Design For
Community Safety

Local Development Framework
Supplementary Planning Document

safer stronger communities
PARTNERSHIP

WEST MERCIA CONSTABULARY
TOGETHER - WORKING FOR SAFETY AND JUSTICE

Telford & Wrekin
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This Design for Community Safety Guidance will serve to illuminate the shadows between social planning and community safety. It will enable the practitioner to ensure that future developments avoid the crime problems of the past enabling generations to appreciate the care and skill of our town planners.

P.H. Robinson
Chief Superintendent
Telford & Wrekin Division
West Mercia Constabulary

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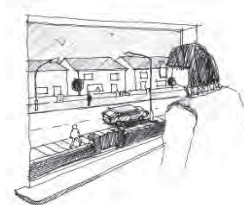Telford
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Design for Community Safety

Supplementary Planning Document

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ਜੇ ਤੁਸੀਂ ਇਸ ਜਾਣਕਾਰੀ ਜਾਂ ਪਰਚੇ ਨੂੰ ਆਪਣੀ ਬੋਲੀ ਵਿਚ ਸਮਝਣ ਵਾਸਤੇ, ਟੈਲਫੋਰਡ ਐਂਡ ਰੀਕਿਨ ਕਾਉਂਸਿਲ ਦੀ ਮੁਫ਼ਤ ਸੇਵਾ ਲੈਣੀ ਚਾਹੁੰਦੇ ਹੋ ਤਾਂ 01952 382121 ਉੱਤੇ ਫੋਨ ਕਰੋ।

اگر آپ کو اس دستاویز میں دی گئی معلومات کو اپنی زبان میں سمجھنے کیلئے کسی بھی قسم کی مدد کی ضرورت ہے تو برائے مہربانی ٹیلیفورڈ اینڈ ریکین کونسل کو 01952 382121 پر فون کریں۔

如果你想利用我們的免費中文協助來幫助你明白這份資訊，請打電話 01952 382121 與泰爾福&瑞慶區政府聯絡。

Jeżeli potrzebują Państwo bezpłatnej pomocy w zrozumieniu tych informacji w swoim języku ojczystym lub nagranych na taśmie, napisanych dużym drukiem lub w alfabecie Braille'a, prosimy o skontaktowanie się z Telford & Wrekin Council pod numerem 01952 382121.

Foreword

Telford, like other New Towns, suffers a number of serious problems. These include major neighbourhood management problems and poor surveillance due to inappropriate landscaping and design.

The challenges that are faced are also not exclusively urban. Some 70% of the total area of Telford & Wrekin is rural; a situation that brings with it specific needs and challenges. These issues, both urban and rural, have a very real impact on the personal safety and security of those people living and working in the area.

Good design lays the foundations for an effective approach to reducing crime, the fear of crime and anti-social behaviour. However, the key to its success lies in robust and cohesive partnership working, which acknowledges the important function that organisations such as the police, the construction industry, design professionals, the public, youth organisations and schools can play in crime prevention.

It is encouraging therefore that this partnership document reflects a corporate approach to improving community safety in Telford having been jointly supported by West Mercia Constabulary and Telford & Wrekin Council Safer Communities Strategic Unit. It has combined the best practice in the field of community safety, from planning guidance such as "Planning Policy Statement 1: Creating Sustainable Development", ODPM (2005) to the ideas that underpin initiatives such as "Secured by Design".

The principles set out in this document have been approved by Telford & Wrekin as part of the emerging Local Development Framework (LDF) This document expands on policy CS15 in the Core Strategy which stated that "*The design of development will assist in creating and sustaining safe places, strengthening local identity and projecting a positive local image. It will positively influence the appearance and use of the local environment. Further guidance on design, including objectives of urban design, will be provided by supplementary documents*"..

The guidance promotes a practical and co-ordinated approach to the problems of safety and security for people and properties. By raising awareness and providing practical solutions for the design and layout of the physical environment, it will help reduce crime, fear of crime and antisocial behaviour. All individuals associated with the design and development of the environment can make a difference by making places more pleasant to live, work and play in.

Cllr. Stephen Bentley,
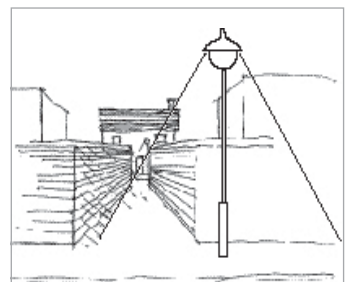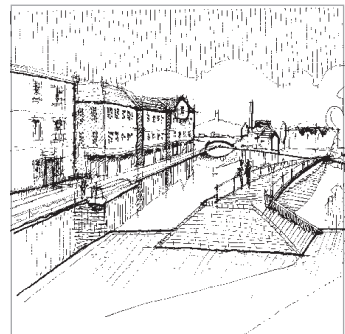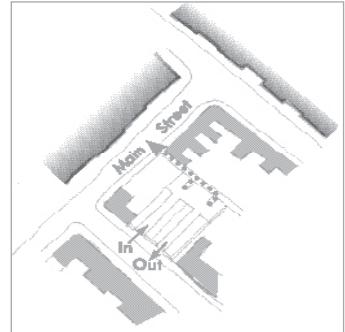**Cabinet Member
for the Environment**

Design for Community Safety

Supplementary Planning Document

1.0 Purpose of the Supplementary Planning Document

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This supplementary planning document will be used to help assess and determine planning applications and is intended to guide architects, developers, Highway Engineers, landscape architects and urban designers in the public and private sectors in achieving best design practice that mitigates crime, antisocial behaviour and fear of crime.

Key Aims of this guidance are to reduce:

- Crime

- Antisocial behaviour

- Fear of crime

The guidance addresses these aims by establishing principles for the design, layout and landscaping of the built and unbuilt environment which creates:

- A safer and more secure environment

- Increase the risk of detection of criminal and antisocial activity

- Make crime more difficult to commit

Key Objectives of the guidance are to:

- Provide planning guidance that enables security issues to be considered at all stages of the design process (pre-application to full planning application).

- Assist developers to adopt designs for new developments that take the security of people and property fully into account.

- Establish a framework of principles to assist individuals responsible for the planning and design of the external environment to make design considerations about safety and security matters.

- Provide a wide and varied pattern of land uses that can help to create environments that are lively and well used to help deter criminal activity.

- Minimise the incompatibility of land uses that are instrumental to higher crime rates.

- Promote and encourage good quality design in all development.

Design for Community Safety

Supplementary Planning Document
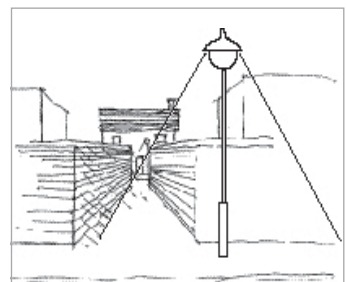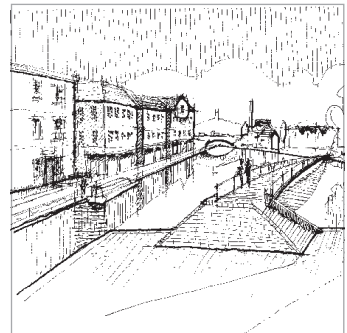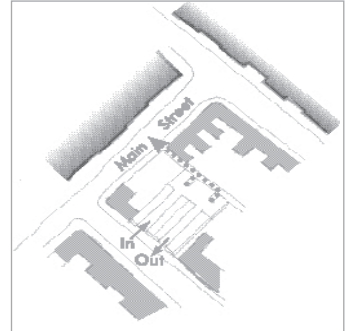
2.0 Introduction

Tackling crime and the fear of crime cannot be solved simply by increasing the number of security cameras installed or by having more police officers patrolling the streets. It requires looking at the problem as a whole, from the prevention of crime, to setting up initiatives to respond to existing problems. However, the opportunities to "design out" crime before it occurs is not only more cost effective, but can be addressed through existing systems, such as the planning process. The Crime and Disorder Act (1998) requires local authorities to *"exercise their functions with due regard to the likely effect on crime and disorder"*. Consequently when considering planning applications or formulating new planning policies, local authorities need to be mindful of crime prevention and promoting the creation of safe, attractive places to live.

Local authorities now have some guidance to assist them in this task; PPS1: "Delivering Sustainable Development" ODPM (2005) advises that development plans should "promote communities which are inclusive, healthy, safe and crime free whilst respecting the diverse needs of communities and the special needs of particular sectors of the community". To reinforce the importance of reducing crime, a separate guide called "Safer Places: The Planning System and Crime Prevention" (2004) has also been produced. This document published by the ODPM and the Home Office is based on a combination of crime theory, researched evidence and good urban design practice. The guide highlights seven attributes of sustainable communities that are particularly relevant to crime prevention which are; access and movement, structure, surveillance, ownership, physical protection, activity and management and maintenance, all of which are covered to some degree in this community safety guidance. *DCLG Circular 1/2006 s.87 requires Design and Access Statements to 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"*

However, "Safer Places" also acknowledges the importance of understanding the local situation and consulting with those who have experience on the ground, so fostering partnerships between local authorities and police can be effective in crime reduction. Many police stations now have Architectural Liaison Officers (ALO's) who have an appreciation of design issues and experience of how such issues can influence or facilitate crime. ALO's also promote "Secured By Design" a nationally recognised initiative set up in 1998 by ten police forces who joined together to find ways of tackling residential and commercial crime. Whilst Secured By Design supports the idea that good design plays a vital role in the creation of safe, attractive places to live and work, there are some instances where it can conflict with good urban design practices. However, close partnership working can help to overcome such difficulties and reach a solution that both parties can support.

The current local plan for this area, the Wrekin Local Plan 1995- 2006 is due to be replaced by the Local Development Framework and the new urban design policy CS15 supports the preparation of Supplementary Planning Documents that will *"assist in creating and sustaining safe places,*

strengthening local identity and projecting a positive local image" and *"positively influence the appearance and use of the local environment"*

2.1   Fighting Social Exclusion Through Design

Social exclusion exists in places where groups are segregated from other parts of society, usually low income groups which suffer from linked problems such as unemployment, poor housing, bad health, disability, racial inequality and discrimination and family break down. PPS1 emphasises the need to promote social cohesion and inclusion through planning policies. It acknowledges that if this does not take place ….." many people are unnecessarily affected by ill conceived design, with the mobility needs of, for example, disabled people, elderly people and others considered separately from others and only once designs are completed".

In 2006, the Commission for Architecture and Built Environment (CABE) produced a document called "The Cost of Bad Design" highlighting that whilst "all developments impose some costs on society", good design can provide some form of recompense in the form of environmental, social and economic benefits. Good design should:-

• Help people to maintain their independence and confidence by creating safe streets and neighbourhoods
• Improve access to local facilities, jobs and services
• Improve emotional well-being and mental health by reducing noise, isolation and anti-social behaviour.
• Improve physical health by supporting mobility
• Enable people to stay at home when their life circumstances change (e.g. through applying the Lifetime Homes Standards)

2.2   Sense of Place

A contributory factor to improving safety may be linked to creating and sustaining a sense of place, where it encourages a feeling of identity for those living in the area. Areas of social interaction, supervised by the community need to be located where users feel comfortable. This can be achieved through high quality architecture and landscape design, something that CCTV cannot do alone. Places need to have a sense of belonging, helping to reclaim public places back for society to enjoy. Once it is lost it is difficult to regain control.

2.3   Environmental Factors and Crime

"People act and behave differently in different settings, it suggests that people act appropriately to different settings. This implies that the built environment provides cues for behaviour and that the environment can therefore, be seen as a form of non-verbal communication." Rapoport (1977)

The relationship of the physical environment and its influences on the levels of crime, anti-social behaviour and fear of crime are well documented. Jacobs (1961) supports the notion that active streets support safe streets, where Newman (1972) talks about, the environment directly affects a person's behaviour, mood, satisfaction, performance and interaction. Compared to Newman's defensible space theory, Hillier (1998) has developed computer model called "Space Syntax" which illustrates that crime is most likely to occur where places are less connected and quieter. Past urban layouts have had a great impact on the quality of built environment and the appearance of a poor quality environment ultimately affects peoples' behaviour.

As demonstrated in Hillier's space syntax, many places that suffer higher crime rates are often poorly connected and segregate different land uses. The built form, movement and use of these places increase opportunity for crime, for instance:

- Unclear definitions between private and public spaces

- Exposed backs of properties

- Poor natural surveillance of the street environment

More recent government guidance has emphasised the need for greater ownership and clear definition of public and private spaces. "Safer Places: The Planning System and Crime Prevention" ODPM (2004) also highlights "ownership" as one of its seven key attributes in relation to crime prevention. It suggests *"allowing neighbourhoods to express their identity (to) generate feelings of ownership and reduce crime"*.

This guidance note consolidates much of this information and seeks to develop an appreciation of the responsibility and contribution of environmental design and management to assist in reducing crime and fear of crime and to increasing the safety and security of people and property.

