

CRIME REDUCTION THROUGH DESIGN

*East Hampshire District Local Plan
Supplementary Planning Guidance*

March 2001



PREFACE

This document provides guidance on how the appropriate design and layout of new development within the District can help reduce crime and the fear of crime and lessen anti-social behaviour. It takes account of Government guidance and amplifies Policy HE1.f (Design) of the East Hampshire District Local Plan: Second Review. It complements other Council initiatives including those set out in its Community Safety Strategy 1999 - 2002.

This guidance was published in draft for public consultation for six weeks. Amendments were made in the light of responses received and the document will then be adopted by the Council as Supplementary Planning Guidance on 14th March 2001. Those proposing new development in the District will need to demonstrate that the principles incorporated in this guidance have been taken into account in the design and layout of their proposed schemes.

Further information on this Supplementary Planning Guidance may be obtained from the District Council's Planning Department. Telephone number 01730 234246.

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INTRODUCTION

1. It is an aim of East Hampshire District Council to maintain a safe, clean and healthy District. The Council therefore gives high priority to the reduction of crime and the fear of crime, and to lessening anti-social behaviour. The introduction of suitable crime prevention measures at the design stage of new development will have the effect of reducing the overall levels of crime. This is especially important for major developments such as residential estates, industrial and business estates and car parks.
2. Crime prevention can be a material consideration in the determination of a planning application and new development in the District should be designed to take into account the principles set out in this document. Failure to do so could result in the Council refusing planning permission.
3. Although the guidance is aimed primarily at new development, the Council also considers it to be of relevance to existing development. Therefore, owners and occupiers are encouraged to introduce crime prevention measures where they are appropriate and practical.
4. This guidance sets out requirements for the design and layout of new development in the District and encourages creative designs which balance the need to prevent crime with the need to create high quality environments. The guidance takes account of Government advice and supplements Policy HE1.f (Design) of the East Hampshire District Local Plan: Second Review. The guidance also complements other Council initiatives set out in its Community Safety Strategy 1999 - 2002 and those of the Police under the 'Secured by Design' banner.
5. Developers who include recommended crime prevention and safety measures are allowed to use the distinctive police 'Secured by Design' logo for marketing and sales purposes. The intention is to create instant recognition by their potential customers that the property includes the correct level of security and safety features. Full information and application forms are on the website - 'www.securedbydesign.com'.

POLICY BACKGROUND

The Planning System

5. The causes of crime and vandalism are complex but it is widely accepted that environmental factors can play a part. Used sensitively the planning system can be instrumental in producing attractive and well-managed environments that can influence the level of criminal activity and anti-social behaviour.

Government Policy Guidance

6. The Government, in Circular 5/94 "Planning out Crime" and a number of Planning Policy Guidance Notes (PPGs), produces guidance on crime reduction.

Circular 5/94 "Planning out Crime"

7. Circular 5/94 "Planning out Crime" recognises that the planning system is an important factor in a successful crime prevention strategy. When co-ordinated with other measures, its contribution can be significant. It states that "there should be a balanced approach to design which attempts to reconcile the visual quality of a development with the need for crime prevention" (paragraph 5). The Circular also states that "used sensitively the planning system can be instrumental in producing attractive and well-managed environments that help discourage anti-social behaviour" (paragraph 4).
8. The Circular gives particular emphasis to town centres by acknowledging that one of the main reasons people avoid them at night is the fear about their safety and security as there are comparatively few people about. The Circular recognises that "breaking that vicious circle is a key to bringing life back to town centres" (paragraph 14).
9. Circular 5/94 acknowledges that "crime prevention is capable of being a material consideration when planning applications are considered" (paragraph 3). However, it is only one of the considerations to be taken into account and the weight that is given to crime prevention depends on the individual circumstances of the case. It is important that a hostile atmosphere is not created through a 'fortress mentality' and that crime prevention is balanced with other design criteria leading to an attractive, safe and high quality environment.

Crime and Disorder Act 1998

10. Section 17 of the Crime and Disorder Act 1998 imposes a duty on the Council to have regard to the crime and disorder implications of its decisions and the need to do all it reasonably can to prevent crime and disorder in its area. This duty applies to all of the Council's functions and not only those covered by this guidance.

PPG1: “General Policy and Principles”

11. Planning Policy Guidance Note 1: “General Policy and Principles” (PPG1) Annex A provides guidance on the handling of design issues including crime prevention. It states that “local planning authorities, developers and designers should take into account the advice in DoE Circular 5/94 ‘Planning out Crime’” and that “in doing so, the approach adopted should be sufficiently flexible to allow solutions to remain sensitive to local circumstances” (paragraph A7).

