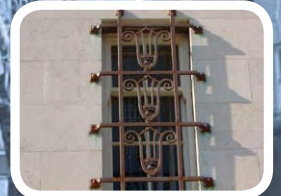
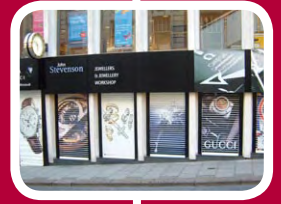


# Designing out Crime

Supplementary Planning Document  
Adopted June 2007







# Designing Out Crime Supplementary Planning Document

Adopted June 2007

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# 1.0 Introduction

**1.1** Crime, fear of crime and anti-social behaviour can all have negative impacts upon community well being and the 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. Crime also threatens the success and vitality of town centres and employment areas by acting as a hindrance to economic growth and prosperity.

**1.2** Crime prevention through environmental design (CPTED) is an approach to crime prevention which aims to design a physical environment that positively influences human behaviour. Its goal is to make people feel safe and secure within their built environment and, conversely, make criminals feel at risk and therefore less inclined to commit crime.

**1.3** This guidance will contribute to achieving the long term aims and priorities of the council. The council's vision is "Inspiring Pride: Aspiring to be the best. Working for a safer, cleaner, greener, thriving community." One of the long term aims of the council is "Working for a safer and healthier community"

## Legislation and National Guidance

**1.4 Section 17 of the Crime and Disorder Act 1998** places a duty on local authorities to do all that they can to prevent crime and disorder in their area and to take crime and disorder into account when carrying out their functions. This SPD has been produced by the council as a contribution, through its function as a local planning authority, to meeting the duty placed on the council by the Act. One of the outcomes of the act was the formation of the Chesterfield Community Safety Partnership. This is a partnership organisation between Chesterfield Borough Council, the Derbyshire Constabulary, the Derbyshire County Council, the Police Authority, Chesterfield Primary Care Trust and the Fire & Rescue Service.

**1.5 Planning Policy Statement 1: Delivering Sustainable Communities** states that planning should promote sustainable patterns of development by (amongst other things) ensuring high quality development through good design and ensuring that development supports existing communities and contributes to the creation of safe, sustainable and liveable communities. PPS1 identifies that design policies should encourage developments which 'create safe environments where crime and disorder or fear of crime does not undermine quality of life or community cohesion'. This document is produced to improve the planning policy framework in relation to achieving good design in development within Chesterfield.

**1.6 Planning Policy Statement 3: Housing** states that local planning authorities should create "places, streets and spaces which meet the needs of people, are visually attractive, safe, accessible, functional, inclusive, have their own distinctive identity and maintain and improve local character."

**1.7 Planning Policy Statement 6: Planning for Town Centres** states that local authorities should regenerate deprived areas and promote social inclusion.



**1.8 Planning Policy Statement 12: Local Development Frameworks** states that local authorities must include policies on design and access. It states that “well-designed development responds well to the local physical, social and economic context, being safe, clean, attractive and accessible for all users”.

**1.9 Planning Policy Guidance 13: Transport** states that local authorities should ensure that the needs of disabled people, as pedestrians, public transport users and motorists - are taken into account in the implementation of planning policies and traffic management schemes, and in the design of individual developments: consideration should be given to how best to reduce crime and the fear of crime, and to seeking by the design and layout of developments and areas, to secure community safety and road safety.

**1.10 DCLG Circular 01/06: Guidance on Changes to the Development Control System** highlights that design and access statements for outline and detailed applications should demonstrate how crime prevention measures have been considered in the design of the proposal and how the design reflects the attributes of safe, sustainable places set out in ‘Safer Places - the Planning System and Crime Prevention’.

**1.11 Manual for Streets** aims to assist in the delivery of streets that help build and strengthen communities they contain, are pleasant and attractive, are cost-effective to construct and maintain, and are acceptably safe.

**1.12 Safer Places: The Planning System and Crime Prevention** was published by the Office of the Deputy Prime Minister (ODPM) and the Home Office in March 2004. It sets out how the planning system is able to deliver well-designed and safe places. It challenges all those involved in the design and layout of new development to think about the most appropriate crime reduction measures without compromising the quality of the local environment. In doing so, it emphasises the importance of designing to suit the local context. This guide builds on and complements Government urban design and crime reduction objectives and guidance, including Secured By Design.

## Regional Policy

**1.13 Regional Spatial Strategy for the East Midlands (RSS8)** provides a broad development strategy for the East Midlands up to 2021 and was adopted by the Regional Assembly in March 2005. Policy 4 Promoting Better Design mentions that new development should address crime prevention and community safety.

**1.14 Draft East Midlands Regional Plan (draft RSS8)** provides a broad development strategy for the East Midlands up to 2026. Policy 3 Promoting Better Design mentions that new development should address crime, fear of crime and community safety.



## Local Policy

**1.15 Derbyshire Local Transport Plan 2006-2011** developed by Derbyshire County Council with local partners and through public consultation, has a strategic transport aim ‘to improve road and community safety,’ and an objective to reduce crime and fear of crime. There are two sub-objectives:

- Improve community safety and personal security in town centres, neighbourhoods and rural areas
- Improve community safety and personal security for people accessing and using public transport

**1.16 Planning Policy GS6 Community Safety** of the Replacement Chesterfield Borough Local Plan adopted in 2006 requires all proposals to have full regard to community safety in terms of contributing to the prevention and reduction of crime, nuisance and disorder and reducing the fear of crime.

**1.17 Community Strategy for Chesterfield & North East Derbyshire 2005-2015** aims to ensure that service providers acknowledge, and react to, the key issues which have been identified by communities who live and work within Chesterfield Borough and North East Derbyshire. One of the key Community Strategy themes is to reduce crime and promote community safety. In order to achieve this, the strategy contains a number of aims and actions to reduce crime and disorder, nuisance and the fear of it.

**1.18 Community Safety Strategy for Chesterfield 2005-2008** is prepared and published by the Chesterfield Community Safety Partnership. The partnership produces a community safety strategy every three years; a crime and disorder audit, and an annual report. As a partner organisation, the borough council has produced this SPD to contribute to meeting the priorities of the Community Safety Partnership.



## 2.0 Purpose Of This Guidance

**2.1** The purpose of this document is to provide clear guidance for developers and planners, when applying Policy GS 6 Community Safety of the Adopted Replacement Chesterfield Borough Local Plan to ensure that all development proposals incorporate the principles of designing out crime. The advice that follows should be used to:

- i) Provide guidelines for the design of safe and successful developments in a sustainable way.
- ii) Improve and encourage good design in the built environment so as to discourage anti social behaviour and reduce opportunities for people with criminal intent to commit crime.
- iii) Encourage the introduction of sensitively designed security measures which integrate with the existing local CCTV network and protect the historic environment.
- iv) Improve safety for users of the built environment at all times.

**2.2** The guidelines set out in this document are based on current best practice and recent 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 well-designed 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 planning documents, pre-application discussions and negotiations, development control decision making and planning conditions and obligations.





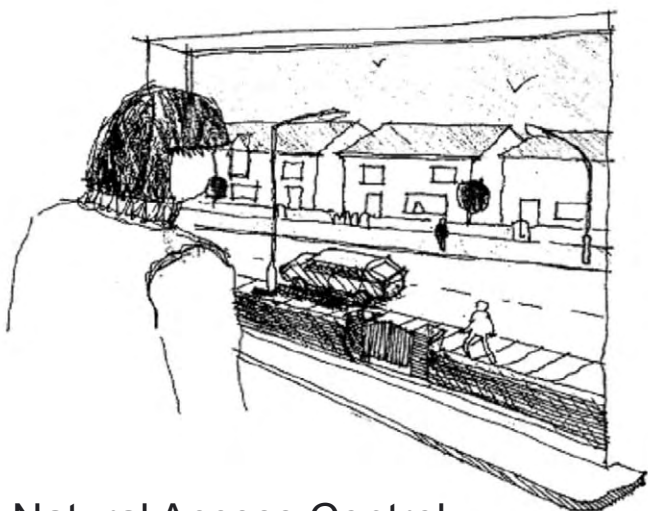
## 3.0 Principles

**3.1** Proper design and effective use of the built environment can reduce crime, the fear of crime, and anti-social behaviour. There are three common principles that underpin the application and interpretation of the guidelines set out in later sections. They are:

### Natural Surveillance

**3.2** Natural surveillance limits the opportunity for crime by taking steps to increase the perception that people can be seen. It occurs by designing the location of physical features, activities and people in such a way as to maximise visibility and foster positive social interaction among legitimate users of private and public space. Potential offenders feel increased scrutiny and limitations on their escape routes. Often, it is not just the fact that the offender might be seen that matters. It is that the offender 'thinks' they will be seen that can help deter opportunity of crime. To maximise the effect of natural surveillance in deterring crime, people should be able to see and be seen continuously.