Design for Community Safety provides an analysis of the environmental circumstances that have an influence on crime and security of people and property. The Council will look to address these concerns through the emerging Local Development Framework.
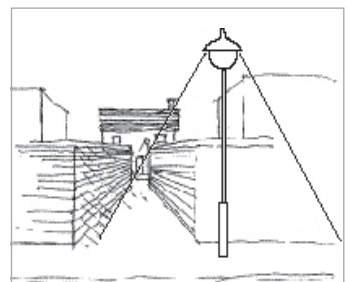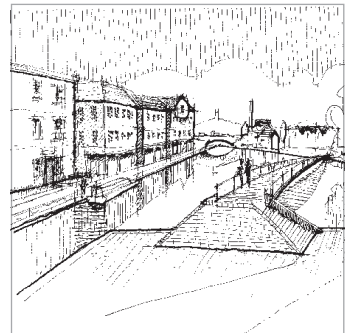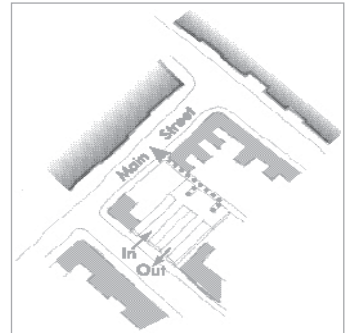
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3.0 Performance Criteria for a Safer Environment

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3.1 Past Planning Standards

Past strict planning standards have constrained design creativity and the Council encourages designers to interpret the principles set out in this guidance in a balanced and original way. Whilst the Council will try to adopt a flexible approach wherever possible, it retains the right to fall back on standards where proposals are of a poor standard and fail to demonstrate key principles that ensure places and people are safe and secure.

3.2 Achieving Design for Comunity Safety

Individual applications will be assessed on their own merits.

3.3 Design Principles for Community Safety

More emphasis needs to be placed on the design and on the need to encourage higher standards. The following concise headings recognise key areas where good design principles can impact on safety and security and these should be taken into account when assessing and designing all types of development.

- Context
- Layout
- Public and private space definition
- Natural surveillance
- Boundary treatment
- Landscape
- Mixed Use

- Street furniture
- Shop frontages
- Lighting
- CCTV
- Car Parking
- Maintenance

The following sections will systematically provide design guidance for each of the key aspects listed above by illustrating good design practice that increases community safety and also identifies key poor design practice that **will not** be acceptable. Where development proposals do not or cannot comply with the guidance in this document, there should be explanation to justify why this not possible in the Design and Access Statement which now has to accompany most planning applications.
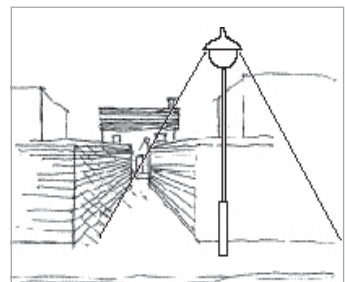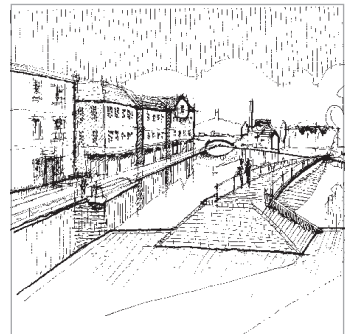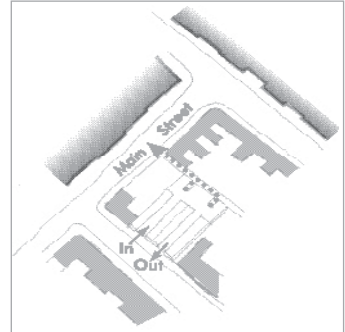
Community Safety

Community **S**afety

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4.0 Context

4.0   Context

4.1   Importance of Context

A well conceived development proposal responds to its context. Past examples have shown little or no recognition of context creating isolated and inward looking developments that contribute little to the safety and security of people and properties.

Understanding context is vital to the success of a new scheme and so most planning applications now require the submission of a Design and Access Statement which should include a site and context analysis. By going through this process, the design can be improved to respond to the key concerns regarding the safety and security of a new scheme and the surrounding area.

4.2   Key Considerations

By identifying evidence of vandalism, potential and actual criminal activity caused by poor design solutions and taking into account the following considerations will help to inform and assist subsequent design decisions that will positively impact on crime, fear of crime and antisocial behaviour.

1. Analysing existing and incorporating new patterns of movement for walking, cycling, private and public transport modes that increase activity in public areas.

    "People feel safer where there is activity and routes are well lit"

2. Assessing ways to optimise natural surveillance of properties, streets and public spaces.

    "People feel safer when they can be seen by drivers, residents and other users"

3   Assessing how accessible community facilities and local amenities are for existing and new users.

    "Having accessible local facilities will encourage greater use and will build a greater sense of community"

4   Assessing topography, landscape and ecology that may challenge the application of the principles for community safety.

    "Developments that respond to natural features and work with the land often create innovative designs that are more robust."

5   Selecting a mix of land uses that are compatible with other surrounding land uses.

    "Variety of uses can encourage greater activity in buildings and public spaces over longer periods of time increasing passive and active observation of these places."
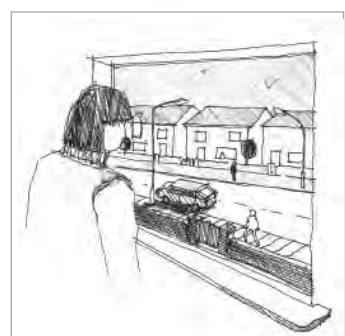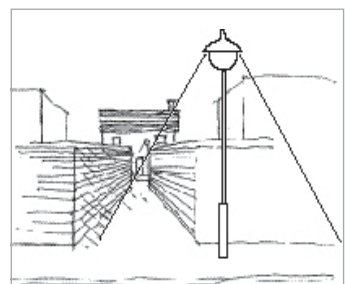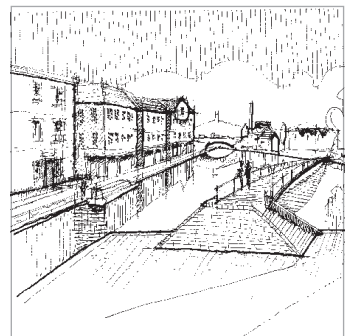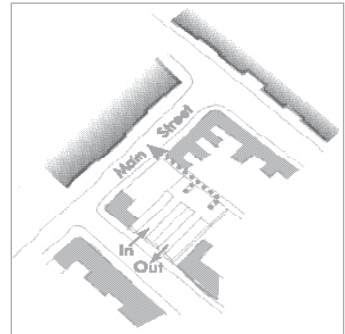
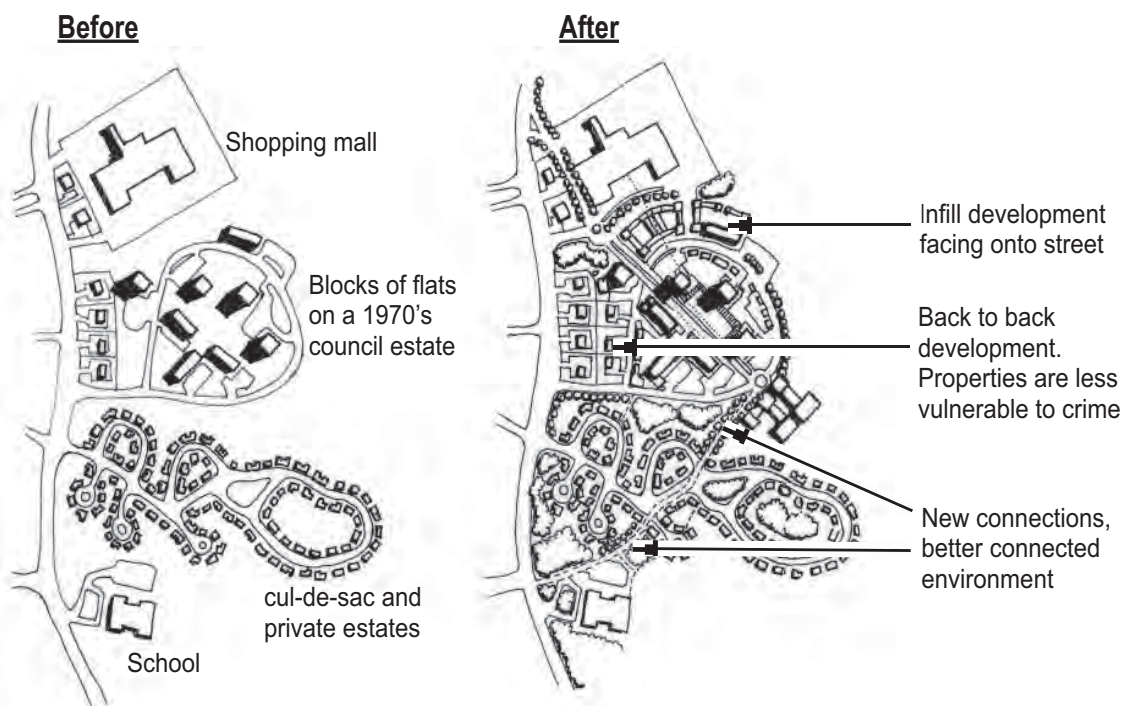# **C**Design for **ommunity S**afety

5.0 Layout

5.0 Layout

The way development layouts are designed impacts on the way places function positively. Layouts deal with the arrangement of streets, buildings, public and private spaces. The designing of these key elements collectively, affect the levels of activities, movement and surveillance in a positive or negative way which ultimately impacts on the safety and security of places. The following section discusses these issues starting with streets and public spaces.

5.1   Better Connected Network of Streets and Public Spaces

"Safer Places: The Planning System and Crime Prevention" ODPM (2004) advises that *"the success or failure of a place as part of a sustainable community is influenced by the nature and quality of its connections, particularly to local and wider services and amenities "*. Access and Movement is highlighted as a key attribute to ensure that streets, footpaths and cycleways provide convenient and attractive routes for movement without undermining safety.

A connected network of streets contributes to personal safety and security of property, by encouraging pedestrian movement, providing natural surveillance and a degree of self-policing. Areas that are well connected to other areas increase the opportunity and choice of users to socially interact, which assists in the development of neighbourhood identity and affinity.

Streets and spaces should be highly connected, *busy,* well overlooked and *well lit.*

Before   **After**

Shopping mall

Blocks of flats on a 1970's council estate

cul-de-sac and private estates

School

Infill development facing onto street

Back to back development. Properties are less vulnerable to crime

New connections, better connected environment

Fig. 3.
Illustrating a walkable environment creates easy and direct routes to all amenities which encourages people to walk and engage in their surroundings. *(R. Cowan, The Connected City, 1997, p.27)*

✓ Dos

Well connected street patterns increases opportunity for choice of use type and users, increasing interaction and inclusion.

- Street layouts should be well connected and well lit to increase opportunities for interaction.

- Pedestrians and cyclists should be put before motorised transport.

Fig. 4.
Well connected street layout.
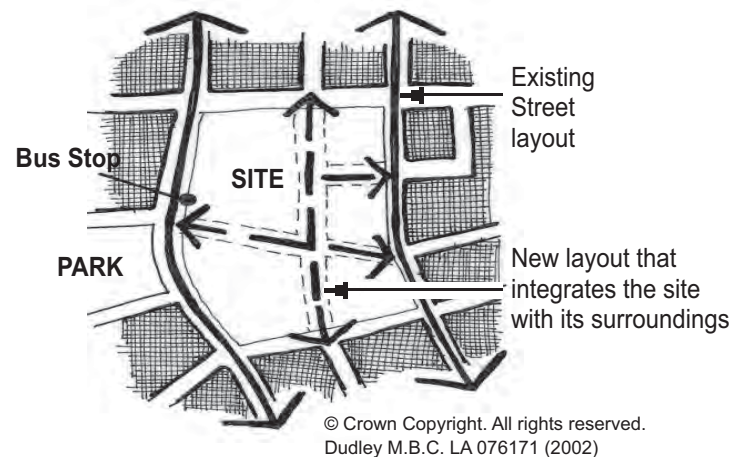
Fig. 5.
Development proposals should increase connectivity within a site or the surrounding area.

Fig. 6.
Traffic can be controlled by having to share the street with pedestrians and cyclists.
(R.Cowan, The Connected City, 1997, p.22.)

5.2 Poorly Connected Streets

✗ Don'ts

Disconnected street patterns reduce opportunity and choice and segregate and alienate groups of people and uses reducing interaction and inclusion.

• Street layouts should not increase segregation of sites and large areas.