PPG6: “Town Centres and Retail Developments”

12. Planning Policy Guidance Note 6: “Town Centres and Retail Development” (PPG6) emphasises the advantages associated with mixed use development, including residential, in or near town centres. Such schemes “can increase activity and therefore personal safety” (paragraph 2.13). It recognises that the perception of safety and the occurrence of crime are important indicators when assessing the health of town centres (figure 1: Measuring Vitality and Viability).

PPG12: “Development Plans”

13. Planning Policy Guidance Note 12: “Development Plans” (PPG12) states that “local planning authorities in preparing development plans, should consider the relationship of planning policies and proposals to social needs and problems” (paragraph 4.13) and that “social considerations will be relevant in looking at measures for crime prevention (including through better urban design)” (paragraph 4.14).

East Hampshire District Local Plan Review

14. Policy HE1 (Design) of the East Hampshire District Local Plan: Second Review states that in determining a planning application, development will not be permitted unless it incorporates appropriate crime prevention measures. The Local Plan encourages developers to consider layouts and designs that promote safety and security measures. Attention should be paid to issues such as the design and layout of schemes, and their use or location of fencing, landscaping, open spaces and footways. The lighting of garages and car parking areas in an environmentally acceptable manner should also be considered (paragraph 3.81).

Community Safety Action Plan 1999 - 2002

15. The reduction of crime and an increase in community safety requires an integrated approach that extends beyond, but must include land-use planning. Following an audit of crime and disorder in the District in 1998, and a public consultation exercise in 1999, the Council adopted a Community Safety Action Plan 1999 - 2002 with the overall aim, “to make East Hampshire a safer place to live by targeting crime, the perceptions of crime and community safety”. As a result, the Council is actively engaged in a variety of crime reduction initiatives with the involvement of local organisations and communities.
16. Policy HE1 (Design) of the Local Plan Second Review and this Supplementary Planning Guidance are seen as an important part of a wider integrated approach to crime reduction and community safety and the implementation of the Community Safety Action Plan.

CRIME IN EAST HAMPSHIRE DISTRICT

Recorded Crimes

17. Levels of reported crime in East Hampshire consistently fall below County and national averages. Nevertheless, this should not lead to complacency and reducing crime and the fear of crime remain very important issues.
18. The breakdown of crime within the District for 1999 shows that of the 5,245 crimes recorded the most numerically frequent were criminal damage including vandalism at 19.5%, those from vehicles at 12.5%, and burglary of non-dwelling properties including shops, offices, factories and domestic garages and sheds at 12%. This was more frequent than burglary of dwellings at 7.5% (source: Hampshire Constabulary).

Unrecorded Crimes

19. The extent of unrecorded crime is very difficult to determine as the public may assess that an incident is too trivial to report, or that the Police cannot or will not do anything about it. Alternatively, an incident may not be reported because it is too harrowing or too personal for the victim to approach the Police. It is an aim of the Council's Community Safety Action Plan to encourage people, especially vulnerable sections of the community, to report crime and intimidation thereby giving a more accurate picture of the level and types of crime within the District. The figures for recorded crime need to be viewed in this context.

Fear of Crime

20. Although the District is a safe place in which to live, work and visit the fear of crime is a significant problem in its own right. It can have a serious limiting impact on people's lives, particularly among those in the more vulnerable sectors of society, such as disabled people, the elderly and women. One of the aims of the Community Safety Action Plan is to reduce the fear of crime by bringing together different members of the community to enhance understanding and tolerance.

Crimes against Property

21. The Crime and Disorder Audit identified the reduction of crimes against property as a priority issue throughout the District. Crimes such as burglary, criminal damage and theft from motor vehicles were identified by organisations and members of the public as main priorities to target. These were also the main types of recorded crimes. The Council's Community Safety Action Plan seeks to support initiatives designed to reduce property crime and to provide advice on crime prevention measures. A key action in the Plan is to ensure that crime reduction and community safety is a priority issue within the design of new developments.

Anti-social behaviour

22. The Crime and Disorder Audit identified juvenile nuisance and anti-social behaviour, such as rowdiness, as an area of particular concern to the District's residents. Therefore, the Community Safety Action Plan gives high priority to targeting juvenile nuisance and youth crime through a co-ordinated approach involving a number of agencies. Anti-social behaviour is generally not illegal and therefore it is not recorded as a crime. However, it can be a nuisance and at times cause considerable distress.