**3.3** Natural surveillance measures can be complemented by mechanical and organisational measures such as CCTV cameras.



Observing the Street (J.Tolley  
Dudley MBC)

### Natural Access Control

**3.4** Natural access control limits the opportunity for crime by taking steps to clearly differentiate between public space and private space. By selectively placing entrances and exits, fencing, lighting and landscape to limit access or control flow, natural access control occurs.

**3.5** Natural access control is used to complement mechanical and operational access control measures, such as target hardening<sup>1</sup>.

<sup>1</sup>Target hardening is the concept of opportunity reduction. Opportunity reduction is where the property owner or occupier seeks to deter the criminal by making it as difficult as practicable to steal or vandalise property or buildings. Most target hardening measures are designed as a visible signal to would-be offenders that the site is well protected that attempts to force entry will be time consuming and that there is a greater chance of being apprehended. It is vitally important that the measures not only strengthen the actual physical security of the site but also send a clear signal that it is a well defended site.



## Natural territorial reinforcement

**3.6** Territorial reinforcement promotes social control through increased definition of space and improved occupier/owner's concern. An environment designed to clearly delineate private space does two things. First, it creates a sense of ownership. Owners have a vested interest and are more likely to challenge intruders or report them to the police. Second, the sense of owned space creates an environment where 'strangers' or 'intruders' stand out and are more easily identified.

**3.7** By using buildings, fences, pavement, signs, lighting and landscape to express ownership and define public, semi-public and private space, natural territorial reinforcement occurs.



## 4.0 Project Planning

**4.1** Retrofitting an existing environment to improve crime prevention through environmental design (CPTED) can often be expensive. It is likely to be less costly and more effective if CPTED principles are incorporated in the original design phase of developments. 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 have positive impact on crime prevention objectives.

**4.2** The local authority has a duty to do all that it reasonably can to prevent crime and disorder in its area. As a consequence the three North Eastern Derbyshire Community Safety Partnerships adopted a Public Area CCTV Strategy in 2001 with the intention that CCTV would be considered as an integral part of new development. It is therefore necessary that developers enter into early pre-planning application discussions with the Partnerships Crime Prevention Design Advisor and the Council's CCTV Development Officer to enable the authority to fulfil its legal obligations under Section 17 of the Crime and Disorder Act, 1998.

**4.3** Where new development creates significant areas open to the public (whether in public or private ownership) or is likely to alter the usage characteristics of adjoining public areas, then the council will, in conjunction with the Derbyshire Constabulary, consider the need for CCTV provision linked into the local area CCTV network.

**4.4** Developers are encouraged to involve local residents and users in the area. This can promote a sense of community ownership and civic pride, and can assist in reducing crime, fear of crime and anti-social behaviour.

**4.5** The council will require all Design and Access Statements submitted by developers in support of major development proposals (10+ residential units or on sites over 1 hectare), or smaller 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 (DCLG Circular 01/06, paragraph 87). 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 anti-social behaviour in the area<sup>2</sup>
- Perceptions of crime and urban environmental quality amongst the local community<sup>3</sup>
- Activity levels in streets and public spaces at all times of the 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.

**4.6** It is important to note that the guidelines in the document need to be applied with careful thought. They are not templates and there are no universally applicable solutions. What works in one place may not work in another. Understanding the context and the unique nature of the locality are essential if planning is to be effective.

<sup>2</sup>Source: <http://www.crimestatistics.org.uk>

<sup>3</sup>Source: Chesterfield Community Safety Partnership Community Safety Audit



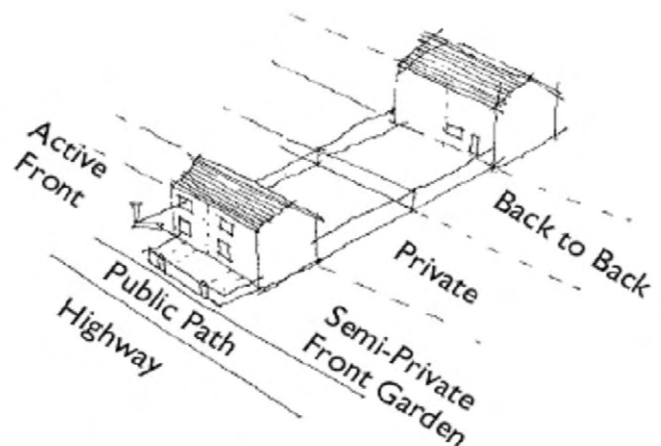
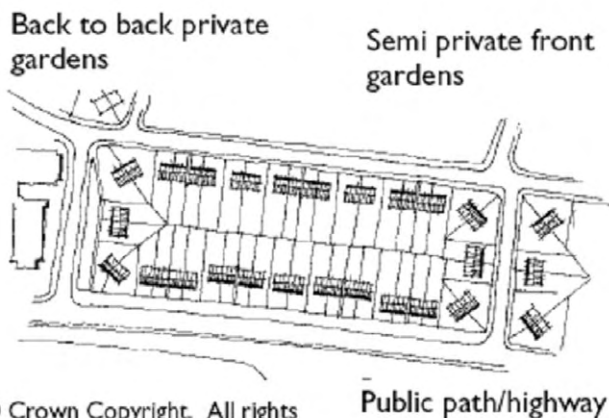
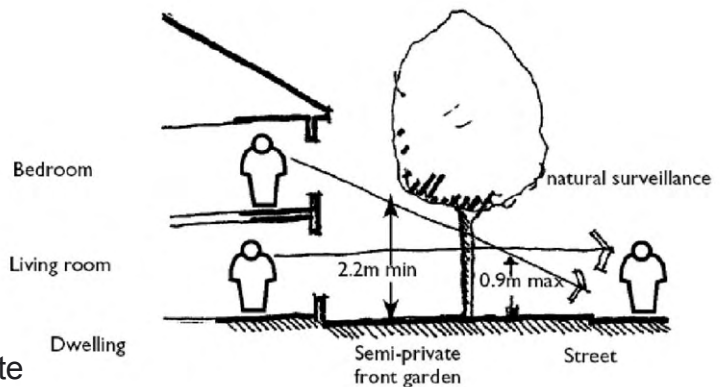
# 5.0 Surveillance

## 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 whilst maintaining privacy. 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.

### Design of Dwellings

**5.2** Residential development should face onto the most public side by fronting streets, footpaths and public spaces. Room and window orientations should ensure good natural surveillance both to and from the street, with at least one habitable room fronting the street at ground floor level. Private rear gardens should be back to back wherever possible. Ideally, rear gardens should not back onto footpaths or service roads.



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Dudley M.B.C. LA 076171 (2002)

### Entrance

**5.3** Each dwelling, where possible, should have a private entrance from the street which should be distinguishable from other private entrances. If communal entrances are unavoidable, access should be restricted to residents and authorised visitors. Installing an intercom system is recommended. Entrances should be visible from windows within the dwelling so as to aid identification of visitors. Recessed front doorways of greater than 600 mm depth should be avoided.



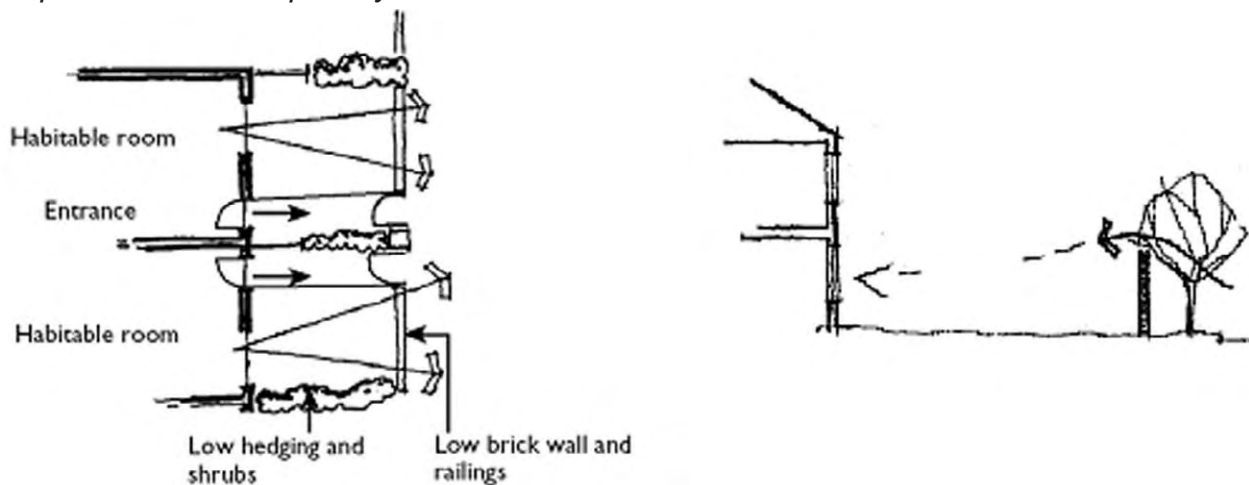
## Flank End Walls / Gable

**5.4** Windowless elevations or blank walls adjacent to space to which the public have access should be avoided. At least one window should be provided wherever possible. Where blank flanking walls are unavoidable, a 1 metre buffer zone should be created using either a 1.2 - 1.4m railing (with access gate) or a 1 metre mature hedge with high thorn or spine content.