Fig. 7.
Plan of cul-de-sac design that increases segregation and reduces interaction of communities and surroundings.
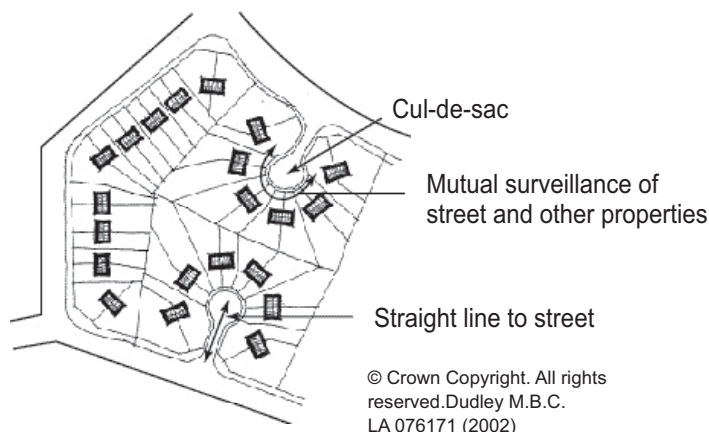
5.3 Cul-de-sac Design

Cul-de-sac design should only be adopted where topographical, natural landscape or historical elements make it undesirable to make through connections.

✓ Dos

• Cul-de-sac design should be simple linear form so that good mutual surveillance from other homes is easy, preferably with sight lines from nearby streets.

• Pedestrian only connections between cul-de-sacs should be well observed from neighbouring properties.

Fig. 8.
Cul-de-sac design.

Cul-de-sac

Mutual surveillance of street and other properties

Straight line to street

✗ Don'ts

• Cul-de-sac design should not encourage long routes that increases segregation and an over reliance on the car, even for small trips.
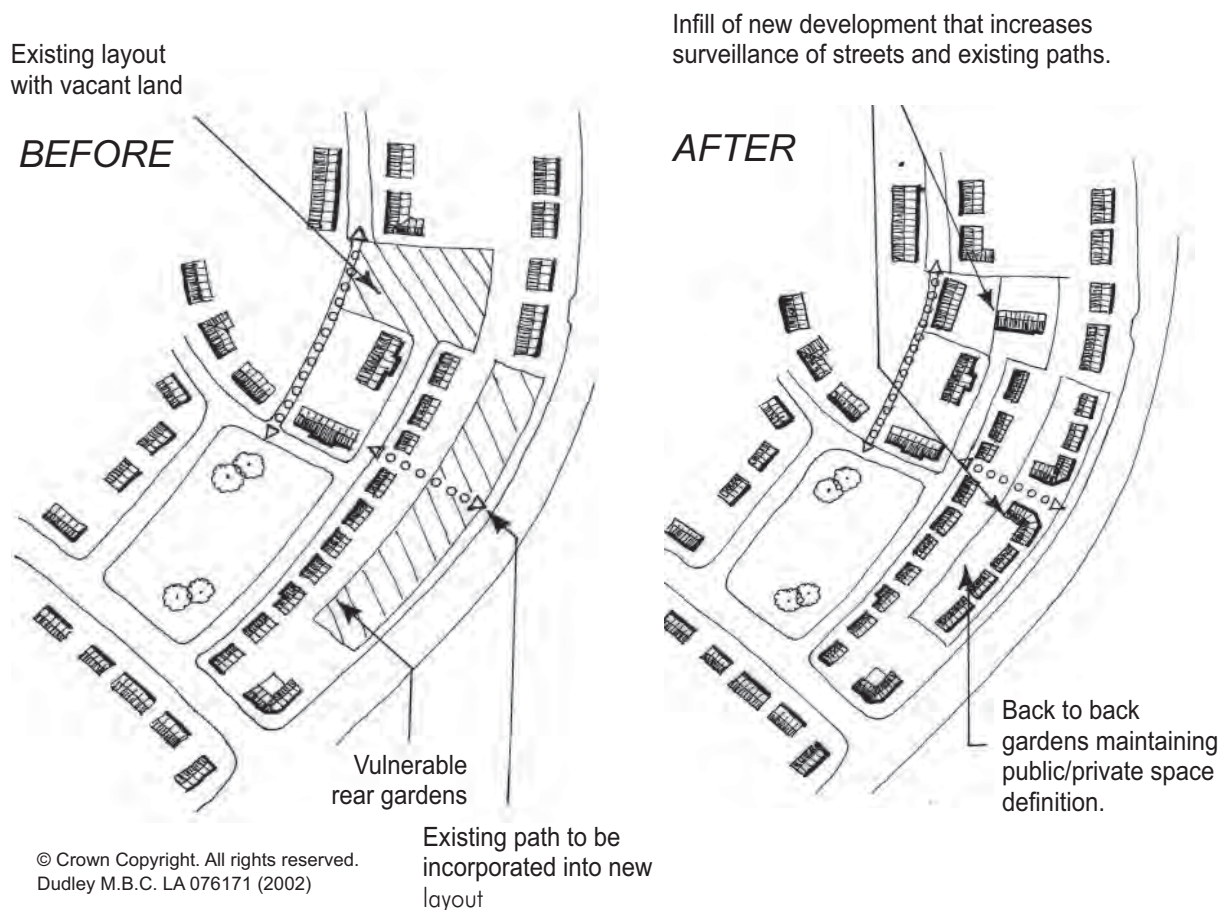
5.4 Existing Essential Footpaths and Networks

Acknowledgement of existing well used and essential footpaths and public rights of way will help to maintain direct access for existing residents and users.

√ *Dos*

- Existing well used pedestrian routes need to be preserved and designed into layouts at an early stage.

- Minimise long detours on foot with no natural surveillance, as this will reduce the presence of people in the streets making places less hospitable and safe.

Existing layout with vacant land

BEFORE

Infill of new development that increases surveillance of streets and existing paths.

AFTER

Vulnerable rear gardens

Back to back gardens maintaining public/private space definition.

Existing path to be incorporated into new layout

Fig. 9.
Example showing the before and after layout of development respecting existing pedestrian routes, providing surveillance of street and defining public and private space.

5.5 Public Rights of Way

The design of new public rights of way or improvements to existing ways should be consistent with the principles set out in this document. Developers should identify and discuss with the Council the existence of any public right of way before the submission of any design work. The granting of planning permission does not give a developer the right to obstruct a public right of way.

Note:

The Clean Neighbourhood and Environment Act has made it possible for the highway authority to alley gate* rights of way for the purposes of alleviating criminal and anti social behaviour. Telford & Wrekin Council has an approved protocol in respect of applications submitted for this purpose.

- Ensure vegetation is well maintained close to paths.

5.6   Walking and Cyclist Access

Public footpaths, bridleways and cycle ways including canal towpaths provide an important part of the communications network in both urban and rural settings. They also provide an essential local and strategic recreational facility. Poorly designed and sited paths, bridleways and cycleways discourage use and provide greater opportunity for criminal activity.

Fig. 10.
Example of a cycle route that is part of the connected street network.

Provision of clear and integrated walking and cycling routes which link into other movement modes will assist in increasing personal safety and security of property by natural surveillance. Busy movement routes provide informal control by society and a heightened sense of safety.

- Walking and cycle routes should be part of the connected network of streets and essential footpaths that


Fig. 11.
Pedestrian and cycle routes should be overlooked and well lit. *(Urban Design Quarterly, Issue 65, January 1998, p.28, article by R. Kempley)*

* An alley gate is a device to close or allow limited access to a footpath or passageway that may run behind a line of terraced houses which is primarily installed to prevent antisocial behaviour problems.
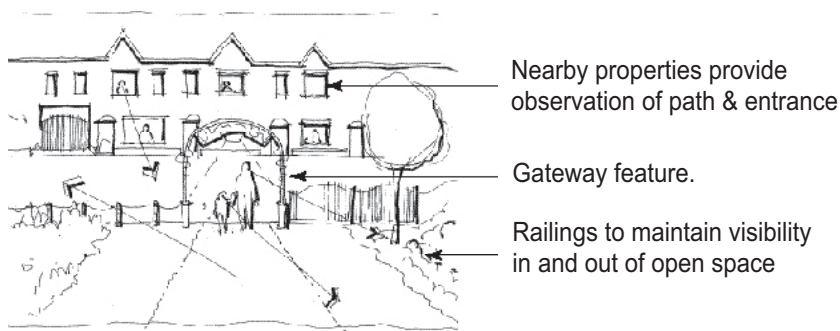
✓ Dos

- Provide good visibility along paths and cycle routes

- Provide generous width of footpath (as appropriate to site context) and space on either side of path, direct and well lit.

- Where appropriate, public footpaths should be complemented by parallel cycleways and have an overall width of 4.25 metres (fig 14).

- Ensure routes are well lit unless situated near or through woodland or an ecological site of importance.

- Ensure natural surveillance from neighbouring properties.

- Provide gateway features at entrances that establish clear routes and also provide visual markers and a sense of identity (fig 13).

- Routes need to be positioned away from rear access of buildings, as this provides means of escape for criminals.

- Surfacing materials should be chosen carefully in respect of site conditions and the general crime situation to ensure that vandalism and antisocial behaviour is not encouraged.
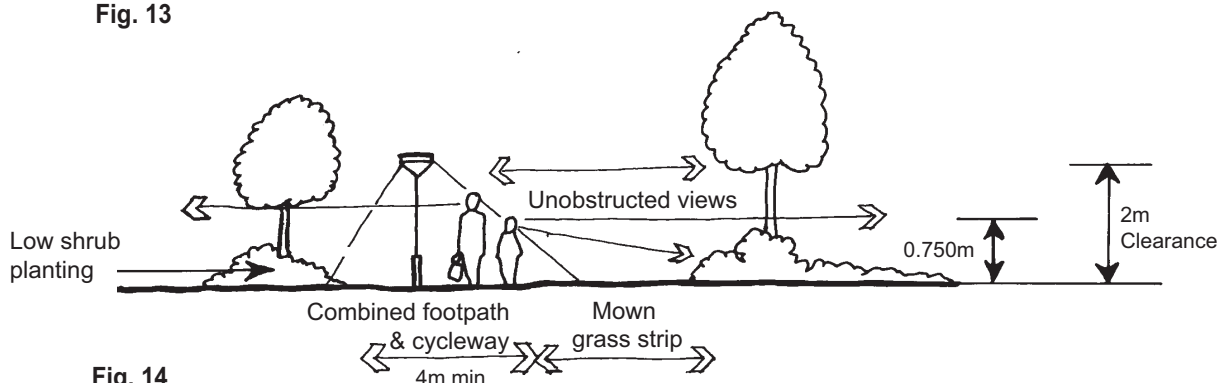

New development to provide surveillance
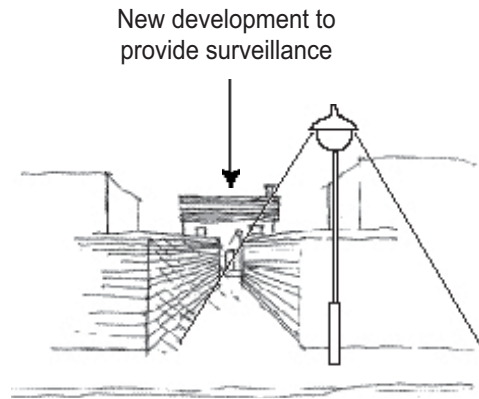
Fig. 12.
Existing routes should be well lit. New development opportunities should orientate itself to provide surveillance of an existing public foot path.

✗ Don'ts

- Narrow corridor designs are not acceptable and create potential hiding places (fig. 15).

Nearby properties provide observation of path & entrance

Gateway feature.

Railings to maintain visibility in and out of open space

Fig. 13

Low shrub planting

Unobstructed views

Combined footpath & cycleway
4m min

Mown grass strip

0.750m

2m Clearance

Fig. 14

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- Footpaths should not turn along their route as they create blind spots and are perceived to be threatening (figs. 17 and 18).

- Pedestrian and cycle routes should not be located along the backs of properties as observation is limited and they are generally used less by the public due to the increased risk and fear of attack (fig. 16).

- Trees and vegetation should not be planted within 5 metres either side of any **well–lit** public right of way (fig. 16).

- Trees and vegetation should not be planted within 10 metres either side of any **unlit** public right of way

.• Underpasses and footbridges should be avoided unless local topography or other conditions make then necessary. If they are unavoidable, designers should aim to make them as short as possible, wide and well lit.

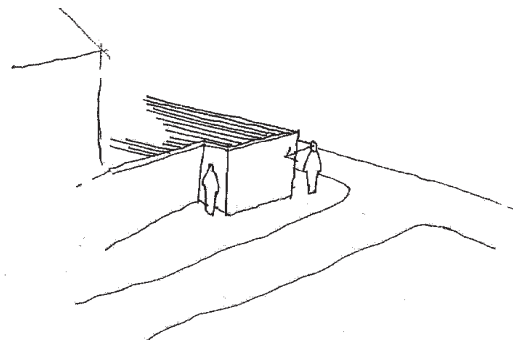## 6.0   Arrangements between Buildings, Streets and Gardens

Fig. 15.
Pedestrian and cycle routes should be overlooked and well lit. (Urban Design Quarterly, Issue 65, Jan 1998, p. 28, article by R. Kempley)

Fig. 16.
Poor visibilty, narrow cycle route with many hiding places.

Fig. 17.
Avoid designing dogleg routes that attract criminal activity and are generally used less by the public.