CREATING SAFE ENVIRONMENTS

23. The types of recorded crime indicate that crime prevention through environmental design could have a significant impact on future levels of crime, particularly as the District is likely to be faced with large amounts of development in the future, especially new housing. Careful thought at the design stage will directly contribute to the reduction of crime such as theft, robbery, and assaults as well as crimes against property such as burglary and vandalism.
24. Although the reduction of the fear of crime depends on reducing the risk of crime itself, much can be done through the design and management of public areas to change the way certain environments are perceived by the public and potential criminals alike. If an area looks safe, it feels safe. Similarly, the design of new development should exclude potential 'hot spots' for anti-social behaviour. Such as public areas with opportunities for concealment and with access to property.
25. When considering new development proposals, the Council will seek to achieve a balanced approach towards design which reconciles the need for a high quality environment with the need to create a safe environment. In general, the design should reduce opportunities for criminal and anti-social behaviour, increase the likelihood of detecting crime and reduce the fear of crime.

Early Consideration of Crime Prevention

26. It is important that all the significant components of new development are considered together at an early stage so that potential conflicts, including those of crime prevention, can be resolved. To attempt to incorporate crime prevention measures at later stages, particularly when the development is built, may be expensive or even impossible. Early informal discussions between developers and the Council's Planning Control Officers are recommended in order to identify and resolve potential difficulties. They will also enable the co-ordinated input of other Council Departments including Engineering and Leisure Services.
27. Other agencies are also involved in crime prevention and it is important that developers obtain advice at the right time. It is at the early design stage that the knowledge of an experienced Police Officer trained in crime prevention can contribute most in advising on effective measures in reducing the opportunity for crime. The Council will ensure that the Police Architectural Liaison Officer is involved from an early stage on developments which may have an impact on community safety, such as new housing areas and open spaces.

General Principles

28. Crime prevention through environmental design aims to create a physical environment that is conducive to the overall security of the community. New development will be assessed against the general principles set out below which are based on the guidelines set out in the Police Architectural Liaison Manual of Guidance (2987) and Circular 5/94 "Planning Out Crime". Further advice and contacts are set out in Appendix 1.

Design Principles for Crime Reduction and Community Safety

- The number of people using the area should be maximised through a mix of uses and activities
- Building design and construction should deter criminal and anti-social activity
- Public and private spaces should have clearly defined boundaries
- Opportunities for the observation of criminal and anti-social behaviour should be maximised
- Security measures should be an integral part of the design
- Footpaths and cycleways should be designed to maximise their use and prevent opportunities for concealment
- Landscape design should prevent opportunities for concealment and access to property
- Lighting should deter criminal and anti-social behaviour while minimising light pollution
- Buildings, signs and public spaces should be designed to minimise the opportunities for vandalism and graffiti, using materials which are resilient to such anti-social actions.

Mixed-Uses and Activities

29. Mixed-use development, especially including residential use, can assist in crime reduction by increasing the number of people living in or using an area which will produce a general feeling of safety. This is particularly important in less inhabited areas, for example, in the town, district and local centres. Increasing the number of people in an area will have mutual benefits in terms of safety and security for both residential and non-residential uses provided that the public and private areas are clearly defined (see paragraph 31). The emphasis on mixed-use development should not however compromise the status of residential areas close to centres or result in the inappropriate loss of employment land.

Building Design

30. The design of a building, of the space around it and the type of property boundary can significantly contribute towards crime prevention. The opportunity to increase natural surveillance (see paragraph 34) should be taken when deciding on the provision and position of windows, although a balance may need to be struck between the extent of the surveillance and any loss of privacy. Design features that might assist entry to the property such as decorative features, street furniture or flat roofed extensions that might allow a wall to be climbed or provide access to an upper window should be avoided.

Public and Private Spaces - 'Defensible Space'

31. As a general rule, as the degree of influence exercised by an individual over an area increases the more private it becomes. Four types of space are recognised:

Private - under the total control of the occupant and not visually or physically accessible to the public e.g. a rear garden.

Semi-Private - under the control of the occupant but visually or physically accessible to the public e.g. the front garden of a house.

Semi-Public - under the control of, or within the area of responsibility of, a specific group of occupants and accessible to the public e.g. communal parking area.

Public - where the general public has access by right e.g. public open space, roads, footpaths.

32. There are significant benefits in terms of crime reduction in creating private and semi-private spaces where occupants feel they have a sense of control. Spaces that are unclear as to boundaries, ownership and responsibility are more likely to be prone to criminal activity and vandalism. Therefore, creating clearly defined boundaries between public and private space can assist in reducing criminal and anti-social behaviour. Similarly, good design which supports community interaction will help to deny criminals anonymity if strangers are likely to be readily recognised.
33. Boundaries should be clearly defined by using physical barriers including building lines, walls, fences and gates, which prevent unhindered access and easy escape routes. Where it is not possible to use physical barriers, the design should 'suggest' a change in ownership, for example, through a change in road surface or a narrowed entrance. Anyone crossing such a 'boundary' should know instinctively that they are moving from a public to a semi-private or private area and need to have a good reason for being there.