## External Structures and Trees

**5.5** Extensions, outbuildings, fences and trees should not obscure entrances, provide hiding places or 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 (in order to deny potential hiding places).

*Boundary treatments and landscaping should not obstruct views to the street but provide sufficient privacy*



## Boundary Treatments

**5.6** Use shoulder-level (around 1.3m), open-type fencing along residential property lines between side yards and extending to between back yards. They should not be hindered by landscaping and should promote social interaction between neighbours.

## Mix of Dwelling Types, Tenures

**5.7** Surveillance within a housing development can be increased for longer periods of the day if there is a good mix of dwelling types. This encourages a mix of occupants who may have different patterns of employment and activity.

**5.8** Developers should ensure that the design of residential development has also paid due regard to the Residential Design Guide SPD, when available.



## Town, District & Local Centres

**5.9** After shops are closed, town, district and local centres are usually devoid of activity and vulnerable to criminal activity and anti-social behaviour. Uses, designs and layouts should therefore seek to maximise natural surveillance and make good any inadequacies through organisational or mechanical security measures.

### Mixed use development

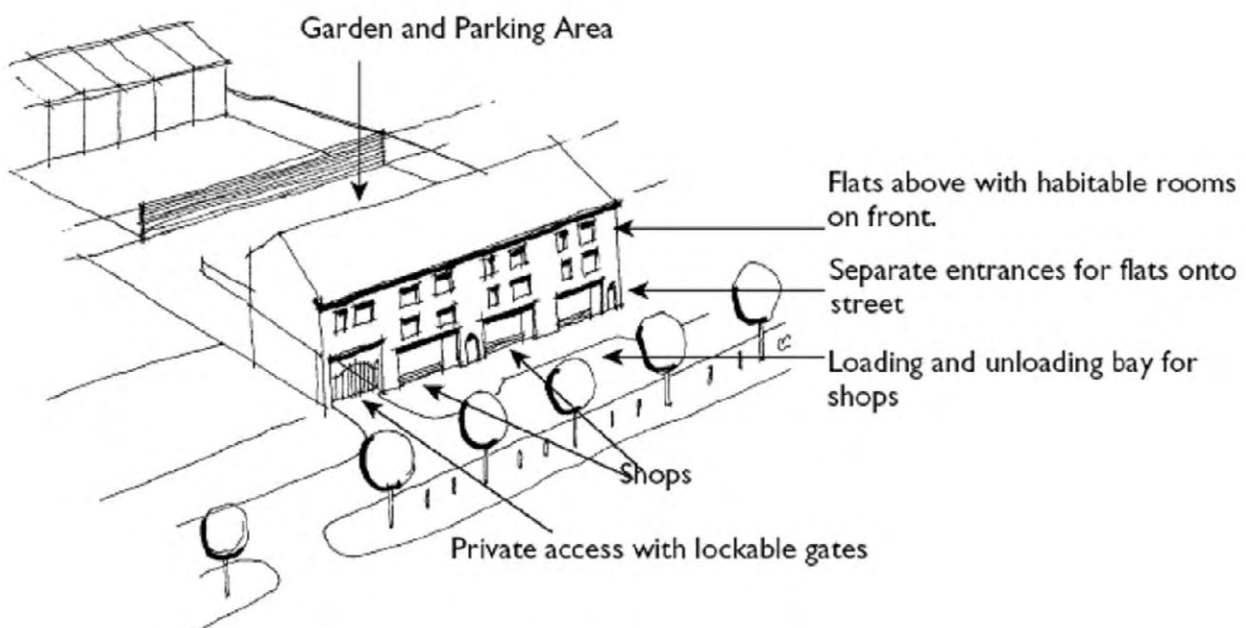
**5.10** Mixed use development served by good public transport can mean that areas benefit from greater surveillance by those using the various facilities and that it is also more sustainable. Where residential uses are proposed over ground floor businesses or shops, the ground and upper floors should 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 600mm in order to deny potential hiding places.

### Parking and service areas

**5.11** On-site parking and service areas to the rear of ground floor businesses or shops should be well lit, direct and 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.

### Security system signage

*Mixed use building design*

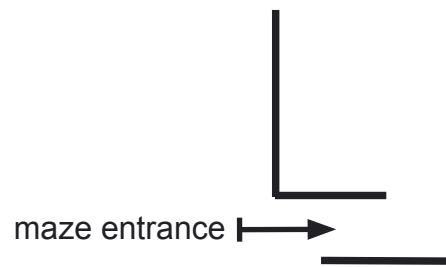


**5.12** High risk areas with security systems installed should advertise the fact, with signage prominently displayed.



## Public toilet

**5.13** Avoid the isolation that is produced by an anteroom or double door entry system. This could be done by incorporating maze entrances in public restrooms or having a translucent door.



## Pedestrianised Areas

**5.14** Opening pedestrianised areas wherever possible in centres for traffic at night time can improve natural surveillance.

## Industrial Areas & Business Parks

**5.15** Industrial areas and business parks can be in locations which are well away from residential areas. The lack of natural surveillance and activity during night-time and holidays makes such developments particularly vulnerable to vandalism and theft. Designs and layouts should therefore seek to maximise natural surveillance in the daytime and complement the insufficiency through organisational or mechanical measures during night-time and holidays.

### Design of Industrial Developments

**5.16** Larger industrial developments should incorporate a staffed gatehouse. Where this is not considered necessary, a physical or symbolic threshold should be incorporated to indicate the boundary between the public domain and where the estate begins. Back-to-back service yards that ensure mutual overlooking are preferred.

### Entrances to Buildings

**5.17** Building entrances should be transparent and be directly accessed from the street wherever possible. Structure should be used to divert persons to reception areas.

### Access Routes and External Storage Area

**5.18** External storage areas should be designed to avoid easy unauthorised access. Substantial doors, gates and locks from an accredited 'Secured by Design' licence holder should be installed, well-secured and well lit after hours. All access routes and service areas should be overlooked from the building and adjacent developments to maximise natural surveillance.



## CCTV

**5.19** CCTV plays an important role in deterring and monitoring crime and is desirable in high-risk locations where natural surveillance is insufficient. CCTV operators must be fully aware of and signed up to the system Codes of Practice (<http://www.crimereduction.gov.uk/dp98cop.doc>) and Procedures which govern its use. These include matters relating to Human Rights and Data Protection for example.

**5.20** 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. It is vital that any CCTV system is 'fit for purpose' and well placed so that views of or from it are not obstructed. Advice should be sought from Chesterfield Borough Council CCTV Development Officer. Further information about the legal and technical issues of CCTV can be found at <http://www.crimereduction.gov.uk/cctv/cctvminisite4.htm>





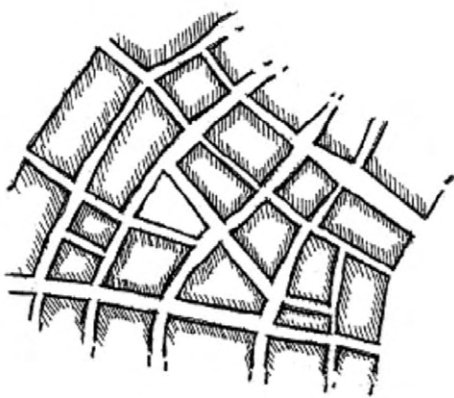
## 6.0 Layout

**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 will make places safer and more attractive.

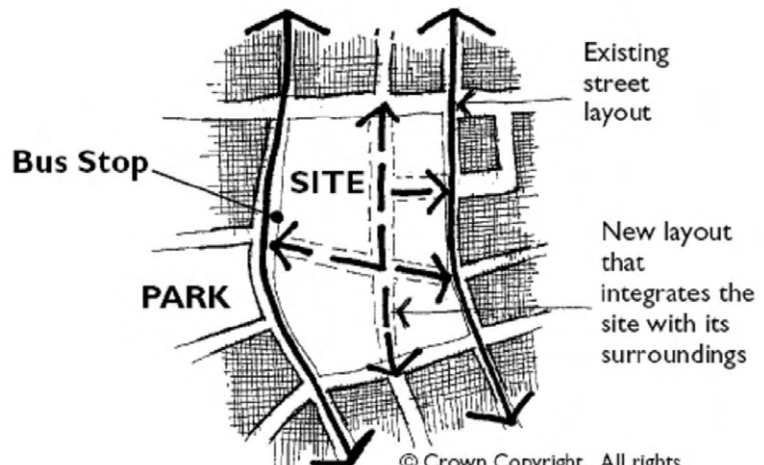
### Streets

**6.2** A well connected network of streets contributes to personal safety and security of development. Areas that are well connected to other areas increase the opportunities and choices for people to meet, which assists not only in the development of identity but also in promotion of natural surveillance.