Fig. 18.
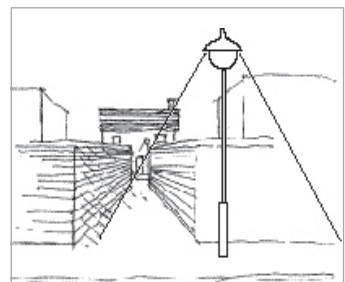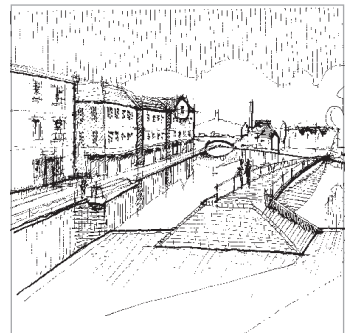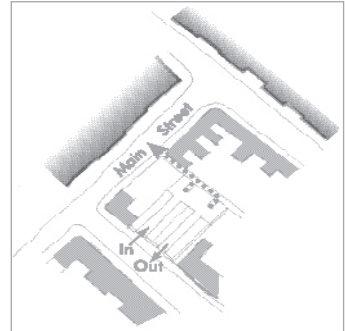**Design out blind spots and entrapment spaces.**

Design for Community Safety

Supplementary Planning Document

6.0 Arrangements between Buildings, Streets and Gardens

This section deals with the layout and inter-relationships with buildings, streets and gardens. The "structure" of the built and unbuilt environment is fundamental to ensuring the safety and security of any area and is emphasised by "Safer Places" ODPM (2004) as one of its seven key attributes.

The best environments demonstrate clearly defined public, private and communal spaces and most often the simplest of structures (regular patterns of rectangular blocks) are the most enduring, popular and attractive.
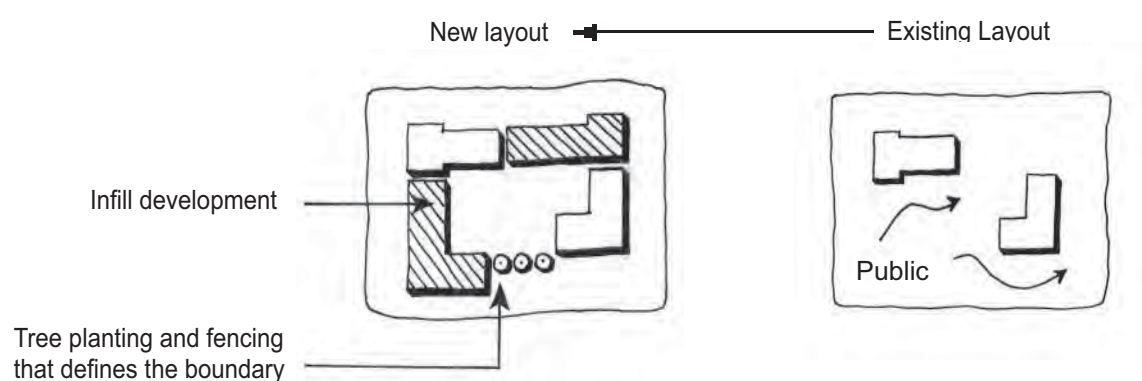
Dos

Fig. 19.
A Telford estate where private and public space is not clearly defined leading to poor sense of ownership and increased vandalism and crime.

Fig. 20:.
The same Telford estate following environmental improvements.

6.1   Defining Public, Private and Communal Space

All buildings should be arranged to create a clear distinction between areas that are public and private.

New layout   Existing Layout

Infill development

Tree planting and fencing
that defines the boundary

Public

Fig. 21.
Existing layout has no definition between public/ private space. New layout with infill development clearly defines what is private space and public space.
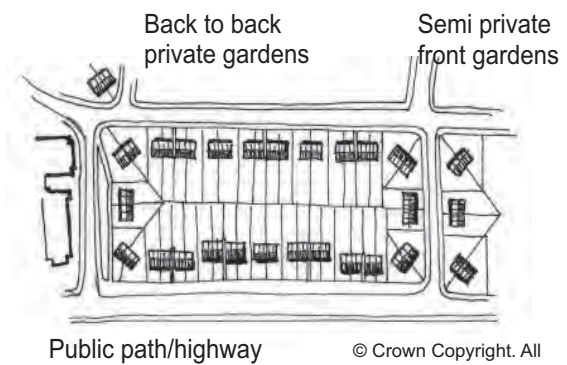
24

✓ *Dos*

- Wherever possible, seek to design defined development blocks that encloses (internally) essentially private activity whilst providing a clear interactive frontage to public routes.

- Backyards, rear gardens or inner courtyards that are private or communally shared are best enclosed by the backs of buildings.
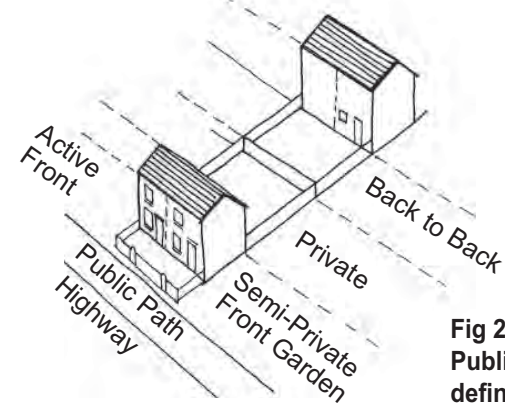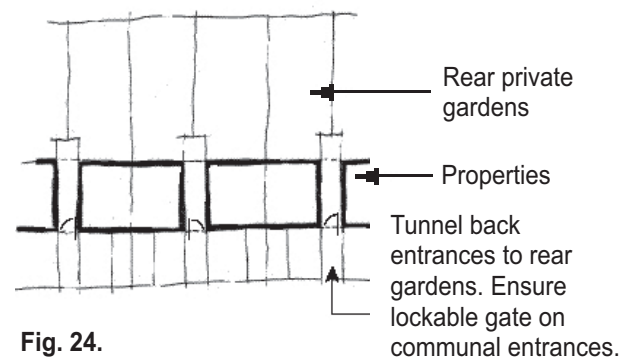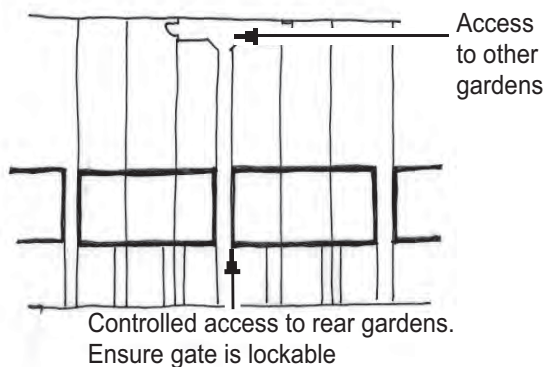
6.2   Rear Garden Access

✓ *Dos*

- Rear gardens should be strongly private territory, as should access, servicing and private vehicular parking arrangements

Back to back private gardens

Semi private front gardens

Public path/highway

**Fig. 22.
Block Definition**

**Fig 23.
Public / private definition**

- Where gardens adjoin open land, for example railway property, fencing certified to LPS 1175, security rating 1 may be required. Additional deterrant features such as increasing the height of fencing by adding a trellis top or thorny shrubs may be considered.
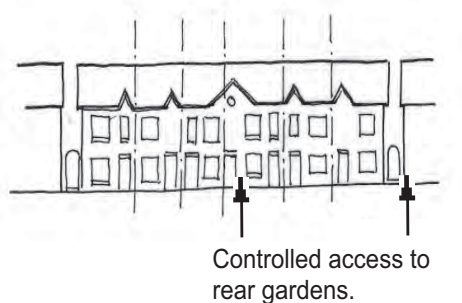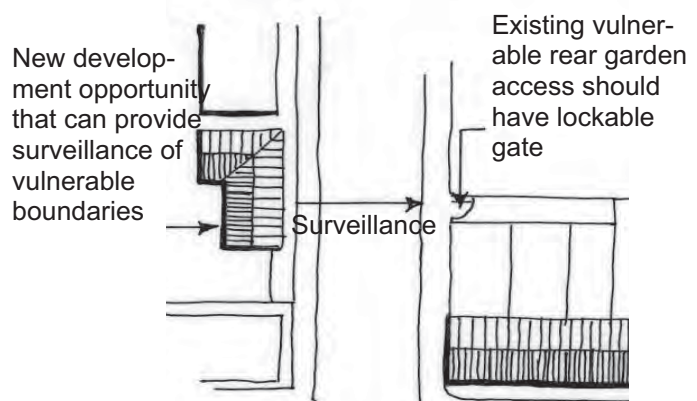
Access to other gardens

Controlled access to rear gardens. Ensure gate is lockable

Rear private gardens

Properties

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

**Fig. 24.
Plan of tunnel back housing.**

Controlled access to rear gardens.

**Fig. 25.
Plan and elevation of development with communal access to rear gardens.**

New development opportunity that can provide surveillance of vulnerable boundaries

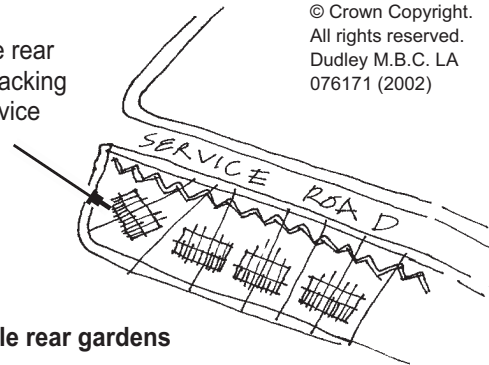Existing vulnerable rear garden access should have lockable gate

Surveillance

**Fig. 26.
Surveillance of vulnerable rear garden access.**

25

✗ *Don'ts*

- Rear gardens should not back onto side roads, service roads and footpaths.

Vulnerable rear gardens backing onto a service road

Fig. 27.
**Vulnerable rear gardens**

6.3   Sense of Ownership

Creating a sense of ownership by providing opportunities to clearly delineate between private and public space gives people the opportunity to personalise spaces that they control whilst projecting an image of a well-kept and loved environment. This implies a more private domain where space is respected more. Areas to the front of properties are semi private by being visually and physically accessible to passing public but still can project a more private situation. New developments need to make provision for personalisation and existing dispersed developments can benefit from allocating public space back to private ownership.

6.4   Boundary Treatments

Treatment of enclosures must convey a positive image through quality of materials and design yet providing adequate security. Hostile and defensive security measures are capable of affecting the wider perception of an area/town and could influence future investment.

✓ *Dos*

- Allow for more transparency of enclosures to ensure views inside and out of the site.

- Design good quality, attractive boundary treatments with well lit gated entrances to give the impression of a safer and more private situation increasing the potential for criminals to feel more vulnerable.
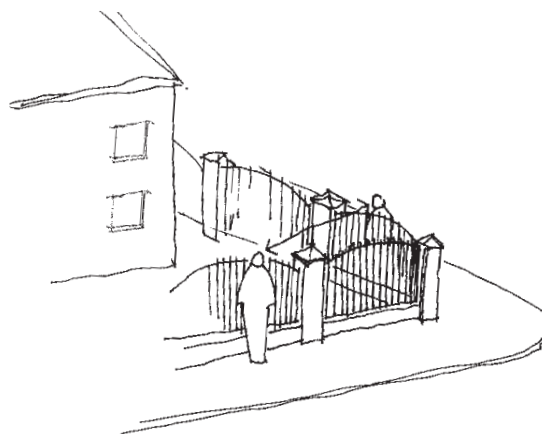
Gateway features to guide people to entrances.

Lighting in close proximity to entrances.
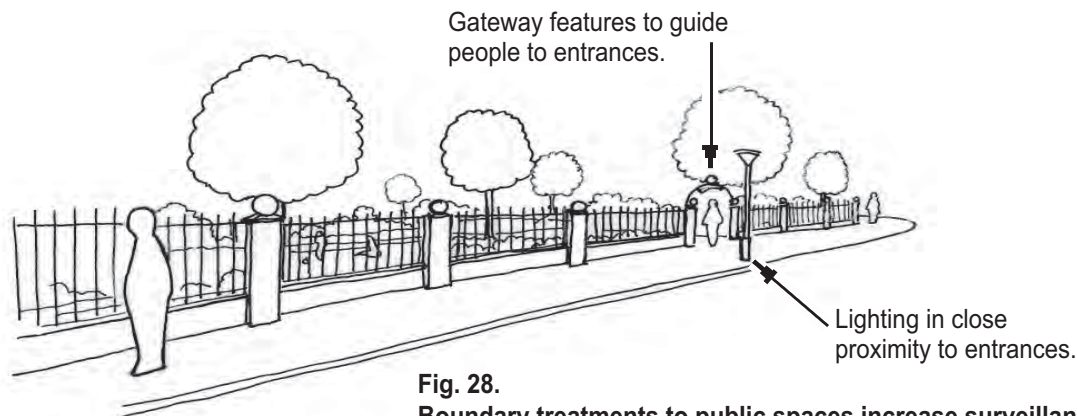
Fig. 28.
Boundary treatments to public spaces increase surveillance and reflects a high standard of design and materials.