Natural Surveillance

34. Direct surveillance for example by the Police, security firms or wardens falls outside the scope of this guidance. However, by utilising natural observation by the occupants of buildings, pedestrians and passing cyclists and motorists, it is possible to create an environment within which the criminal feels uncomfortable and exposed. This is the key principle of Neighbourhood Watch schemes that rely on the potential for surveillance and reporting to deter crime.
35. By ensuring that parking areas, footpaths, open spaces and children's play areas can be viewed from adjoining properties and/or well-used roads, footpaths and cycleways, criminals will feel vulnerable to detection and anti-social behaviour is discouraged. The greater the levels of public use of spaces and footpaths, the greater the level of surveillance achieved. Good lighting schemes can extend the effectiveness of natural observation beyond daylight hours (see paragraph 46).

36. Although good design can maximise surveillance from buildings through layout and the position of windows, developers should also take account of the opportunities for effective observation from passers-by. Road layouts and footway/cycleway networks should encourage an appropriate level and flow of pedestrian and vehicular traffic through a development while ensuring that traffic speeds are sufficiently low to encourage effective observation.
37. Layouts should seek to achieve an appropriate balance between the use of culs-de-sac and the need to generate sufficient passing vehicular traffic to facilitate effective surveillance. Where possible, enclosed layouts with a predominance of culs-de-sac should be avoided as they do not generate sufficient passing vehicular traffic to facilitate effective observation. Nevertheless, culs-de-sac continue to have a role in crime prevention by providing semi-public areas and are suitable for particular types of development including sheltered housing for the elderly.

Security Measures

38. Particular attention needs to be given to security measures in the design of development that is likely to be the target of criminal activity. In such cases, an increase in security may be appropriate including doorsets to an approved standard (PAS 23 and PAS 24), windows (BS 7950), fencing, lighting and other devices to build a resistance to crime. This is an integral part of crime prevention through design but care needs to be taken not to create a hostile environment.

CCTV

39. Where public surveillance it is not possible or 24-hour surveillance is necessary, Closed Circuit Television (CCTV) may not be appropriate. CCTV surveillance is promoted by Central Government and is becoming increasingly common in both public and private areas. However, it should be part of an integrated package of crime prevention measures and not regarded as a universal solution to crime prevention.
40. In most cases, the installation of CCTV will not require planning permission, but the installation of such equipment on or affecting the setting of a Listed Building would require consent. Planning Policy Guidance Note 15 "Planning and the Historic Environment" (PPG15) Annex C, advises that where CCTV equipment is to be attached to a Listed Building only "undamaging and visually unobtrusive positions should be agreed" (paragraph C68).

Footpaths and Cycleways

41. Public footpaths and cycleways are important in facilitating pedestrian and cycle movements within a proposed development and connecting with the rest of the built-up area. They should be provided where they are likely to be well used thereby providing fewer opportunities for crime and generating an increased sense of safety, which in turn increases their use. If they are not well used, they can provide opportunities for crimes against users, as well as unobserved access to the rear of buildings and as a means of escape for offenders.

42. In built-up areas, footpaths and cycleways should preferably be overlooked by frontage development and/or passing traffic and be well lit. They should be wide with unobstructed views ahead and without sharp changes in direction. Where landscaping is used it should not provide a means of concealment. Footpaths should ideally include exit points to increase the sense of safety of those using them by providing opportunities to leave them so that individuals or a group of people can be avoided, but not at the expense of creating "rabbit warrens" facilitating the escape of criminals.
43. Footpaths and cycleways should not be routed to the rear of buildings but if unavoidable a substantial impenetrable buffer capable of being quickly established should be planted between a secure boundary fence or wall and a footpath or cycleway.

Landscape Design

44. Although good landscape design can contribute to the creation of a high quality environment, the choice and position of planting is important so that opportunities are not created for concealment or to provide easy access to buildings. The inappropriate location and species of trees can also obscure streetlights and hide views for CCTV cameras. Appropriate planting such as thorny shrubs, can actively deter crime by creating physical barriers between public areas and private areas that may be vulnerable to crime including domestic gardens. It is important that an appropriate balance is achieved between crime prevention and providing a high quality environment.
45. Hard landscaping should not create an austere and hostile environment and the opportunity for appropriate planting should be considered. Paved surfaces and benches should be designed and located so as to prevent vandalism. It is also important that the choice of materials used as ground cover minimises the opportunities for causing damage to nearby buildings and vehicles, especially windows. Loose pebbles, stones and boulders provide a ready supply of potential missiles.