*Well connected street layout*



*Development proposals should increase connectivity within a site or the surrounding area*



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### Culs-de-sac

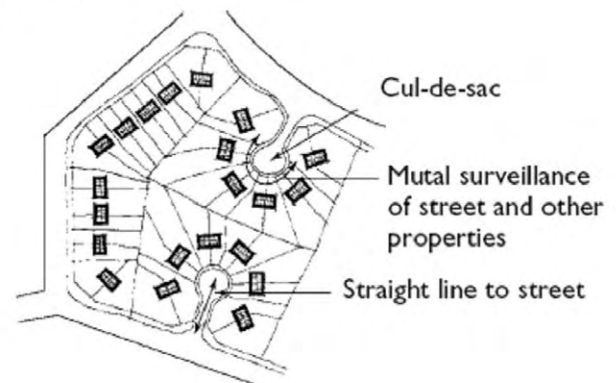
**6.3** Cul-de-sac design should only be adopted where topographical, natural landscape or historical elements make it undesirable to make through connections. Any cul-de-sac should be of a simple linear form so that good mutual surveillance from other homes is easy, preferably with sightlines from nearby streets. Interlinking pathways between cul-de-sac should be well observed from nearby properties and designed in a way that is friendly for walkers and cyclers.

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*Cul-de-sac design that increases segregation and reduces interaction of communities and surroundings should be avoided*

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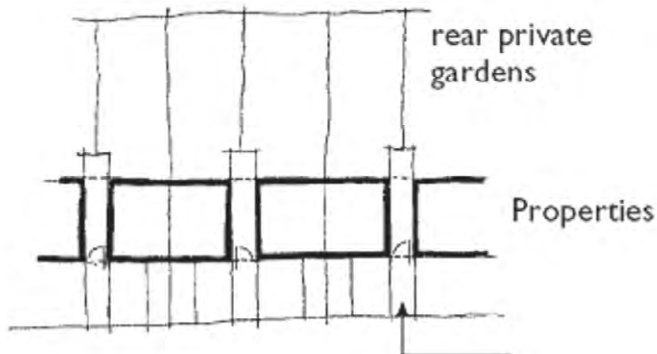
*Good Cul-de-sac design*



## Rear Access

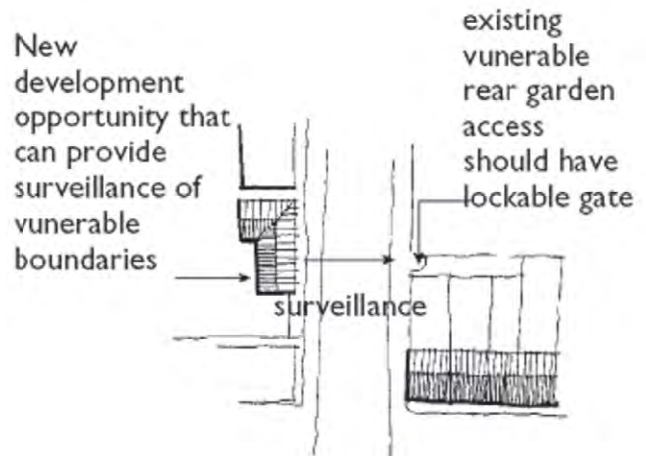
**6.4** Streets, footpaths and alleyways should not generally provide easy access to the rear of buildings. If rear access is necessary, a lockable and un-climbable gate should be provided. For terraced housing, 'alley-gating' can be an effective approach in some cases.

*Plan of tunnel back housing*



Tunnel back entrances to rear gardens. Ensure lockable gate on communal entrances.

*Surveillance of vulnerable rear garden access*



## Footpaths and Cycleways

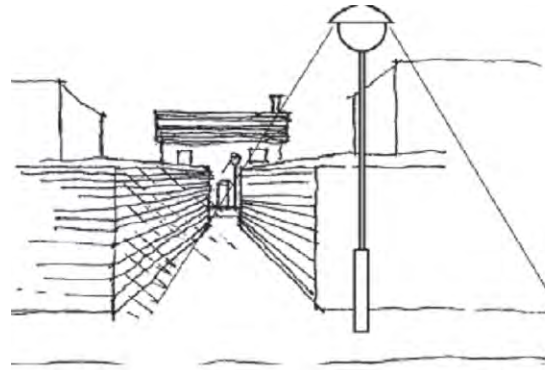
**6.5** When designing footpaths, cycleways and walkways, including canal towpaths and bridleways, one needs to take account of where users want to go.

They therefore should ideally:

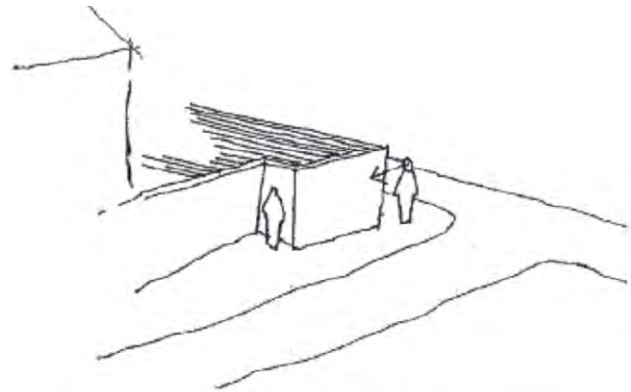
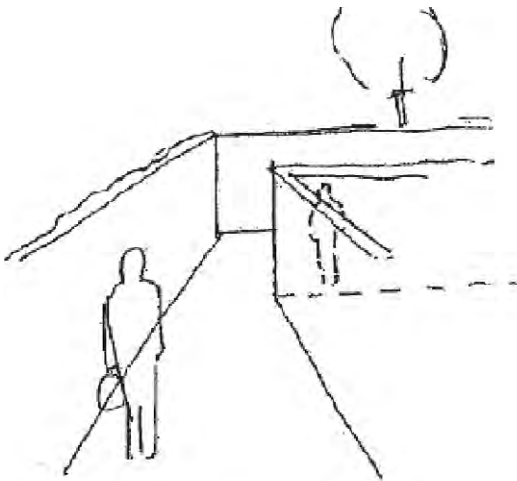
- Be short, direct, wide and straight to maintain good visibility into, along and out of the path
- Have recesses or gaps closed off and have one or more barriers incorporated to prevent vehicular access where necessary
- Be under surveillance from surrounding buildings/ properties, vice versa
- Be well maintained so that vegetation does not create hiding places or interrupt sightlines
- Be clearly signposted
- Use a single, clearly identifiable, point of entry
- Have carefully chosen surfacing materials that are appropriate to their surroundings and do not encourage vandalism and anti-social behaviour



*Pedestrian and cycle routes should be overlooked and well lit. (Urban Design Quarterly, issue 65 Jan 98, p28, article by R Kempley)*



*Existing routes should be well lit. New development opportunities should orientate itself to provide surveillance of an existing public footpath*



*Design out blind spots and entrapment spaces.*

## Level of Pedestrian, Cyclist and Vehicle Movement

**6.6** Pedestrians, cyclists and vehicles should be kept on the same level wherever possible to avoid creating potentially intimidating routes such as subways, footbridges and under-passes. Passing vehicular traffic is a surveillance asset.