26

(Photo Source: L.Richards)

Fig. 29.
Low brick wall and railings project a positive image and defines property boundaries

Fig. 30.
Boundary treatment provides privacy and security of properties as well as providing unobscured views

✗ *Don'ts*

- Boundaries should not obscure views and hinder surveillance of the street and public places.

- The use of negative design measures should be minimised such as razor and barbed wire.

No gateway feature

High brick walls and planting
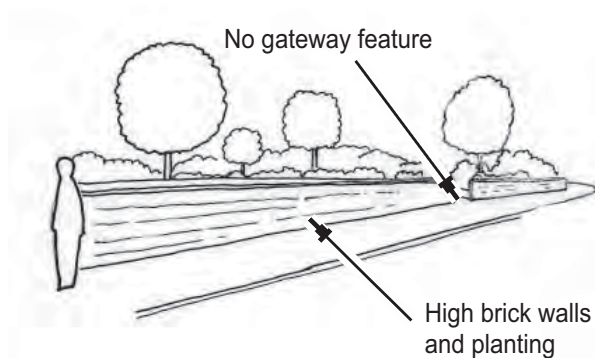
Fig. 31.
High boundary walls and planting with no gateway features obstructs views to and from a public space.

(Photo Source: L Richards)

Fig. 32.
Barbed wire creates a negative image

(Photo Source: L.Richards)

Fig. 33.
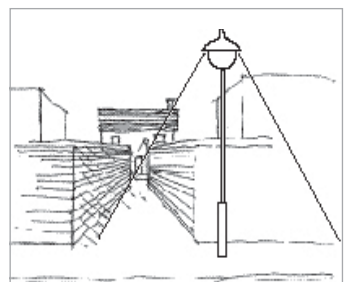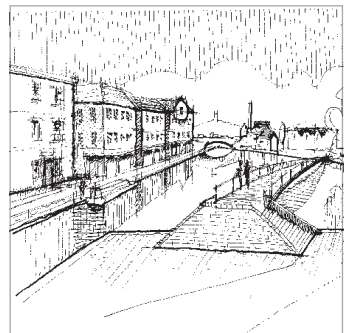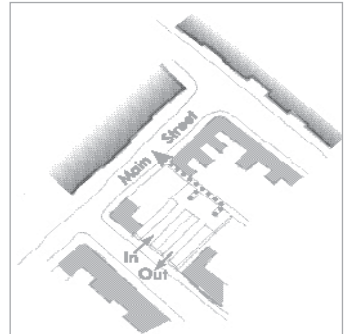**Cacti anti-scaling device to be used in high risk areas only**

Design for Community Safety

## Supplementary Planning Document

7.0 Natural Surveillance

7.0   Natural Surveillance

In "Safer Places: The Planning System and Crime Prevention" ODPM (2004) it states that crime and anti-social behaviour are more likely to occur if criminals can operate without fear of being seen. The design of buildings can help reduce such opportunities by having dwellings that face streets, increasing the number of windows in the side elevations of buildings and the use of bay windows to maximise visibility, etc. In general, *"well designed layouts of buildings and spaces create well overlooked places"*.

(Photo Source: L.Richards)

Fig. 34.
Activities can add vitality to local high streets
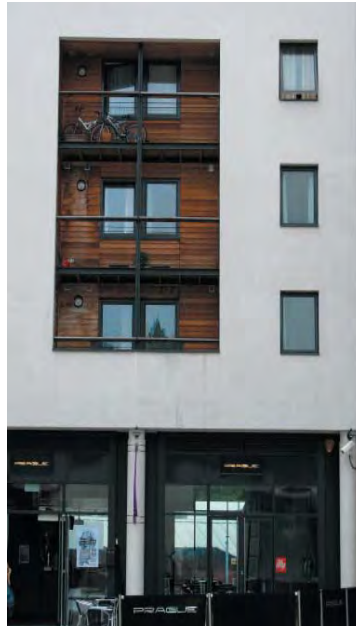
Fig. 35.
Mixed use development gives a higher level of activity and surveillance, Coventry

Fig. 36.
Terraced housing with bay windows gives visibiltiy of the street in three directions

7.1   Residential Areas

New housing layouts large or small, play a major part in preventing crime and reducing the fear of crime by increasing natural surveillance and activity. Community spirit is increased through regular sightings of neighbours, family members and individuals. This principle is not only for residential but a general principle beneficial in all areas of development.

Safety and security, both inside and outside the home is also a focus for 'Secured By Design' (SBD) and all new developments should be aiming to achieve such high standards as a matter of course. Many local police stations now have Architectural Liaison Officers (ALO) who can give advice on SBD and crime prevention for both new and existing properties. The cost of not taking such advice on board has been highlighted by the Association of British Insurers in "Securing the Nation: the case for safer homes" (2006), which states that Home Office figures value *" the cost of the average burglary in social and economic terms, at nearly £3,300"* as compared with £630, the average cost of increased security measures to SBD standards.

7.2 Street Frontage

Buildings should provide visual recognition of the street whilst creating sufficient defensible space.

✓ Dos

- Buildings should be located as close to the front boundary of sites as possible without compromising privacy.

- Main entrances of dwellings should open on to the street and entrances located so that they can be visually observed.

- Dwellings should have at least one habitable room, (not a bedroom), fronting the street at ground floor level. This enables residents to see visitors and tradesmen and control access to their properties.

- Surveillance should be maximised throughout the day by providing a mix of house types and tenures across proposed sites that cater for starter homes, single person, family and retired people.

- Ensure design solutions for corner sites maintain natural surveillance.

- Consider designing dwellings with bay windows increasing natural surveillance.

Fig. 37.
Traditional terrace properties with entrance and windows providing surveillance of the street.
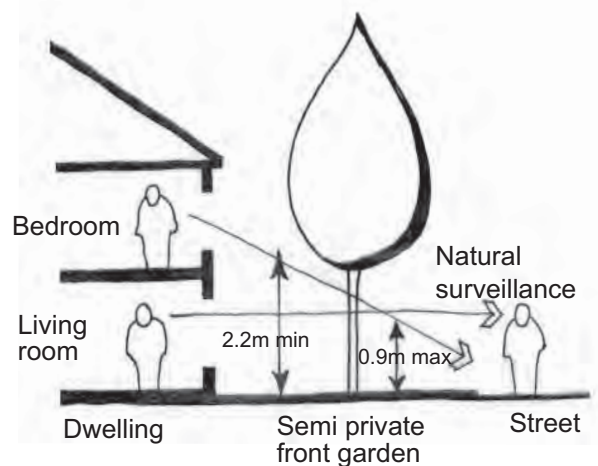
Fig. 38.
Habitable rooms such as living rooms positioned on the front of a dwelling will maximise surveillance of the street.
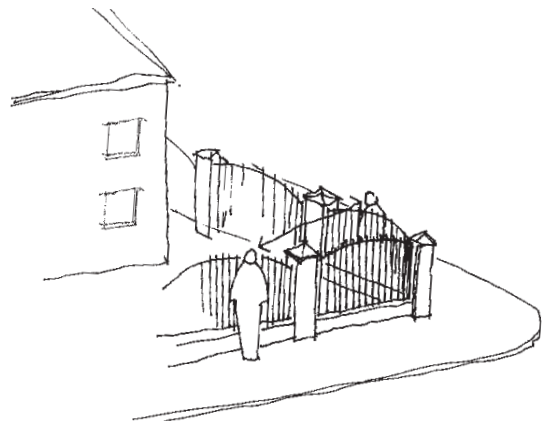
Fig. 39.
Boundary treatments and landscaping should not obstruct views to the street but provide sufficient privacy.

Fig. 40.
Boundary treatment provides privacy and security of properties as well as providing unobscured views

✘ *Don'ts*

- Development should not turn its back onto the street or public spaces.

- The amount of natural and active surveillance to and from the street should not be compromised.

- Unattractive and highly defensible facades are highly damaging to the character and appearance of an area and should be avoided.

- Development should not present blank gable facades on corner sites.

(Photo Source: L.Richards)

Fig. 41.
A corner property with a high back garden wall that prevents overlooking and activity onto the street.

7.3   Watercourse Corridors

Watercourses have the potential to provide some of the most attractive areas within our urban environment and where new development is planned alongside they should generally face canals and rivers to increase activity and surveillance, making them safer and more enjoyable to use.

Within the Borough there are several important watercourses, the most significant being the Severn Gorge which is a World Heritage Site. In this instance, development is carefully controlled through the Local Plan and Planning Policies so that new schemes will be expected to preserve or enhance the character or appearance of the World Heritage Site and Conservation Areas.

✓ *Do's*

- Open up public access to watercourses and other bodies to increase natural surveillance and safe enjoyable use

- Utilise appropriate landscaping for safety and wildlife

- Grade vegetation to water's edge

Fig. 42.
Reynolds Wharf, Coalport.

✘ *Dont's*

- Provide rear boundaries backing onto a watercourse or water body

7.4 Industrial Estates and Business Parks

These types of developments are prone to vandalism and theft. This is impacted by the nature of the land use formation and the zoning of uses. Most industrial estates do not face the street, have vulnerable backs and poor surveillance and often in remote locations. Most places are uninhabited after dark, making these types of development particularly vulnerable to crime.

✓ *Do's*

- Ensure building entrances are directly accessed from the street.

- Access routes should be well lit.

- Ensure rear access is well overlooked above ground floor and easily secured after hours.

- A portion of parking should be located close to main entrances.

- Ensure clear unobstructed views into the site.

- Open up public access to watercourses and other water bodies to increase natural surveillance and safe enjoyable use.

- Utilise appropriate landscaping for safety and wildlife

- Grade vegetation to waters edge

  Wherever policy permits, it may be possible to introduce a compatible land use that increases the amount of people using the estate, for example, a fitness centre or a similar activity which might open for longer and for seven days a week to raise the level of activity in the area night and day.

✗ *Don'ts*

- New developments should not create a cul-de-sac environment that reduces potential passive surveillance, as it can increase opportunities for vandalism and theft.

- Hard and soft landscaping, street furniture and signage should not to obscure safe routes.

- Service areas should not be positioned in close proximity to footpaths, cycleways and towpaths where unsightly, bulky rubbish emitting unpleasant odours can make its way onto the routes.

- Provide rear boundaries backing onto a watercourse or water body.

Note:

The local Architectural Liaison Officer can provide advice on crime prevention for businesses and can be contacted via the police station *(see contact details to the rear of this document)*.

7.5   Service Areas

Service areas to commercial development tend to be poorly located with minimal natural surveillance that encourages crime, vandalism and fly tipping.

√

Dos

- Rear access should have lockable gates

- External storage areas should be contained within a secure enclosure and well lit.

- Treatment of enclosures must convey a positive image through quality of materials and design yet providing adequate security.

- Views inside and out of the site should be maintained.

- Security cameras should be installed in high risk areas.
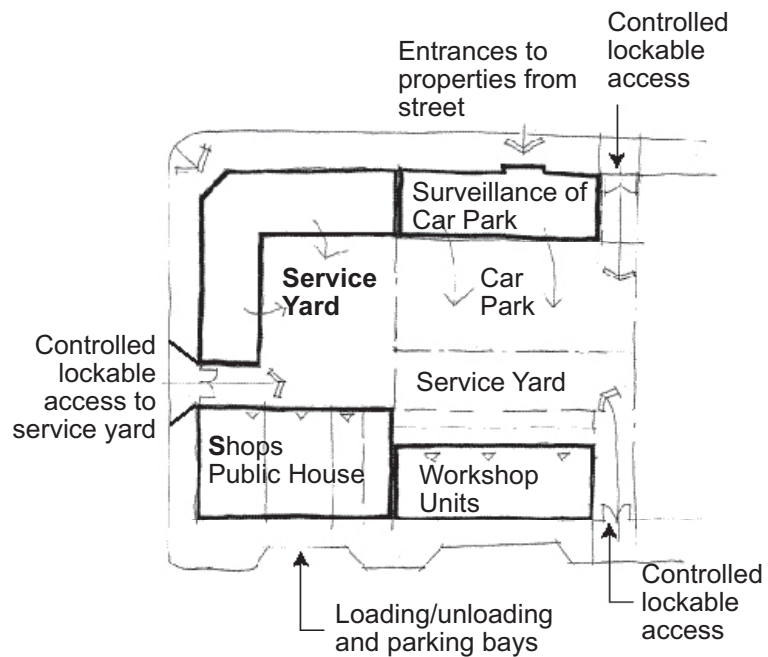
Fig. 42.
Compatible commercial uses with controlled access to service yards at the rear.
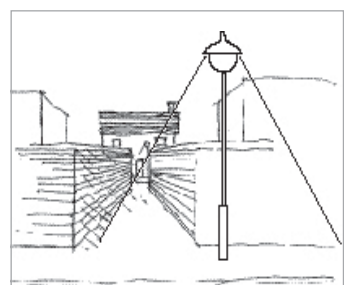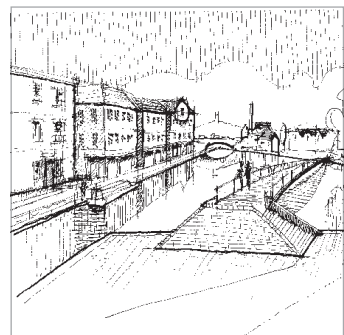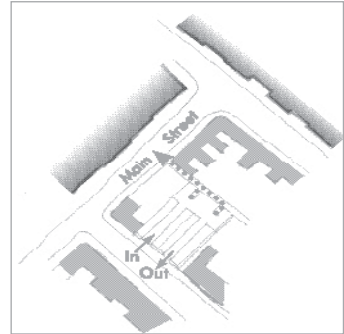
Design for Community Safety

Supplementary Planning Document

8.0 Landscape Design

8.0 Landscape Design

8.1 Safer Landscape Design Solutions

Poor landscape design proposals can compromise the safety and security of people and properties. The way trees and planting shrubs are poorly positioned and species inappropriately chosen and maintained can create entrapment spaces and reduce visibility particularly at corners of spaces, access points and along routes. This ultimately impacts on the levels of use a place/route gets and makes them more vulnerable to crime and antisocial behaviour.