Lighting

46. Good levels of lighting will reduce burglaries, street crime and vehicle related crime and increase the chances of detecting crime. It also reduces the fear of crime and encourages the use of footpaths and local facilities by making people feel safe especially when combined with other crime prevention measures included in this guidance, notably natural surveillance.
47. Different sources of lighting and different patterns and levels of lighting will need to be considered for different environments. For example, spot lights and floodlights may be appropriate, especially in the historic parts of the District where low-level lighting is used. Fittings will need to be vandal resistant. Planning Policy Guidance Note No. 15: "Planning and the Historic Environment" (PPG15) suggests that "high pressure sodium lamps (with well controlled light spillage) may be preferable in environmentally sensitive areas" including Conservation Areas (see paragraph 5.17).

48. Although it is important to avoid creating pools of darkness, care should be taken to ensure that the impact of light spillage or light pollution is kept to a minimum. In particular, it should not detract from the street scene, cause a problem for residents or have a harmful effect on the character of the rural parts of the District. Further guidance is found in Hampshire County Council's "Street Lighting Policy" (1994).

Build Quality and Maintenance

49. It is very important that buildings, public spaces, footpaths, landscaped areas, and street furniture such as seats, direction signs, etc., are designed to last a long time without the need for regular maintenance. High standards of design, the quick repair of damage and maintenance will encourage their use by the community and engender a sense of civic pride. Poor design and maintenance can lead to a downward spiral of neglect leading to vandalism, criminal damage and anti-social behaviour.
50. Developers will need to satisfy the Council that satisfactory arrangements have been made for the future long term maintenance of public open space, footpaths and cycleways. This may be best achieved by the transfer of the land to the Council, together with appropriate financial provision for its long term maintenance.

TYPES OF DEVELOPMENT

51. In addition to the General Principles, the following section identifies those considerations to be taken into account in designing and assessing particular types of development and covers:
- Residential development;
 - Open space and children's play areas;
 - Town centre and local shopping centres;
 - Car parking;
 - Industrial estates and business parks.
52. Appendices 2 - 6 provide a helpful checklist of crime prevention issues for each type of development. Developers are expected to take these into account when preparing their development schemes and they will also be used by the Council when considering such proposals.

Residential Development

53. The design of housing layouts can make a significant contribution to the prevention of crime and alleviating the fear of crime as well as deterring anti-social behaviour. Most crime in residential areas is opportunistic including burglary, theft, vandalism and car related crime. In designing new housing layouts developers are expected to take account of the following:

Neighbourhoods - large new housing developments should be divided into recognisable 'neighbourhoods' to encourage social interaction and to create a sense of belonging and pride. Residents would then be likely to exercise control over their home and surrounds and be alert to strangers and anti-social behaviour.

Range of dwelling types - in general, large concentrations of similar types of dwellings should be avoided. A variety of dwelling types and sizes, including those likely to be occupied during the working day, such as those suitable for retired people, will ensure a mix of residents and increase the likelihood of natural surveillance throughout the day. Imaginative design solutions may be needed to achieve this.

Natural surveillance - should be maximised whilst maintaining adequate privacy. This may be through a variety of design solutions including siting dwellings in small clusters with an unobstructed view of neighbours' homes and frontage development to footpaths, play areas, open space and parking areas. Entrances to dwellings should be visible from the street.

Vehicular access - to groups of dwellings should be across symbolic thresholds such as narrowed entrances, changes of surface material and the use of shared surfaces. The aim should be to create a private environment and a sense of shared ownership so that strangers can be readily identified and criminals made to feel vulnerable to detection.

Car parking - should be provided within the curtilage of dwellings. If this is not possible then communal parking areas should be provided in well-lit areas which are open to significant natural surveillance and grouped so that residents can become familiar with the cars and their owners, and intruders noticed. Parking bays should clearly relate to the dwellings they serve. Large communal parking areas are discouraged.

Footpaths - existing well used footpath routes should be retained as part of new housing to integrate the development with established communities and to encourage pedestrian movement. Additional footpaths should be restricted to as few as possible after taking into account the requirements for convenient circulation. Unnecessary footpaths should be excluded if they might be used to gain unobserved access to properties and provide a means of escape for offenders.

Where footpaths and cycleways have to be located directly along the rear of residential properties, suitable physical barriers, such as quickly established thorny shrubs, should be provided to supplement walls and fences to prevent access to rear gardens. Steps may need to be taken to ensure that litter caught in the planting does not detract from the area.

Rear gardens - should interlock for mutual protection. Unsecured rear gardens that back onto roads, footpaths, cycleways and open land should be avoided.

Outbuildings, walls, fences, trees, street furniture and decorative features should not be designed or sited so as to facilitate easy access to rear gardens and upper floor windows.

Rear pedestrian access - to several residential properties should be avoided. If this is necessary then a lockable and unclimbable gate should be provided and keys held by individual residents.

Wheelie bins - to avoid wheelie bins from being used as a means of climbing into rear gardens, arrangements should be made for their storage within individual residential curtilages.