## 7.0 Public, Private & Communal Spaces

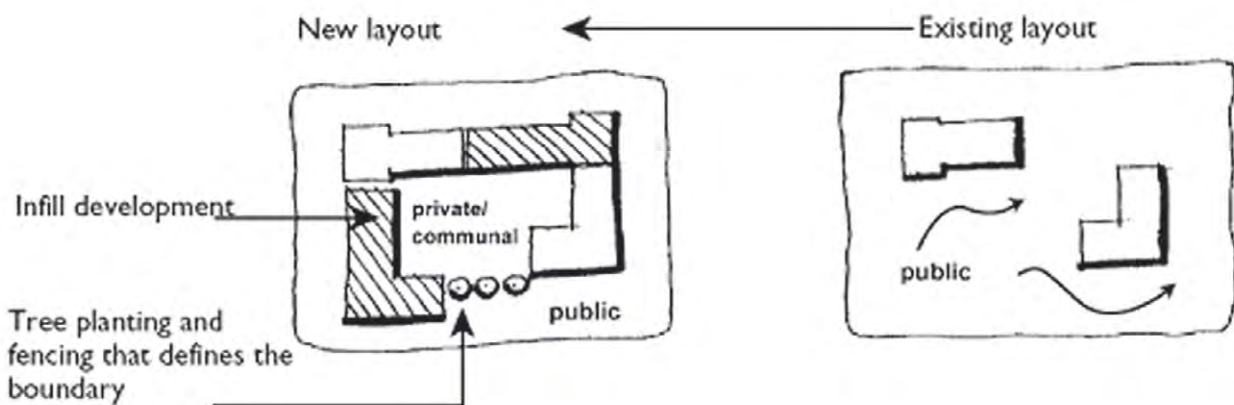
### Private and Communal Areas

**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 occupants to personalise spaces under their control and promote a well-maintained environment. However, overly defensive security measures, which can adversely affect perceptions of the area, should be avoided.

#### Boundary Treatments

**7.2** All private or communal areas should be fully enclosed. Access should be controlled through the use of lockable gates, ideally with intercom facilities.

*Existing layout has no definition between public/private space. New layout with infill development clearly defines what is private space and public space*



**7.3** Views into and from the development should provide privacy and security but should not obstruct their views by external structure, street furniture, signage or landscaping features. 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 (such as anti-graffiti surface treatments) in order to convey a positive image while ensuring adequate security;
- avoid creating easy access onto flat roofs.

*Boundary treatment provides privacy & security as well as providing unobscured views*





## Front Boundaries

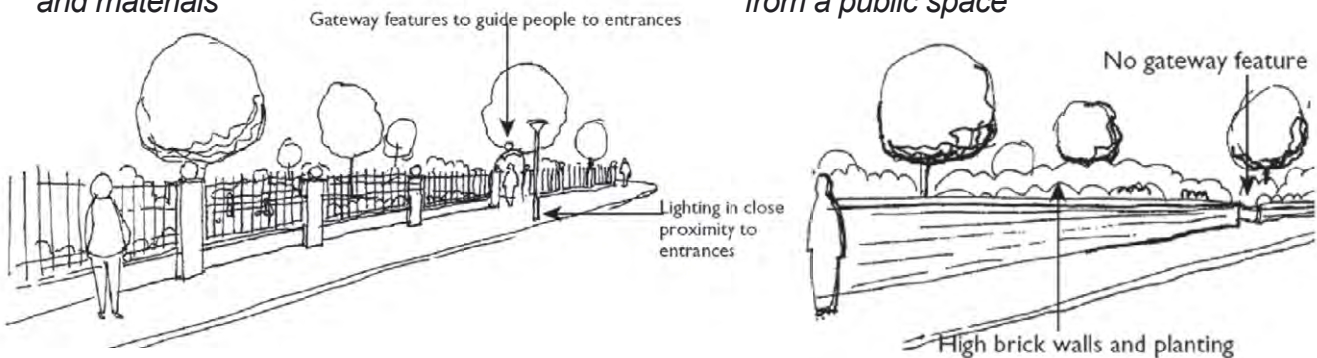
**7.4** Front boundaries should ideally be around 1 metre in height or, if higher, permit views through or over them. Railings are often the best option in areas vulnerable to graffiti.

## Public Spaces

**7.5** If public spaces provided to serve residential developments are adequate and well-maintained, they are likely to be well-used and likely to make an important contribution to community safety. 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. There can be many potential benefits, therefore in developing or making use of existing spaces for specific functions, which did not previously have a clearly identifiable purpose.

*Boundary treatments to public spaces increase surveillance and reflects a high standard of design and materials*

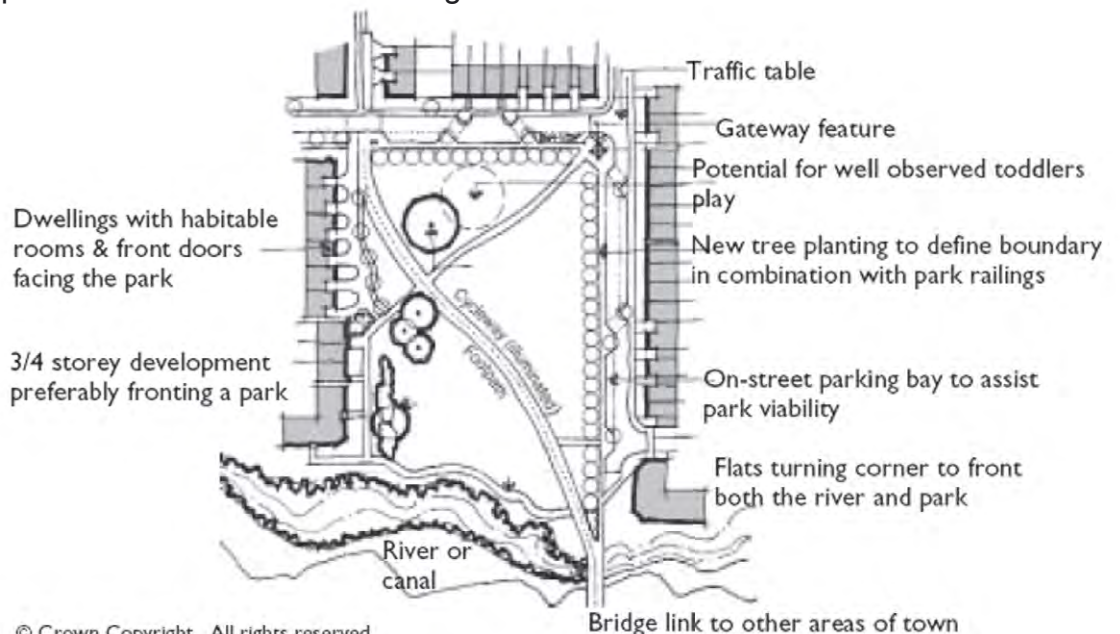
*High boundary walls and planting with no gateway features obstructs views to and from a public space*



## Observation of Public Spaces

**7.6** Parks, play areas, watercourses and other public spaces should be easily observed from nearby dwellings and streets and provide a safe access route for users. Potential gathering places should be well lit but located far enough away from adjoining properties so as not to cause noise nuisance. Public spaces should be fronted by dwellings and not backed onto by private rear boundaries or backgardens.

*Indicative layout of public park*





## Watercourse

**7.7** Watercourses, if designed properly, can be attractive areas in our environment. Watercourses should be treated as an integral part of open space and faced by developments. Where the watercourse is a main river, 8 metres of space on either side of the watercourse should be provided for maintenance purpose. The 8 metres can be used for walkways or cycleways, to increase general public activity within the space. These will increase surveillance, making the watercourse safer to use. Where the watercourse is part of the floodplain, the 8 metres may be developed as open space as part of the development proposals.

## Children's Play Areas

**7.8** Children's play areas should be well secured, well designed for the target age group and located sufficiently close to nearby residential properties to ensure observation, but not too close to cause noise nuisance. Additional advice is available from the National Playing Fields Association (NPFA), further details of which can be found at [www.npfa.co.uk](http://www.npfa.co.uk).



## 8.0 Lighting

**8.1** Good lighting makes an important contribution to the creation of a safer and more attractive environment. Improving the quality and consistency of lighting can be an effective crime deterrent because it provides opportunities for natural surveillance and increases pedestrian activity after dark. Plans should show lighting coverage, therefore.