Where landscape proposals are close to buildings, public routes and access points to public spaces a strong maintenance regime is required. Planting elements need well defined edges such as appropriately designed walls, kerbs and tree grilles etc. Landscape schemes are more successful when there is a suitable budget allocated to the proposal and that landscape designs are considered at the beginning of a project. The built and unbuilt environment needs to be designed together to ensure the landscape has an enduring quality and not a last minute addition to a scheme.

8.2 Natural Features

Natural features and their ecology are important as they provide shelter, support and sustain wildlife. Natural vegetation also absorbs pollutants that keep the air we breathe cleaner. Mature natural features give a sense of distinction and continuity with their surroundings. Existing trees and vegetation provide an immediate impact to a new development and is effective in defining spaces.

• In all situations development proposals should seek to retain and incorporate existing trees and vegetation.
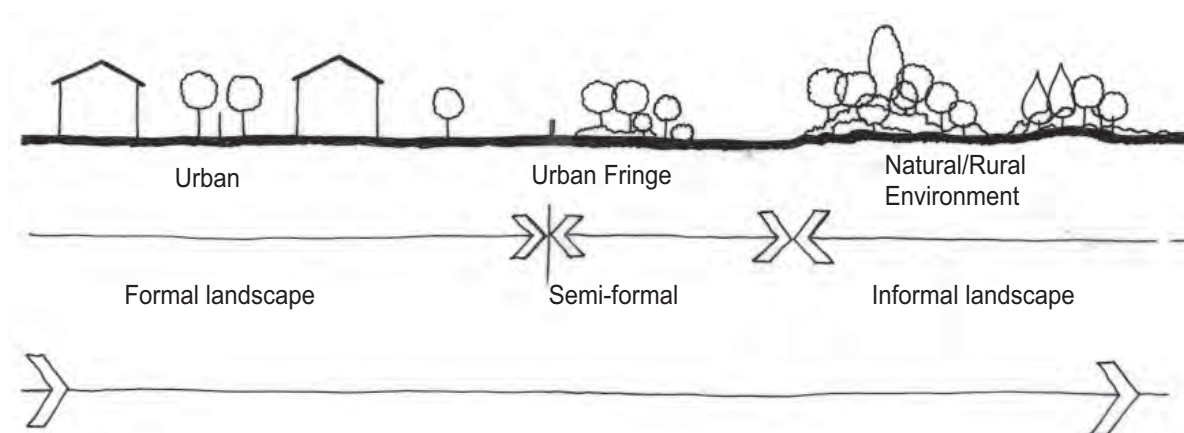
Fig. 43.
Landscape needs to be formal in urban areas and allowed to remain naturalistic in more rural environments.

8.3   Key Considerations

Landscape design plays an important role in creating an attractive environment that reinforces identity and enjoyment of a place. It too can provide a safe, comfortable external environment for all to enjoy. Landscape schemes need to consider the following criteria for external spaces to ensure better security. The creation of hiding places should be avoided.

✓ *Dos*

- Improving access through natural areas.

- Designing out overgrown shrubs and other thick barriers that are in close proximity to public footpaths.

- Providing entrances and exits into safe high activity area. (see Fig 13.)

- Reducing hiding and entrapment spots.

- Grading vegetation at woodland/park edges.

- Providing clear sight lines for long distances.

- *Where possible* paths should be no less than 4 metres wide when cycle and footways are combined.

- Improving lighting.

- Consider installing CCTV for sensitive spots *where natural surveillance is limited, e.g. for areas where there is an existing crime problem.*

- Plant thorny or spiny shrub species in front of vulnerable boundaries and buildings. This can help to reduce graffiti and unlawful access to properties.
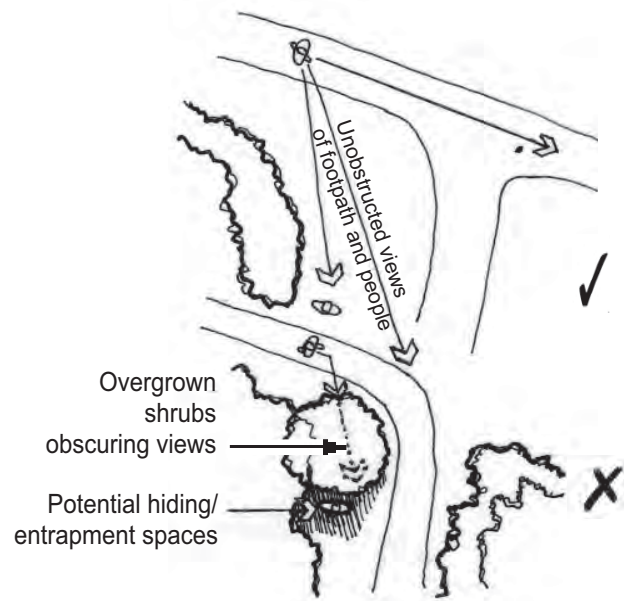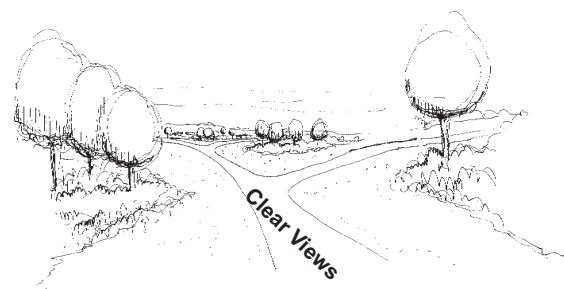

Fig. 44.

Fig. 45.
Illustrates the need to ensure clear sight lines and reduce overgrown vegetation close to public footpaths and cycleways.
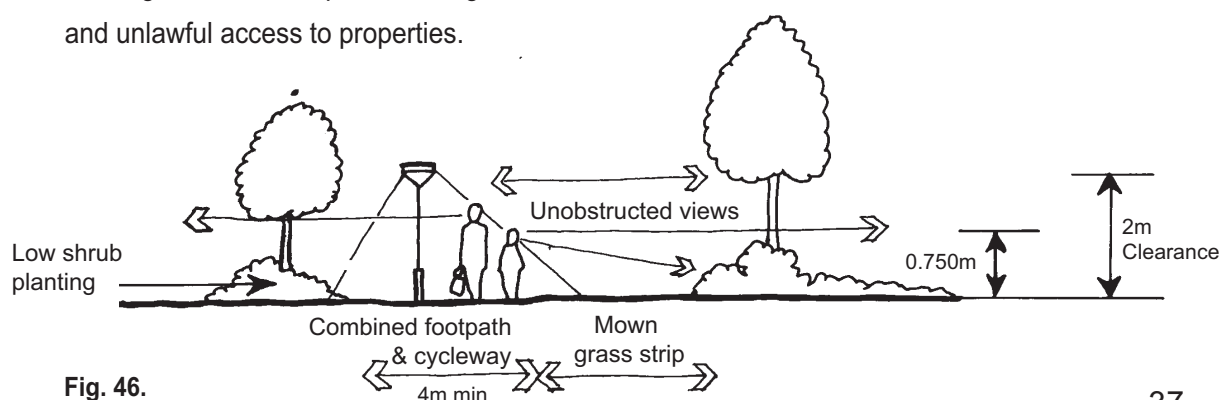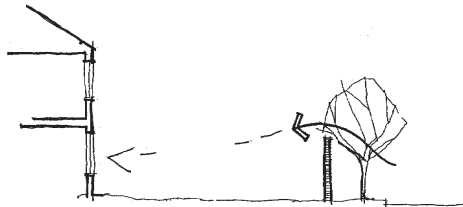

Fig. 46.

37

✗ *Don'ts*

- Landscaping should not obscure windows and doors.

- Minimise the creation of hiding places.

- Trees should not be planted in places where they may become climbing aids into properties.

- Trees should not obscure lighting and close circuit television cameras.

- Trees in public areas such as streets, parks and open spaces should not have any foliage below 2 metres. This will maintain a clear field of vision.

Fig. 47.
Trees with no foliage below 2m maintaining visibility, Birmingham

Fig. 48.
Tree as potential climbing aid.

BEFORE

Natural area

Desire lines
Unofficial paths created by people taking more direct routes

More formal open space with overgrown shrubs

AFTER

Clear views along footpaths, well maintained vegetation

Residential development facing open space

Creates choice. New routes with gateway features
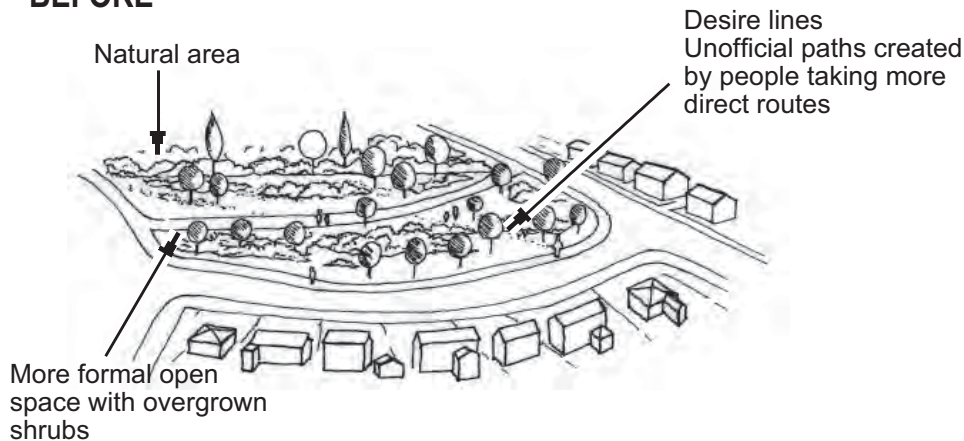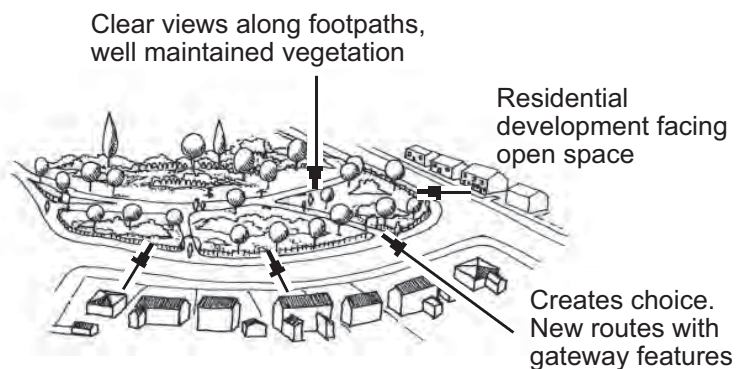
Fig. 49.
Indicative sketches illustrate the need to provide a more accessible, safe public space that is in close proximity to development.