Secured by Design (SBD) - the security of dwellings and the design of the estate should meet the principles of the Police initiative "Secured by Design". Developers are encouraged to initiate SBD approval prior to a planning application being submitted. The Police Architectural Liaison Officer should be consulted at an early stage and if possible prior to applying for planning permission. He can be contacted at:- The Police Station, North Walls, Winchester SO23 8DW (telephone 01962 871378). The Force A.L.O. can be contacted at:- Police H.Q. West Hill Winchester SO22 5BD (telephone 01962 871082). He will also be able to consider security in buildings which are to be refurbished.

Open Space and Children's Play Areas

54. Vandalism, the fear of crime and anti-social behaviour especially from adolescents are problems associated with public open spaces and children's play areas. Surveillance from dwellings and by people moving through or past such areas can significantly reduce criminal and anti-social behaviour. Developers should ensure that:

Natural surveillance - public open space and any children's play areas and youth shelters, included as an integral part of new housing development proposals, should be located so as to maximise natural surveillance from neighbouring dwellings and from passing pedestrians and vehicles, whilst minimising disturbance to any adjoining residents. Consideration also needs to be given to the location of lighting along roads and footpaths, which can improve surveillance during hours of darkness.

Pedestrian routes - to and through areas of public open space should be part of the wider network to increase usage and improve safety. They should be sign posted to encourage use and limited in number in order to concentrate pedestrian traffic, increase surveillance and assist policing.

Planting - should be at a suitable height and be properly maintained to avoid hidden areas and to allow natural surveillance. The use of shrubs with spines or thorns will discourage hiding places.

Children's play equipment - should be safe, robust and vandal resistant.

Youth shelters - it may be appropriate to provide a suitably located sheltered place for youths to sit and talk. Lighting close by would increase the level of safety and the shelter's use whilst making the facility more visible.

Town, District and Local Shopping Centres

55. It is the Council's policy to sustain and enhance the vitality and viability of town, district and local shopping centres. An attractive and safe environment is considered essential to achieve this. The key to reducing theft, vandalism, burglary and anti-social behaviour that are often associated with shopping centres is to achieve greater pedestrian activity especially by increasing the use of the centres in the evening and by discouraging the creating of dead and hostile street frontages. This may be achieved through:

A wider mix of uses - including more residential use, such as 'living over the shop', in order to increase pedestrian activity especially at night and to generate a general feeling of safety.

Shop window shutters - the use of internal open grille shutters to shop windows to allow the opportunity for window shopping thereby increasing pedestrian activity and encouraging the surveillance of retail premises from the street. External shutters such as roller blinds will not usually be permitted as they create a dead and hostile frontage and can attract vandalism and graffiti. Only open grille shutters may be allowed within Conservation Areas, on Listed Buildings or where the appearance of the premises is important to the street scene.

Lighting - a well-lit shopping centre can deter criminal behaviour at night and make it feel safer thereby increasing pedestrian activity.

Landscaping - the appropriate location of planting and street furniture such as planters, seats and bollards will provide an effective deterrent to certain crimes including ram raiding. However, in designing such schemes the needs of the blind, disabled and partially sighted and the likelihood of attracting anti-social behaviour should be taken into account.

Rear service yards - should be secure and have lockable gates. Bin and storage areas should be large enough to accommodate all storage needs including those of extended holiday periods. They should be secure and designed to avoid them from becoming hiding places, providing easy access to upper windows and preventing arson. Windows above or adjacent to storage areas should be avoided and wherever possible access to the rear of a shop when it is closed should be prevented. Where service yards are open to the general public, they should be well lit and have "live frontages" to them to increase natural surveillance.

CCTV - the opportunity should be taken to maximise the effectiveness of existing and proposed CCTV.

Car Parking

56. Car parking areas are vulnerable to theft from and of cars. The fear of other crimes including muggings and physical assault within car parks and on footpaths leading to car parks is common amongst vulnerable sections of the community, including the disabled, women and the elderly. In order to increase safety and reduce the fear of crime account should be taken of:

Natural surveillance - car parks should be located so they are readily visible from nearby buildings and well used pedestrian and vehicular routes. The boundary treatment of the car park should allow for views into it from these routes.

Main footpaths - should be well defined and should be readily accessible from parking bays and provide direct routes to the buildings or facilities they serve. Footpaths to public car parks should be sign posted and well-lit to encourage their use. Any landscaping should prevent the opportunity for concealment and low level planting and the use of thorny shrubs is recommended. Consideration should be given to providing exit points from footpaths to increase the sense of safety of those using the paths by providing possible 'escape routes' so that those posing a potential threat might be avoided.

The layout of large car parks - should avoid the creation of numerous culs-de-sac aisles that significantly reduce the opportunity for surveillance from passing cars.

Planting - within large surface car parks is important in helping create an attractive environment and providing shade. Planting should also be properly maintained, avoid the potential for concealment and retain the effectiveness of lighting and CCTV cameras.