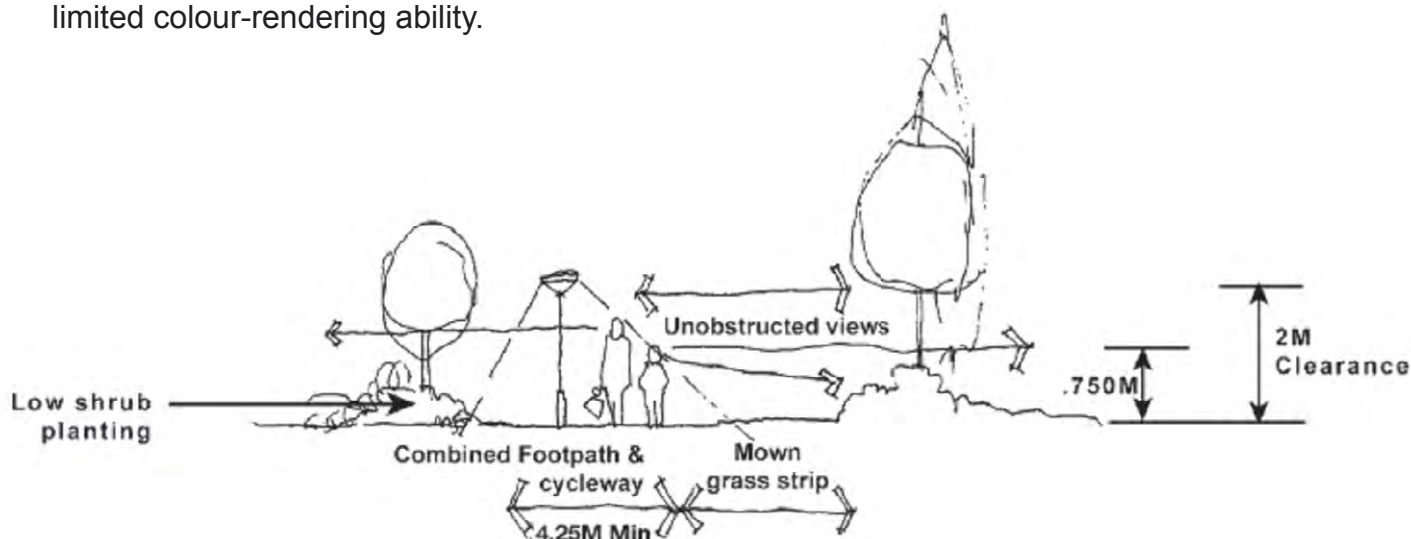
**8.2** Proposals should incorporate good, consistent and well-designed lighting throughout the development to enhance natural surveillance at night and to reflect positively on the management of the site. When creating lighting design, avoid poorly-placed lights that create blind-spots and miss critical areas. Developers should ensure that all exterior lighting meets but does not significantly exceed the relevant European and UK standards for both minimum and average illuminance. The minimum UK standards for exterior lighting are set out in BS EN 13201 and BS 5489. The style and colour of light fittings should be attractive and appropriate to the local context.

### Uniformity and Avoidance of Glare

**8.3** Lighting proposals should seek to achieve a high level of uniformity 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 current technology, column heights and spacings, bowl profiles and choice of lamp protector material in achieving optimal lighting solutions with minimal light pollution and energy usage. For further guidance, please refer to the code of practice for road lighting produced by the British Standards Institution.

### Lighting Characteristics

**8.4** Developers should 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 colours, and high pressure sodium lamps, which give only limited colour-rendering ability.



<sup>5</sup>Lighting uniformity is calculated by dividing the minimum point illuminance by the average illuminance. Illuminance is the total luminous flux incident on a surface, per unit area.



## Lighting Fixtures and Columns

**8.5** Lighting fixtures themselves should also be carefully designed and located. They should have regard to the need to minimise light pollution and should maintain and enhance the character and appearance of the local environment, particularly within Conservation Areas. While retaining a sense of human scale, lighting fixtures and columns in pedestrian areas should be sufficiently high so that peoples' faces can be seen. 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. It should be avoided altogether in remote locations.

## Future Growth of Trees

**8.6** Lights 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.

## Light Pollution

**8.7** Proposals should minimise light pollution by avoiding upward lighting. White metal halide or compact fluorescent lamps, which have smaller and more controllable arc tubes, are favoured over traditional orange low-pressure sodium lamps, which are a major source of light pollution.

## Energy Usage

**8.8** Lighting proposals should optimise energy efficiency and at the same time meet but not significantly exceed the minimum UK standards for exterior lighting set out in paragraph 8.2. Lighting proposals should demonstrate how the energy consumed for lighting is to be offset using newly installed renewable energy capacity on site.



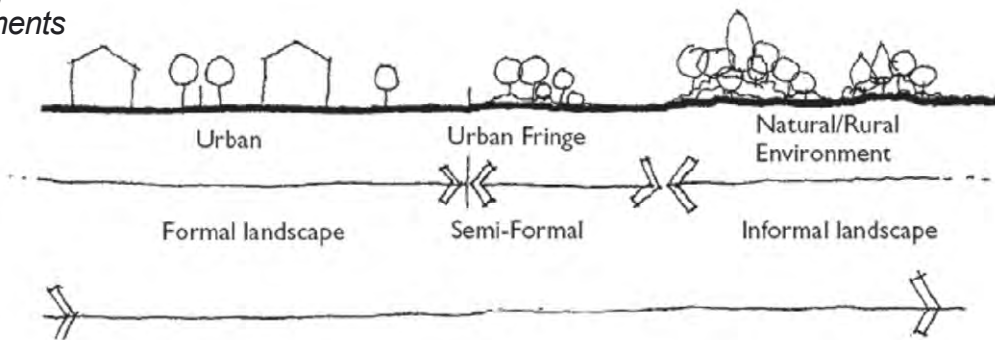


# 9.0 Landscaping

**9.1** Good, well-maintained landscaping as part of new development can help reduce crime and anti-social behaviour by strengthening community identity and fostering a sense of local pride. Conversely, 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, bus stops, taxi ranks and public areas can increase the risk of crime and anti-social behaviour by providing hiding places and easy access to properties.

**9.2** Create landscape designs that provide surveillance, especially in proximity to designated points of entry and opportunistic points of entry.

*Landscape needs to be formal in urban areas and allowed to remain naturalistic in more rural environments*



## Natural Landscaping

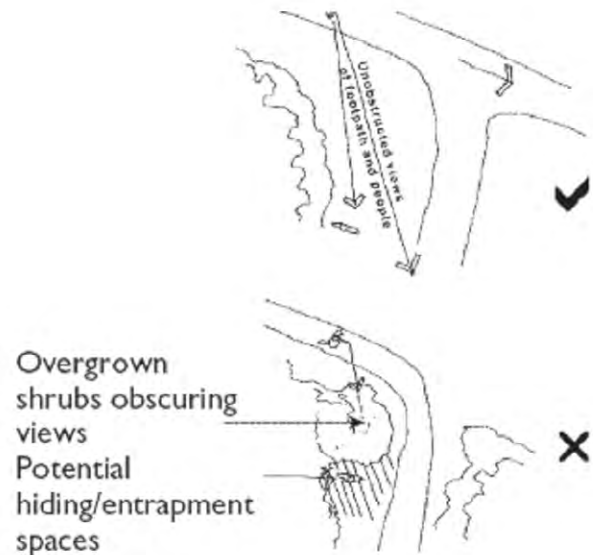
### Public Areas

**9.3** Public areas should be accessible, attractive and have a clear function, so that they can avoid becoming neglected 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. Designs should avoid overgrown shrubs or other low level vegetation in close proximity to public footpaths and cycleways, and be well maintained.

### Sightlines

**9.4** Clear sightlines should be maintained over long distances (25 metres or over). Windows and doors should not be obscured by landscaping features and trees in public areas should not have any foliage below 2 metres from the ground and low level planting should not exceed 1 metre in height.

*Ensure clear sight lines & reduce overgrown vegetation close to public footpaths and cycle ways*





## Positioning of Trees and Shrubs (or Hedges)

**9.5** Trees and other landscaping features should not be positioned where they could create hiding or entrapment spaces, obscure lighting, or provide a potential climbing aid into properties or over boundaries. Choice of trees to plant should take account of 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.

## Local Character & Biodiversity

**9.6** Landscaping proposals should take particular care to respect the character, appearance and biodiversity of the local area giving preference to native species where appropriate. Where buildings or areas of historic or architectural interests are potentially affected, the council's Conservation Officer should be consulted.

## Physical Landscaping

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

### Street Furniture

**9.8** Street furniture such as seats, bus stops, taxi ranks and bins should be positioned so as to encourage their use and in a way that would not obscure views of users, obstruct pedestrian movement, encourage anti-social behaviour or assist unauthorised entry.

### Community Identity

**9.9** 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.

### Designs and Materials

**9.10** Street furniture and public art should respond to the local context of landscape and buildings. Materials should be fit for the purpose to which they are put, have a long life expectancy and require minimal maintenance. Simple, bold designs using good quality materials are more attractive and longer lasting. Innovative and contemporary designs should be encouraged where appropriate.



# 10.0 Parking

**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 people, including elderly people and people with a disability, can feel secure.