8.4 Public Communal Areas

Communal areas should have a variety of uses for all age groups and provide a valuable community facility. If placed correctly, they can play an important part in reducing the incidence of crime by helping to increase the presence of individuals in recreational spaces and provide positive, healthy activities for our children. The National Playing Fields Association (NPFA) have design standards for play facilities and Telford & Wrekin Council have a "Play Strategy" which should be referred to when considering the introduction of new facilities. However there needs to be a balanc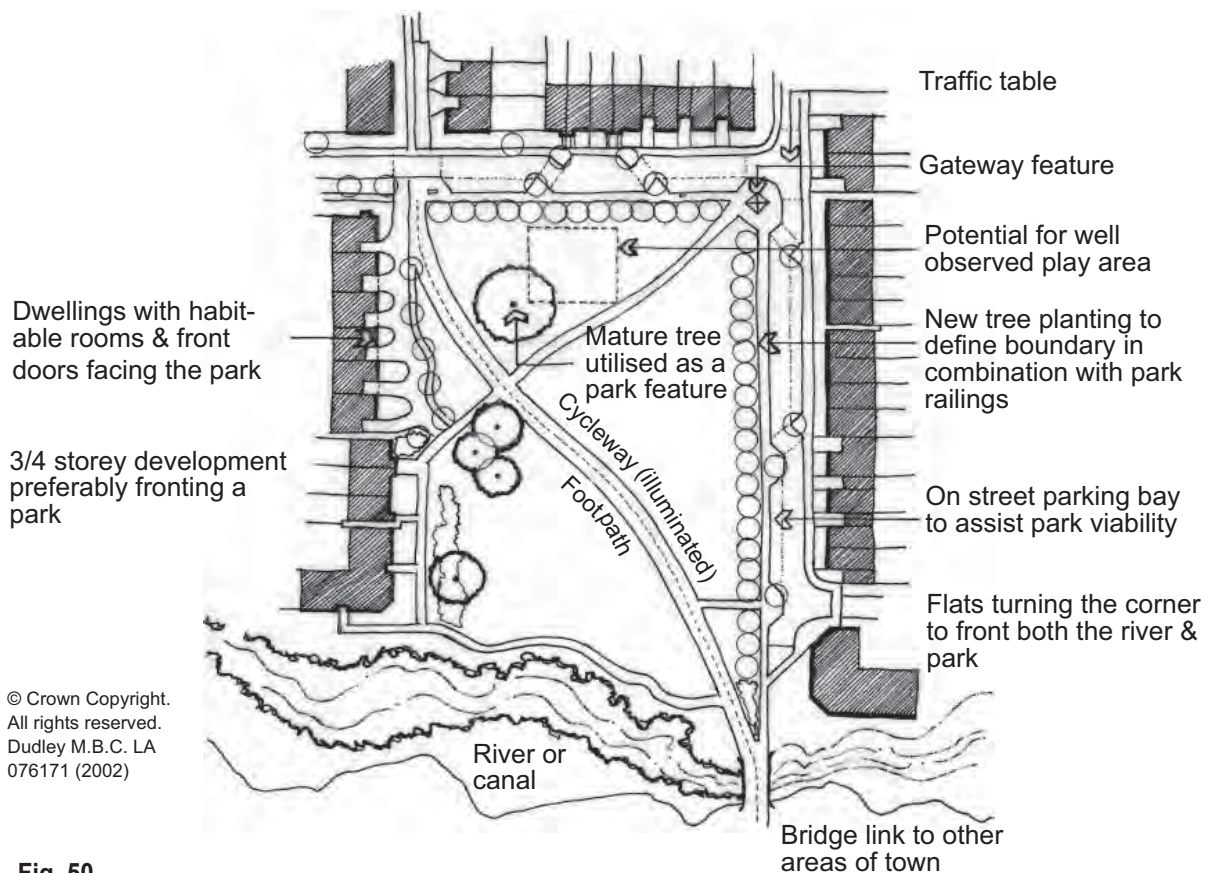e between meeting these standards and ensuring that play facilities are not placed in locations where surveillance levels are reduced.

✓ Dos

- Design communal facilities so that nearby dwellings can provide supervision of the space.

- Provide a safe route for users to come and go.

- Boundaries between public and private space should be clearly defined.

- Open spaces should prevent unauthorised vehicular access.

- Create as much development frontage as possible onto parks and open spaces to increase observation of the space.

Traffic table

Gateway feature

Potential for well observed play area

New tree planting to define boundary in combination with park railings

On street parking bay to assist park viability

Flats turning the corner to front both the river & park

Dwellings with habit-able rooms & front doors facing the park

3/4 storey development preferably fronting a park

Mature tree utilised as a park feature

Cycleway (illuminated)

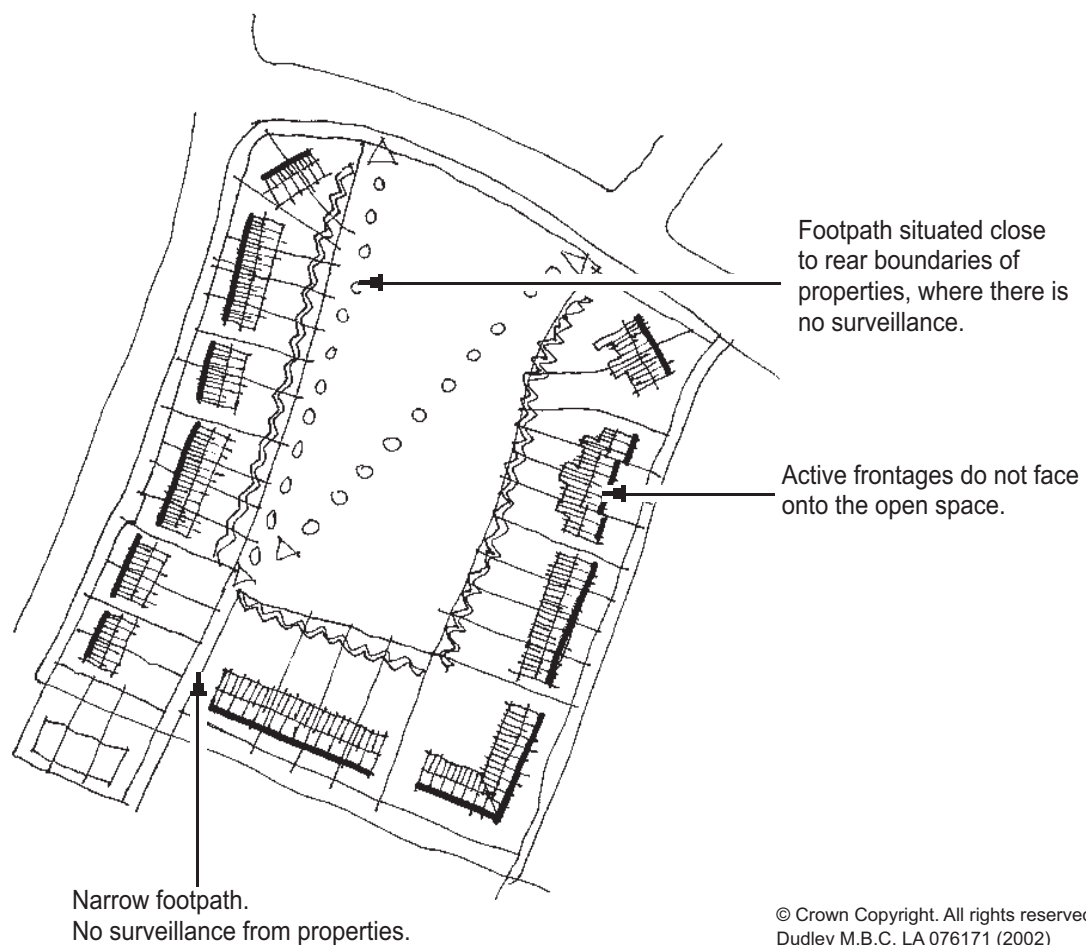Footpath

River or canal

Bridge link to other areas of town

**Fig. 50.
Indicative Layout of Public Park**

- Play areas should meet NPFA design guidance / guidance in the Councils' play strategy.

- Telford & Wrekin Council should be consulted on proposed play facilities.

- Open space play facilities should be maintained to a good standard to avoid the impression that nobody cares in the area.

✘ Don'ts

- Private rear boundaries should not back onto a public park or open space.

Footpath situated close to rear boundaries of properties, where there is no surveillance.

Active frontages do not face onto the open space.

Narrow footpath.
No surveillance from properties.

Fig. 51.

Community Safety

Design for

Supplementary Planning Document

9.0 Revitalising Towns through Mixed Use

9.0   Revitalising Towns through Mixed Use

9.1   Achieving Safer Town Centres, Local Shops and Businesses

Town centres in general are lively safe places during the day but at night become much quieter with little activity so that vandalism and burglaries have greater opportunity to occur. The cumulative effect of large parts of a town being empty after six thirty, when shops are shut and workers have departed gives people little purpose to visit. When there are fewer people about it also increases the fear of crime. However encouraging more people to live in towns and creating a more pedestrian orientated environment with good lighting levels will help to control and reduce criminal activity.

The key to bringing back life into our towns particularly at night is:-

To maximise the range of uses in towns to extend the time that people are present in the streets so that people can provide active and passive surveillance of places.
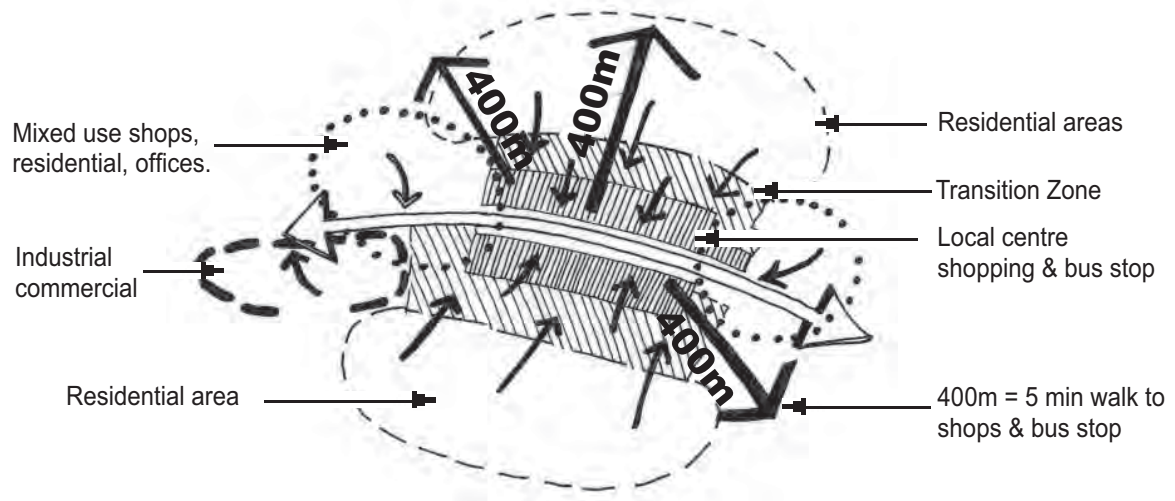
9.2   Mixed Use

By creating and promoting high quality, well lit environments with a mixture of uses, it is more likely that different groups people will use spaces and buildings in different ways at different times. This means that the hours of use of a place may be extended over the day and enjoyed by different cultures and age groups. This combination of mixed uses and higher densities increases the presence of people, which helps to make safer streets and spaces

In order to support a range of activities into the evening there need to be a range of complementary services. These range from management and planning, e.g. licensing to the provision and proximity to public transport to enable people leave quickly and rely less on private car use as well as promoting a cleaner and more sustainable environment. This design approach is not only more sustainable, but also increases richness, vitality and diversity much needed to combat safety and security issues.

✓ *Dos*

- Site mixed use development close to public transport and nearby shops reducing the need to travel by private transport.

- Provide a mix of uses for a range of people with different incomes, family size, ages, gender and mobility.

- Convert and retain old buildings to reduce the need to redevelop areas.

- Mixed use blocks should be composed of a variety of compatible uses, with a walkable perimeter (5 to 10mins) and a residential component.

Fig. 52.
Designing places that are more sustainable and vibrant by creating places that are walkable to a local centre and bus stop. Land uses are not clinically zoned.
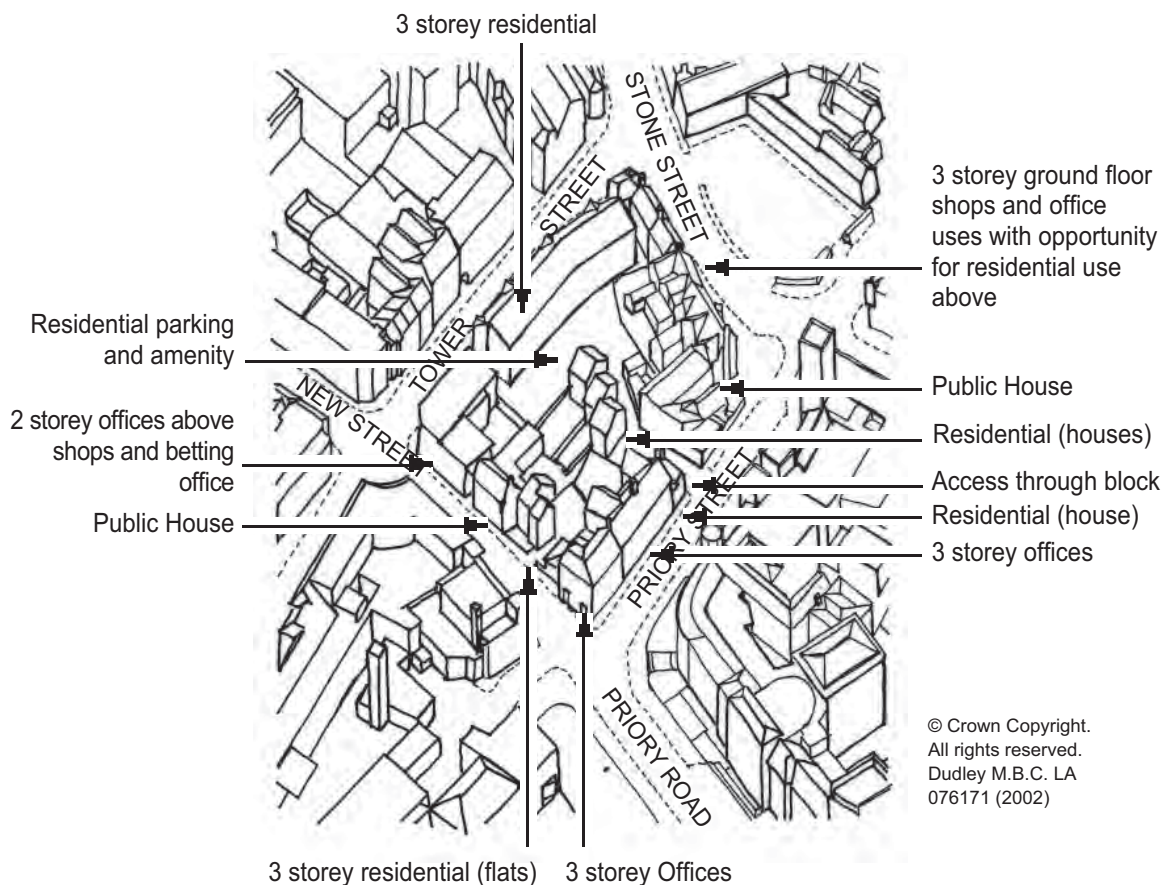
Fig. 53.
**Example of a mixed use block, Dudley Town Centre.**

9.3   Mixed Use Building

A mixed use building contains a number of activities. This is usually a change of use horizontally where the ground floor is commercially dominated and the upper floors are residential. Providing living accommodation over retail can often secure the better use, maintenance and longer life of a building.