Lighting - car parks should be well lit whilst avoiding light pollution.

Smaller private car parks - should be secured at night to prevent access and unauthorised and inappropriate use outside office hours, in what are often secluded areas.

Secured Car Parks - owners, operators and developers should seek to meet the requirement of the Police "Secured Car Parks" scheme and consider obtaining a Secured Car Parks Award.

Industrial Estates and Business Parks

57. The risk of burglary and vandalism to industrial buildings can be high, particularly at night when buildings and compounds are unattended. Empty roads, car parking and service areas also create extensive hard surfaces, which can attract groups of young people during evenings leading to vandalism and anti-social behaviour. These problems can be reduced through:

Entrance thresholds - the use of a physical or symbolic threshold such as entrance pillars and changes in road surface to help create an impression of a semi-private area. The industrial estate or park should have a securely fenced or landscaped boundary with intermittent views into the site.

Natural surveillance - access points, car parking and service areas should be overlooked from the buildings they serve. Parking areas should be well-lit with a safe and direct access for drivers from their vehicles to the building. Unprotected and secluded areas between and behind buildings should be avoided.

Secure external compounds - for the storage of goods, materials and rubbish should be provided. The storage of flammable materials should be kept away from walls and buildings and should not affect means of escape or hinder access for fire appliances.

Vehicular access - the number of vehicular access points should be minimised and surveillance from passing traffic encouraged especially at night, whilst seeking an appropriate balance with highway safety.

Footpaths - the number of footpaths to and through the industrial estate or business park should be minimised to concentrate use and reduce the number of potential escape routes.

Adjacent uses - account should be taken of adjacent uses, such as open space, and the means of enclosure of the premises in order to reduce the opportunities for access by criminals and the ease of their escape.

CCTV - comprehensive security measures including CCTV should be encouraged.

Landscaping - especially in the long term, should not prevent natural surveillance or reduce the effectiveness of lighting and CCTV cameras.

APPENDIX 2: RESIDENTIAL DEVELOPMENT CHECKLIST

The design of housing layouts can make a significant contribution to the prevention of crime and alleviating the fear of crime as well as deterring anti-social behaviour. Most crime in residential areas is opportunistic including burglary, theft, vandalism and car related crime. Developers are expected to take account of the following:

Housing Clusters

- Dwellings are sited in small clusters to encourage social interaction.
- A variety of dwelling types and sizes, including those suitable for retired people, are provided within each cluster to facilitate natural surveillance.

Public and Private Spaces - 'Defensible Space'

- 'Defensible space' is clearly defined using real or symbolic barriers and features.
- Rear gardens interlock for mutual protection.
- Public access through the development is controlled.
- Additional security is provided for rear gardens adjacent to footpaths, cycleways and open space e.g. planting.
- Strong lockable gates are provided to front building-lines including side gates.

Natural Surveillance

- Frontage development is provided to communal areas, including footpaths, open space and children's play areas, to allow for natural surveillance.
- The opportunity has been taken for natural surveillance from passing traffic.
- Unobserved access or potential escape routes are excluded.

Building Design

- Design features are avoided which would allow climbing and access points.
- Arrangements are made for the storage of 'wheelie bins' within individual residential curtilages.

Footpaths and Cycleways

- Existing well-used footpath routes are retained as part of the new housing.
- Additional footpaths take into account requirements for convenient circulation.
- Footpaths are wide and without sharp bends or other means of concealment.
- Footpaths and cycleways avoid the rear of dwellings.

Landscape Design

- Planting does not provide the opportunity for concealment.

Lighting

- Communal areas are well lit and light pollution is minimised.

Car Parking

- Car parking is located within view of residents.
- Parking bays clearly relate to the dwellings they serve.

Secured by Design

- The principles of the Police "Secured by Design" scheme have been followed and Approval sought.

APPENDIX 3: OPEN SPACE AND CHILDREN'S PLAY AREAS CHECKLIST

Vandalism, the fear of crime and anti-social behaviour especially from adolescents are problems associated with public open spaces and children's play areas. Developers are expected to take account of the following:

Natural Surveillance

- Public open space is an integral part of the residential development
- Public open space, children's play areas and youth shelters are sited to maximise natural surveillance from neighbouring dwellings and from passing pedestrians and vehicles.

Lighting

- Lighting is provided to improve surveillance during hours of darkness.

Footpaths and Cycleways

- Footpaths and cycleways to and through areas of public open space are part of a wider network.
- Footpaths and cycleways to public open space are signposted to encourage use and limited in number to concentrate pedestrian traffic, increase surveillance and assist policing.

Landscape Design

- Planting is a suitable height and species to avoid concealment and to allow natural surveillance.
- Hard landscaping e.g. pebbles, is not capable of being used to damage nearby properties.

