Guideline DCR51 Shopfront Security in Listed Buildings and Conservation Areas

A more sensitive approach is required, such as the use of internal security measures (see Guideline DCR49), in proposals for Locally Listed buildings or in Conservation Areas, to ensure that the development will preserve or enhance the character and appearance of the building or area.

## Secured by Design

- 11.1** One of the most effective ways to prevent property crime can be to make development as secure as possible through the introduction of 'target hardening' measures, for example in doors, windows and gates. However, overly defensive measures, such as barbed wire on boundary walls, that adversely affect the quality of the local environment can increase the fear of crime by suggesting that an area is unsafe.
- 11.2** 'Secured by Design' is a Home Office initiative being promoted by the Police through the Association of Chief Police Constables (ACPO). The scheme is designed to reduce crime by encouraging the use of products in new and refurbished developments that improve resistance to crime.

Comprehensive advice on physical protection measures for residential and commercial development can be found at:

[www.securedbydesign.com](http://www.securedbydesign.com)

## Guideline DCR52 Secured by Design

Developers should ensure that the design of dwellings and commercial developments have had regard to 'Secured by Design' guidance.

## Guideline DCR53 Doors, Gates and Locks

In new residential developments, access to backgardens, communal gardens, courtyards and private rear parking areas should be controlled to prevent easy unauthorised access by including doors, gates and locks from an accredited 'Secured by Design' license holder.

## Guideline PRT4 Access to Industrial Developments

Larger industrial developments should incorporate a manned gatehouse. Where this is considered unnecessary, a physical or symbolic threshold should be incorporated to indicate the boundary between the public domain and where the estate begins. Access points to rear service areas should be fully secure with lockable gates. External storage areas should be designed to prevent easy unauthorised access and include substantial doors, gates and locks from an accredited 'Secured by Design' license holder.

<sup>2</sup> Internal security measures do not require planning permission, unless installed on Listed Buildings of special architectural or historic importance, which require Listed Building Consent

# physical protection guidelines



▲ An internal open grille can achieve adequate protection while maintaining full window shopping



◀ Roller shutters prevent window-shopping and create very unattractive and hostile shop frontages



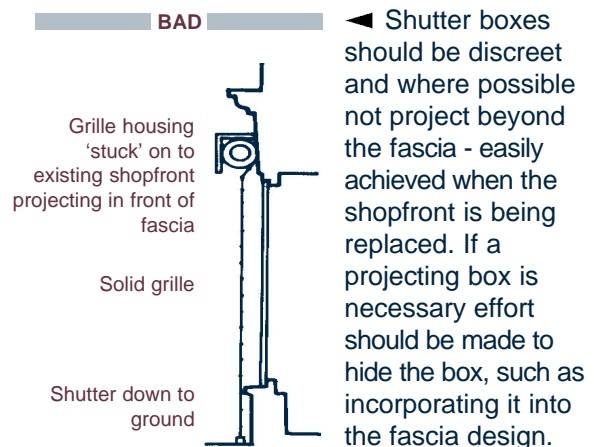
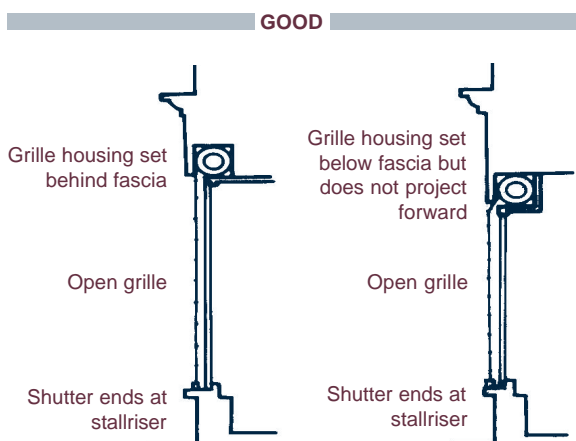
▲▲ External open grille shutters are preferable to solid roller shutters



▲ A secure physical barrier to industrial units



▲ A manned gatehouse is advisable for larger industrial developments





# TWELVE

## Management and Maintenance

**12.1** Good site management is key to maintaining safe and attractive places over the long-term. Crime is more likely to occur in areas showing ongoing evidence of neglect, such as broken windows, abandoned vehicles or persistent graffiti. While high standards of maintenance will encourage active use and enjoyment of the area by local residents, poor maintenance can lead to a vicious circle of environmental degradation and crime.

### Guideline DCR55 Maintenance

Where appropriate, developers should demonstrate that adequate provision has been made to ensure the long-term maintenance of buildings, car parks, footpaths, cycleways, public spaces, bus stops, landscaping and lighting.

### Guideline DCR56 Long-Term Management

Developers should give full consideration to long-term management objectives, maintenance specifications, responsibilities and funding requirements from the earliest

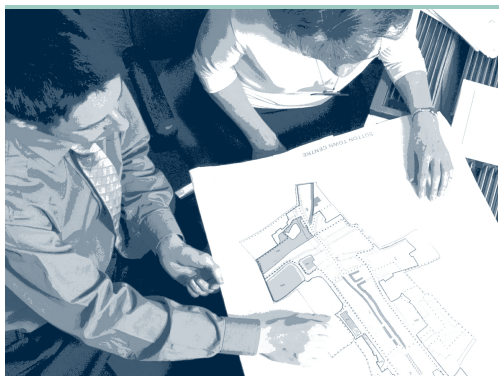
stages of project planning to ensure that crime reduction measures, environmental quality and amenity benefits are safe-guarded for future generations. Arrangements for long term site management and maintenance should be sufficiently adaptable to respond to unforeseen situations or new crime reduction opportunities.