## Residential and Public Car Parks

### Residential In-Curtilage Parking

**10.2** 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 in the front elevation. Garages to the rear of a property's garden should have controlled access via a private gate for security and should not be usable as climbing aids to gain access to properties. If no in-curtilage parking is possible, parking in residential development should be provided where cars can be seen and are not isolated.

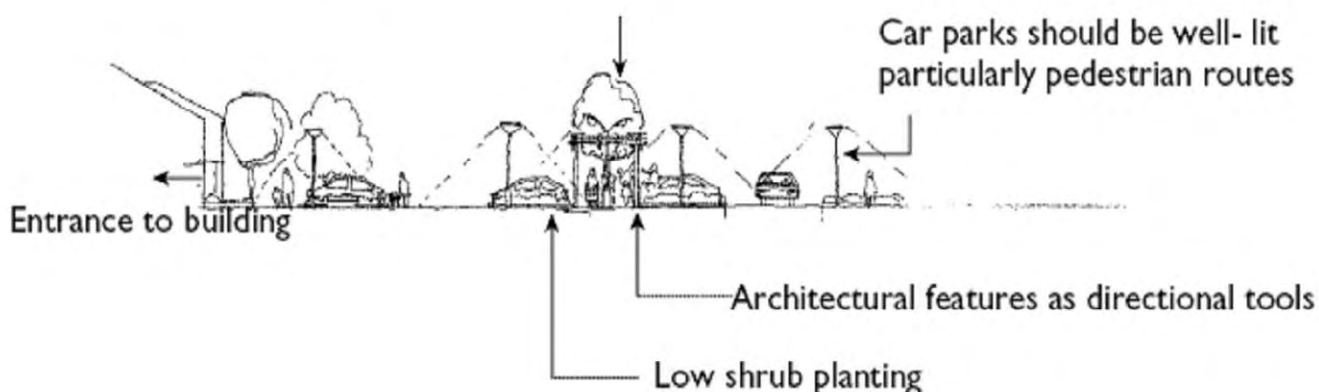
### Access to and from Underground Residential Car Parks

**10.3** Underground residential car parks should ensure that:

- vehicular access points are electronically controlled, deter or/ and exclude pedestrians;
- external pedestrian entrances should be separate from vehicular access points and access controlled. All pedestrian access doors should comply with 'Secured by Design' specifications for external doors.

*Indicative section through a car park*

**Deciduous trees provide shade in the summer and open branches in the winter**



### Layout and Landscaping of Communal / Surface Car Parks

**10.4** All parking spaces, pathways and circulation routes should be well lit with good natural surveillance from owners' dwellings, nearby buildings and/or well-used routes. Large parking areas should be subdivided. Landscape planting used for defining spaces should not obscure views or vehicles, create hiding places or form litter traps.



## Design and Layout of Underground or Multi-storey Car Parks

**10.5** The design and layout of car parks should maximise natural surveillance and avoid hiding places across the whole of the parking area by:

- arranging parking spaces in straight rows to avoid blind spots, dead ends and avoiding recesses;
- ensuring that support pillars are as slim as possible, within structural requirements;
- ensuring that external pedestrian entrances and routes to them are clear, well-signed and well-lit, 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 approaches to landing areas;
- avoiding individual garages with doors, which can encourage inappropriate activities;
- Using vandal resistant materials.

## Accommodation of Mixed Use for Multi-storey car parks

**10.6** 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, so as to encourage natural surveillance.

## Lighting within Car Parks

**10.7** The design and layout of car parks, both underground and multi-storey, should make good use of natural daylight wherever possible. For guidance regarding artificial lighting, please refer to Chapter 8 Lighting.

## Pathways to and from Car Parks

**10.8** Car parks should create a pedestrian-friendly environment with level-surfaced areas to cater for everyone, including people with impaired mobility and vision and users bringing push-chairs or trolleys. Pathways should be direct and well defined, readily accessible from parking bays to the dwellings or facilities served. Signs and visual markers should be used to aid ease of movement.

## CCTV in Car Parks

**10.9** All proposals for surface, underground or multi-storey car parks should incorporate CCTV to Home Office standards. For details, please refer to the CCTV section of Chapter 5.

## Park Mark

**10.10** In all car parks, developers should have regard to the best practice guidelines and seek to achieve and maintain the national Safer Parking Award 'Park Mark' where appropriate. Details can be found at [www.saferparking.com](http://www.saferparking.com)



## Secure Cycle and Motorcycle Parking

**10.11** Availability of parking will affect the mode people choose to get to a place, secure cycle parking will encourage cycling and improve natural surveillance.

**10.12** All types of motorbike and bicycle parking facilities should:

- Be convenient, of good design and well lit
- Be overlooked by passers-by or neighbouring buildings
- Be protected by CCTV where appropriate
- Use vandal resistant materials



# 11.0 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 physical protection is needed for insurance purposes, overly defensive and hostile security measures (such as unattractive solid 'roller' shutters) can increase crime, fear of crime and anti-social behaviour.

### Internal Security Measures

**11.2** 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. Internal shutters should be as transparent as possible to optimise visibility both ways.

### Shutter Design

**11.3** Where internal shopfront security measures are not considered sufficient, open grille shutters that enable surveillance, but still maintain visibility of shop window displays and allow light to permeate into the street, or in from the street, should be favoured.

### Shutter materials

**11.4** Open grille shutters should be made of steel and reinforced polycarbonate if necessary, preferably with anodised, powder or paint-coated finishes. Laminated glass is 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.

### Shopfront Appearance

**11.5** 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 should be made to introduce vertical elements in 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.



## Shopfront security in listed building and conservation areas

**11.6** Proposals for listed buildings or in conservation areas should adopt a more sensitive approach that preserves or enhances the character and appearance of the building or area.

**11.7** Developers should ensure that the design of security measures for shopfronts has also paid due regard to the Shopfront Design Guide SPD when available.

### Secured by Design ([www.securedbydesign.com](http://www.securedbydesign.com))

**11.8** Developers should ensure that the design of dwellings and commercial developments (inc. schools and hospitals) has paid due regard to appropriate 'Secured by Design' guidance, particularly with regard to doors, windows and locks.

*Shop front grilles, particularly in conservation areas and listed buildings, can not only provide security but can also be an attractive feature*



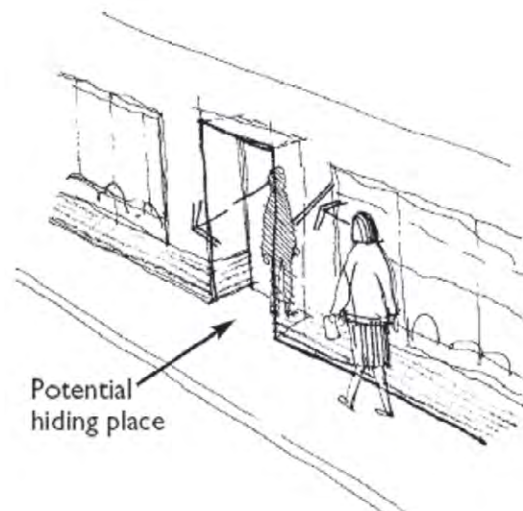
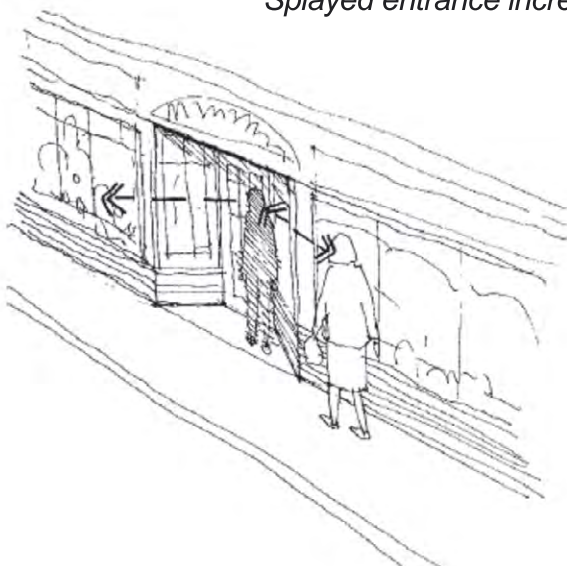
## Storage of Commercial Rubbish

**11.9** Waste due for collection can sometimes be the target of anti-social behaviour. Business have a legal 'duty of care' to ensure that waste is kept safe and secure and cannot escape. Ensuring that waste is suitably contained reduces the risk of interference by others (such as risk of fire).