Play Equipment

- Children's play equipment is robust and vandal resistant.

APPENDIX 4: TOWN, DISTRICT AND LOCAL CENTRES CHECKLIST

It is the Council's policy to sustain and enhance the vitality and viability of town, district and local shopping centres in the District. An attractive and safe environment is considered essential to achieve this. The key to reducing theft, vandalism, burglary and anti-social behaviour that are often associated with shopping centres is to achieve greater pedestrian activity, especially by increasing the use of the centres in the evening and by discouraging the creating of dead and hostile street frontages. Developers are expected to take account of the following:

Mixed-Uses

- The development includes a mix of uses, including residential uses.

Service Yards and Storage Areas

- Rear service yards are secure with lockable gates. Service yards open to the general public are well lit and have "live frontages".
- Bin storage areas are secure and designed to prevent arson and to avoid them from becoming places of concealment.

Private Car Parking

- Private car parking areas are gated and capable of being locked at night.

Security Shutters

- Shutters to shop windows are internal and open grille. NB: only open grille shutters will be allowed within Conservation Areas, on Listed Buildings or where the appearance of the premises is important to the street scene.

Lighting

- Public areas are well lit and of a standard and type that reflects the character of the area.

Landscape Design

- Hard landscaping e.g. planters and seats, provide an effective deterrent against crimes including ram raiding, whilst taking into account the needs of the blind, disabled and partially sighted.
- Hard landscaping e.g. paving, is secure and cannot be used to damage nearby properties.
- Soft landscaping e.g. planting, will not reduce the effectiveness of CCTV surveillance especially in the long term.

CCTV

- The effectiveness of CCTV is maintained.
- The opportunity to extend CCTV has been actively considered.

APPENDIX 5: CAR PARKS CHECKLIST

Car parking areas are vulnerable to the theft from and of cars. The fear of other crimes including muggings and physical assault within car parks and on footpaths leading to car parks is common amongst vulnerable sections of the community, including the disabled, women and the elderly. Developers are expected to take account of the following:

Car Parks

- The design minimises the opportunities for concealment and maximises natural surveillance from passing vehicles.

Footpaths

- Footpaths are well defined and readily accessible from parking bays.
- Footpaths are broad with no opportunities for concealment and provide direct routes to the buildings or facilities they serve.
- Footpaths to public car parks are signposted and well lit.
- Escape routes from the footpaths are provided.

Natural Surveillance

- The car park is readily visible from nearby buildings and from well-used pedestrian and vehicular routes.
- The boundary treatment of the car park allows views into it from well-used pedestrian and vehicular routes.
- The layout avoids the creation of numerous culs-de-sac aisles and allows for surveillance from passing cars.

Security Measures

- Private car parks are gated and locked to prevent access at night.

Landscape Design

- Planting within a surface car park is low-level and thorny to avoid the potential for concealment and maintains the effectiveness of lighting and CCTV cameras.

Lighting

- The car park is well lit and light pollution minimised.

Secured Car Parks

- The design principles that would lead to a Police "Secured Car Park Award" have been followed.

APPENDIX 6: INDUSTRIAL ESTATES AND BUSINESS PARKS CHECKLIST

The risk of burglary and vandalism to industrial buildings can be high, particularly at night when buildings and compounds are unattended. Empty roads, car parking and service areas also create extensive hard surfaces which attract groups of young people during evenings leading to vandalism and anti-social behaviour. Developers are expected to take account of the following:

Public and Private Spaces - 'Defensible Space'

- 'Defensible space' is clearly defined using real or symbolic barriers and features such as entrance pillars and changes of road surface.
- Public access through the development is restricted and discouraged. The number of vehicular access points has been minimised.
- Unprotected and secluded areas between and behind buildings have been avoided.
- Secure external compounds for the storage of goods, materials and rubbish of the appropriate size and position are provided.
- The industrial estate or business park is securely fenced or has a landscaped boundary with intermittent views into the site.
- Account is taken of adjoining uses e.g. open space, as a potential means of access by criminals and of their escape.

Car Parking

- Parking areas are well lit with a safe and direct access for drivers from their vehicles to the building.
- Parking areas are overlooked by the buildings they serve. Large expanses of parking have been avoided.

Natural Surveillance

- Access points, car parking and service areas are overlooked from the buildings they serve.
- Surveillance from passing traffic is encouraged, especially at night, whilst achieving an appropriate balance with highway safety.

Security Measures

- Comprehensive security measures, including CCTV, are included in the design.

Landscape Design

- Landscaping, especially in the long-term, will not prevent natural surveillance or reduce the effectiveness of lighting and CCTV cameras.

Lighting

- Lighting is provided to improve natural surveillance during hours of darkness.