### Guideline DCR57 Local Involvement

Management organisations, such as town centre partnerships, tenant organisations, community development trusts, and management trusts, should be in place at the earliest opportunity, have a well-defined purpose, be representative of as many stakeholders as possible and be adequately resourced. Involving residents in the management of their area can assist in reducing crime, fear or crime and anti-social behaviour by promoting a sense of community ownership and civic pride.

### Guideline DCR58 Redevelopment Proposals

As part of major redevelopment proposals, developers should ensure that any local crime hotspots, such as underused buildings or public spaces which have become a focus for crime and antisocial behaviour, should either be removed or effectively managed. The removal of unnecessary, ambiguous and vulnerable buildings or public space can provide opportunities for providing extra (social) housing or conversion to private or communal ownership.



# THIRTEEN

## How this Guidance should be used in Development Control

### Development Plan Policies

**13.1** Development control is key to ensuring that all proposals incorporate designs and layouts that reduce crime, fear of crime and anti-social behaviour within the Borough in line with Policy BE8 of the UDP. From the earliest stages of project planning, the Council and its Crime Prevention Design Advisors will work with developers to ensure that the design and layout of their proposals have incorporated the designing out crime guidelines set out in this document. The following stages of the planning application process will be used to deliver safe and sustainable communities within the Borough.

### Pre-Application Stage

**13.2** In all major developments and where crime prevention issues are likely to be significant, developers are encouraged to enter into pre-application discussions on their proposals with a range of interested parties, including planning officers, police and the local community, to identify and resolve any potential conflicts

between meeting designing out crime objectives and other planning objectives. Pre-application advice should be sought from the Council's Crime Prevention Design Advisors on all aspects of crime prevention within the context of existing local circumstances, the Guidelines set out in this document and the requirements of UDP Policy BE8 along with wider planning objectives.

### Planning Application Stage

**13.3** All development proposals should have regard to the designing out crime principles and guidelines set out in this document in order to meet the requirements of UDP Policy BE8. The Council will expect all Design Statements submitted with major planning applications under UDP Policy BE3 (developments over 1 hectare or within environmentally sensitive locations) to demonstrate explicitly how the design and layout of the proposal has had regard to the guidelines set out in this document, taking account of local circumstances. Other planning applications may also be required to show how these guidelines have been taken into account where the Council and its Crime Prevention Design Advisors consider that crime prevention issues to be potentially significant.

## Planning Decisions

**13.4** National planning policy in PPS1 and Government guidance in 'Safer Places: The Planning System and Crime Prevention' (ODPM, 2004) make clear that crime prevention is a material consideration in determining planning applications. Where the Council considers that a proposed development would undermine crime prevention objectives and thus conflict with Policy BE8, it may refuse permission unless amendments can be made or planning conditions imposed to reduce the likelihood of crime and disorder. However in making planning decisions, the Council will need to reach an appropriate balance between a wide range of competing planning objectives and material considerations in order to control the development and use of land in the wider public interest. The balance to be struck will depend on the relevant policies in the UDP and the specific circumstances of each case.

## Planning Conditions

**13.5** Where crime prevention issues are relevant to a proposed development, the Council may consider imposing planning conditions as part of the planning permission in order to ensure that the proposal does not compromise community safety objectives. However, any crime prevention measures introduced through the use of planning conditions must be necessary, relevant to planning, relevant to the proposal, enforceable and reasonable in all other respects. Government guidance in 'Safer Places: The Planning System and Crime

Prevention' provides examples of the type of planning conditions that may be used in appropriate circumstances, including:

- specific crime prevention measures where the intended occupants or users of a development are particularly vulnerable, for example accommodation for the elderly, nurseries, schools and health centres
- where the intended use raises significant community safety issues, for example public car parks and outdoor leisure uses
- any relevant aspects of site layout, such as access, play areas and parking arrangements, lighting standards, opening hours and landscape design
- specific 'target hardening measures', for example CCTV, shutters, doors, windows and locks.

**13.6** In some cases, the Council may consider it necessary to include informatives on planning permissions drawing the applicant's attention to particular best practice guidance or technical publications that deal with security measures.

## Planning Obligations

**13.7** In rare circumstances where a planning objection to a proposal cannot be overcome by setting conditions, the Council may negotiate planning agreement with developers in order to create a safer environment within the area of the proposed development, for example the provision of CCTV, additional or improved street lighting, neighbourhood wardens or late-night bus services.



## STRATEGIC PLANNING AND PROJECTS

# SUPPLEMENTARY PLANNING DOCUMENT ON DESIGNING OUT CRIME

If you or someone you know needs a translation of any part of this document, or you need any of the information in large print, braille or on audiotape, please tick the box or boxes required, complete the form and photocopy or detach. Phone **020 8770 5000** for more information.

Nëse ju ose dikush që njihni ka nevojë për një përkthim të ndonjë pjese të këtij dokumenti, ju lutemi shënoni me v kutinë për gjuhën e kërkuar dhe plotësoni formularin e mëposhtëm. Për më tepër informacion telefononi numrin 020 8770 5000.

Albanian

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Arabic

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Bengali

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Gujerati

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Hindi

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Chinese

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