**11.10** Suggested measures are:

- Designating a specific waste disposal areas at a risk assessed distance from buildings
- Increase refuse collections in high target areas
- Install sensorled lighting to keep refuse containers/ waste disposal areas visible

*Splayed entrance increasing visibility*





## 12.0 Management And Maintenance

**12.1** Maintenance reflects ownership of property. Deterioration indicates less control by the intended users of a site and indicates a greater tolerance of disorder. Effective site management is therefore a key factor in maintaining safe, sustainable and attractive places over the long-term.

**12.2** Developers should give careful consideration to management and maintenance issues by having regard to the following best practice guidelines from the earliest stages of project planning.

### Maintenance

**12.3** The council will wish developers to demonstrate that adequate provision will be made to ensure the long-term maintenance of buildings, car parks, footpaths, public transport facilities, cycleways, public spaces, landscaped areas and lighting.

### Long-Term Management Objectives

**12.4** Developers should give full consideration to long-term management objectives, maintenance specifications, responsibilities and funding requirements from the earliest stages of project planning. By doing so can ensure that designing out crime measures, environmental quality and amenity benefits are safeguarded for future generations. Arrangements for long term site management and maintenance should either be sufficiently robust to cope with changing security concerns or sufficiently adaptable to respond to unforeseen situations or new crime reduction opportunities.

### Local Partnership Involvement

**12.5** Effective management organisations, such as town centre management partnerships, tenant management organisations, community development trusts, regeneration programmes and management trusts, should be involved at the earliest opportunity, have a well defined purpose, be representative of as many stakeholders as possible and be adequately resourced.





## 13.0 Applying The Guidance To Planning Applications

### Development Control

**13.1** Development control is key to ensuring all proposals incorporate designs and layouts that reduce crime, fear of crime and anti-social behaviour. From the earliest stages of project planning and design, the council, the Crime Prevention Design Advisor and CCTV Development Officer will work with developers to ensure that the design and layout of their proposals have incorporated the appropriate principles and at the same time do not hinder the safety of existing developments. The following stages of the planning application process may 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 to identify and resolve any potential conflicts between meeting the designing out crime objectives and other planning objectives. Pre application advice regarding the context of existing local circumstances should be sought from the planning officers, the Crime Prevention Design Advisor and the CCTV Development Officer.

### Planning Application Stage

**13.3** All development proposals should have regard to the designing out crime principles set out in this document in order to satisfy policy GS 6 Community Safety in the Replacement Chesterfield Borough Local Plan. The council will expect all Design and Access Statements submitted with major planning applications to demonstrate explicitly how the guidelines in this document are addressed in the design and layout of the proposal, taking account of local circumstances. Other planning applications may also be required to show how these guidelines have been taken into account if the council, the Crime Prevention Design Advisor or the CCTV Development Officer consider that crime prevention issues are potentially significant.

### Planning Decisions

**13.4** Planning Policy Statement 1 and Government guidance in Safer Places: The Planning System and Crime Prevention make clear that crime prevention can be a material consideration in determining planning applications. Where the council considers that a proposed development does not properly respect the safety and security of future uses and thus conflicts with policy GS 6, it may refuse permission unless amendments can be made or planning conditions imposed that could reduce the likelihood of crime and disorder.



**13.5** 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.

## Planning Conditions

**13.6** Where crime prevention issues are relevant to a proposed development, the council may consider imposing conditions as part of the planning permission to ensure community safety objectives are not compromised. However, any crime prevention measures introduced through the use of planning conditions must be enforceable, reasonable, sustainable in all other respects and relevant to the proposal and planning.

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

## Planning Obligations

**13.8** In circumstances where crime prevention issues are material but cannot be overcome by applying conditions, the council may negotiate a financial contribution from developers to create a safer environment within the area of the proposed development, such as additional or improved street lighting, etc. As with all obligations, these financial contributions must "fairly and reasonably" relate in scale and kind to the proposal.

**13.9** Where Food and Drink uses (within use classes A3, A4 and A5) and/or Nightclubs of any size, or other major development (excluding dwellings in use class C3) exceeding 2,500 sqm, is proposed and the borough council, in conjunction with Derbyshire Constabulary, identify a need for CCTV provision, the council will seek to negotiate planning obligations under Section 106 of the Town and Country Planning Act 1990 (as amended) in order to satisfy policies SC8 Food and Drink Uses, SC9 Nightclubs and GS9 Infrastructure and Facilities of the adopted Chesterfield Borough Local Plan.

Planning obligations may be related to one or more of:

- The provision of equipment on site and connection to the wider network;
- a financial contribution towards the provision and/or upgrading of equipment off site;
- a commuted sum towards maintenance.

**13.10** Generally any additional CCTV provision will be located within public land but the nature of the development may dictate the need for equipment to be accommodated within the curtilage of the development, in which case an easement will be required.

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# Appendix: Checklists

## Surveillance

In designing and considering development proposals, please show how the following problems are being dealt with:

- A1) How are opportunities for surveillance from subject and adjacent buildings maximised?
- A2) How are those most likely to observe any criminal or anti-social behaviour encouraged to respond appropriately?
- A3) Are both of the above true at all times of the day, week and year?
- A4) What efforts have been made to eliminate 'inactive' frontage, corners or gable?
- A5) In what ways have the types of building been selected and designed with security in mind? Where appropriate, does the design of the building allow for high visibility into the building or site and vice versa?
- A6) How are all uses in an area compatible and in what ways have potential conflicts been thoroughly addressed?
- A7) How will the public realm be kept attract?
- A8) Is CCTV the best way to solve the particular problem and is it the most effective use of resources?
- A9) How is the CCTV part of a wider package of crime prevention measures?
- A10) What resources are in place to maintain the CCTV system, including staff to monitor and respond to the pictures, in future years?

## Layout

In designing and considering development proposals, please show how the following problems are being dealt with:

- B1) How does the layout of the development help reduce crime risk, as well as meeting wider planning objectives?
- B2) What consequences do the number and nature of all connections have?
- B3) Do all routes lead to somewhere people want to go? Are all routes necessary? Do some routes provide potential escape routes for criminal activity?
- B4) How are routes prevented from giving potential offenders easy, ready and unnoticed access to potential targets?
- B5) How have routes for different users been integrated?
- B6) How are pedestrians, cyclists and drivers able to understand which routes they should use? Will good signage be provided?
- B7) How can people easily travel through the development?



## Public, Private & Communal Spaces

In designing and considering development proposals, please show how the following problems are being dealt with:

- C1) What purpose does the public space serve and how will it support an appropriate level of legitimate activity?
- C2) How could remodelling, removing or re-use of buildings and spaces assist properties that are vulnerable to crime? If so which?
- C3) How have the potential benefits for crime prevention of restoring historic environments been considered?
- C4) How will it be clear to users - including potential offenders and guardians - which space is public, communal, semi-private and private?
- C5) How are the boundaries between public, communal and private space marked? Why are they marked in this way? (e.g. with a physical barrier or a psychological barriers such as changes in paving, surface texture/ colour, landscaping and signage?)

## Lighting

In designing and considering development proposals, please show how the following problems are being dealt with:

- D1) How has lighting been made a primary consideration in designing out crime? How does it provide opportunities for natural surveillance?
- D2) On what basis is the standard of lighting and its maintenance regime adequate and how is it resistant to vandalism and damage? In what respect is it well-designed and well-sited?

## Landscaping

In designing and considering development proposals, please show how the following problems are being dealt with:

- E1) In what ways are the landscaping features and street furniture well-positioned and well-picked (e.g. by providing clear sightlines for users, avoid hiding place or design to standards which anticipate its misuse)

## Parking

In designing and considering development proposals, please show how the following problems are being dealt with:

- F1) How are parking spaces/ areas made highly visible but secure?
- F2) Does the car park seek to achieve and maintain the national Safer Parking Award 'Park Mark'?



## Physical protection measures

In designing and considering development proposals, please show how the following problems are being dealt with:

- G1) How does the development meet the 'target hardening' principles of Secured by Design?
- G2) How have the potentially negative visual impacts of crime prevention measures been addressed? Where these cannot be reduced by good design, please show that the advantages have been weighed against their adverse impacts.

## Management and maintenance

In designing and considering development proposals, please show how the following problems are being dealt with:

- H1) How have you created a good quality public realm?
- H2) What appropriate facilities management systems and provisions are in place? Does the design and layout support these?
- H3) How are users, businesses and residents involved in management?





# Are We Accessible To You? If Not - Ask Us!

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- We want everyone to be able to read our written materials.
- We aim to provide what you need for you to read, talk, and write to us.

## **On request we will provide free:**

- Language interpreters, including for sign language.
- Translations of written materials into other languages.
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**E-mail - [eoinfo@chesterfield.gov.uk](mailto:eoinfo@chesterfield.gov.uk)**