✓ Dos

• Separate entrances to the ground and upper floors onto the public street.

• Living rooms of a residential upper floor should face the public street to increase natural surveillance.

• A proportion of active rooms to face private rear access to increase natural surveillance.

• Private rear parking and gardens should have controlled access.

• Provide natural surveillance of bin storage areas.
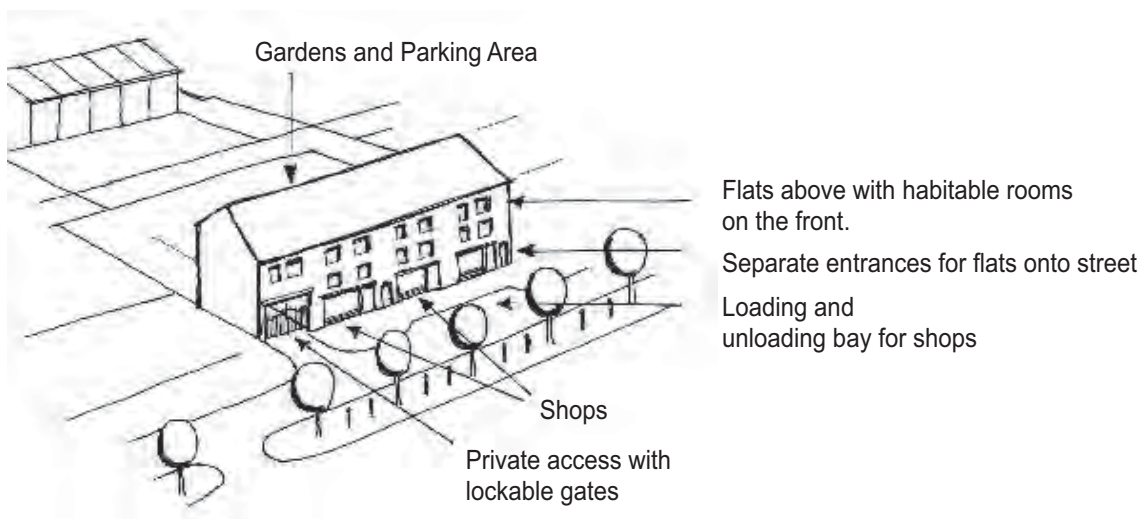
Fig. 54.
Mixed use building design.

Fig. 55.
Living above the shop, The Square, Ironbridge.

(Photo Source: L.Richards)

Fig. 56.
Shops on the ground floor with residential accommodation upper, Dickens Heath, Solihull

9.4   Shop Frontages

Whilst "Safer Places" (ODPM 2004) emphasises "protection" as one of its key attributes, which is in line with Secured By Design, it advises that this can be done *"without compromising the quality of the local environment"*. Within Telford & Wrekin, the Council and local ALO's will not generally support the use of roller shutters, as it leads to monotonous, unattractive frontages, reinforcing the fear of crime and encouraging criminal activity. It also reduces the potential for window shopping having an effect on trade. Retailers are dependent on attracting passing trade not only during the day, but also in the evenings.

Dos ✓

- Full window-shopping should be maintained as it offers the potential to enhance trade and also allows surveillance by passers-by to report any disturbances.

- The construction of internal shutter boxes with strengthened glass in all cases of new shop frontages.

- All shutters whether internal or external should be as transparent as possible.

- Shutters should have large round punch holes to optimise visibility both ways and powder coated coloured treated for durability.

- Provide distinctive architectural ironwork. This is an attractive alternative and appropriate for buildings in conservation areas and/or of architectural importance.

- Entrances and frontages should be well lit.

Fig. 57.
Example of poor roller shutter design that impinges on window shopping and creates an unattractive shop frontage.

Fig. 58.
Shop front grilles particularly in conservation areas and listed buildings, can not only provide security but also an attractive feature (Temple Bar, Dublin).
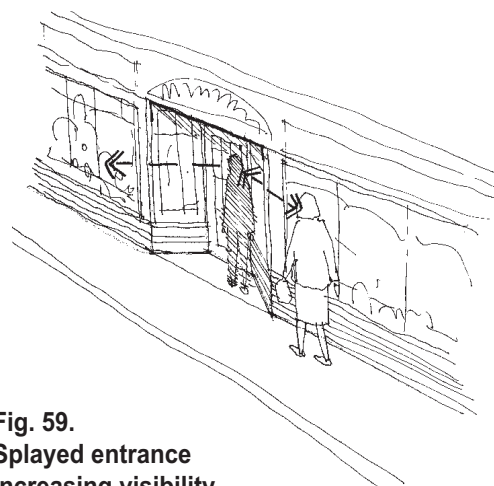

Fig. 59.
Splayed entrance increasing visibility.

✗ Don'ts

- Roller shutters should not reduce window shopping potential.

- The depth of door entrance recesses to shop frontages should not create potential hiding places.

(Photo Source: L. Richards)

Fig. 60.
Existing roller shutters significantly reduce window shopping potential and create very unattractive shop frontages.

Potential hiding place.
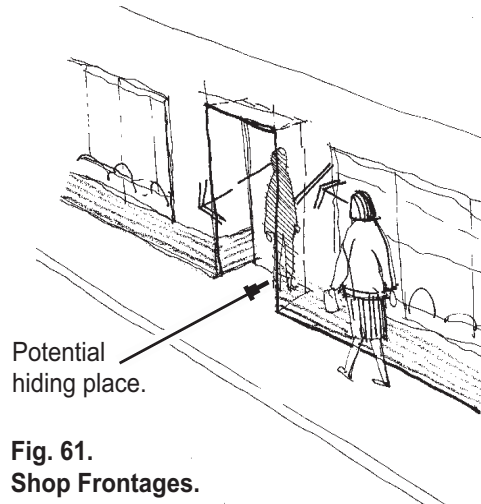
Fig. 61.
Shop Frontages.

9.5   Street Furniture

The appearance and organisation of street furniture in streets and public spaces is essential in creating a positive, memorable and much-loved environment. The public realm is frequently cluttered up by poorly sited signage, street furniture, service and phone boxes and when combined with a car-orientated environment, it creates a less than friendly pedestrian environment.

The image and general upkeep of streets and public spaces affects peoples perceptions giving the impression that a place is either well looked after or neglected. Poor design solutions can lead to an increase in crime and fear of crime, where a well designed and well kept environment can help to reduce crime and fear of crime restoring public confidence and social pride.

To create well designed and enduring streets and public spaces, first and foremost requires a better co-ordinated approach between stakeholders such as highways engineers, local authority and service companies so that underground services are co-ordinated and positioned in shared strips to minimise the influence they have on layouts. This will ensure that:

- Streets and public spaces become less cluttered and more accessible for pedestrians, cyclists and drivers.

- Phone and service boxes are positioned so not to obstruct pedestrian movement or obstruct visual linkages.

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- Signage and barriers are minimised through design layouts that are clearer and enables users to find their way around places more easily.

- Street furniture responds to context such as landscape, buildings and floorscape.

- Higher quality design is encouraged creating more innovative and contemporary designs not always relying on the heritage image.

- High quality products are visually attractive and longer lasting.

Fig. 62.
Paving, Oakengates

(Photo Source: L. Richards)
Fig. 63.
Good quality surfacing for pedestrians and vehicles, London

Fig. 64.

Figs 62 - 63: Examples of uncluttered environments with clear routes using colour, texture for directional movement and finger post signage for pedestrians.
Fig. 64: Example of a highly cluttered environment.

(Photo Source: L. Richards)
Fig. 65.
Seating, town centre Telford

(Photo Source: L. Richards)
Fig. 66.
Seating, Wolverhampton

Fig. 67.

Figs 65 - 66: Examples of good quality street furniture that presents a positive image whereas
Fig. 67: Poor quality materials reflect a more downbeat image.

9.6 Lighting

In most cases lighting helps people feel more secure and can reduce the level as well as the fear of crime. A well designed scheme will create an even distribution of light and avoid the creation of dark corners or hiding places, making pedestrians feel safer and more comfortable when walking the street. When designed in conjunction with security cameras, a lighting scheme can also increase the chances of detecting, identifying and apprehending criminals and vandals. The promotion of better lighting should be considered as an integral part of any registration scheme on existing residential estates. However, in accordance with advice in "Manual for Streets", it is important that care should be taken to avoid light pollution and intrusion, particularly in rural areas. In some cases, it may not be appropriate to provide lighting, for example in a new development in an unlit village.

✓ Dos

• Promote improved lighting levels for high risk or vulnerable areas, but consider sensitively designed schemes for historic, conservation areas and rural areas.

• Consider different types of lighting for particular situations, for example, the use of a "whiter" light in public areas increases lighting levels in the evening, can make people feel safer and assist in the identification of criminals by security cameras.

• Heights of lighting columns in pedestrian areas should have a human scale, but also need to function effectively alongside new and existing trees (fig. 69).

• Encourage lighting to be attached to buildings or combined with other uses such as security cameras in order to avoid street clutter. However, where columns are provided they should be sited so that they cannot be used as a climbing aid into adjacent properties.

(Photo Source: L. Richards)

**Fig. 68.
Lighting combined with signage, Coventry**

(Photo Source: L. Richards)

**Fig. 69.
Imaginative use of lighting below an underpass, Birmingham**

(Photo Source: L. Richards)

**Fig. 70.
Lighting attached to buildings to avoid street clutter, Birmingham**

✗ Don'ts

• Avoid low level lighting in remote locations because they do not illuminate the face of a potential attacker, therefore reducing the power of identification.

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9.7   Closed Circuit Television Systems (CCTV)

Security cameras and CCTV have a place in deterring and monitoring crime in town centres, car parks and sensitive areas where crime rates are high. They can be used as part of an integrated approach in crime prevention along with other design measures such as good lighting and high quality landscaping. However CCTV could be considered intrusive and a restriction on a person's freedom. Local authorities are required to display signage to convey that an area is monitored by security cameras which must be carefully integrated into the built environment. Natural surveillance and presence of people in public places with well designed public spaces will always be the best form of crime deterrent.

✓ Dos

- CCTV equipment should be installed in locations that are obvious, but should not compromise the visual amenity of a place.

**Fig. 71.
Security camera notice, Telford**

- Cameras should be combined with other activities, for example, street lighting or mounted on buildings in order to avoid cluttering the street. Where free standing poles have to be used, care should be taken to conceal or screen any associated service cabinets, particularly in Conservation Areas.

- In the case of listed buildings the installation of CCTV requires planning consent and positions of equipment to be agreed.

**Fig. 72.
CCTV discreetly positioned on the wall of a building. Wellington Town Centre.**

(Photo Source: L. Richards)

✗ Don'ts

- CCTV installation should not be detrimental to the integrity of a building.
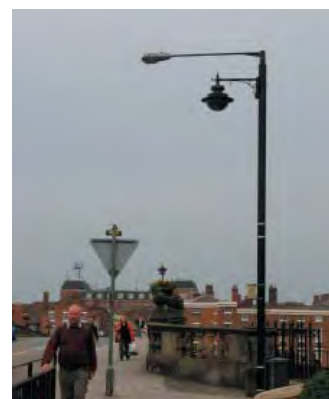
**Fig. 73.
CCTV combined with street lighting, Shrewsbury**
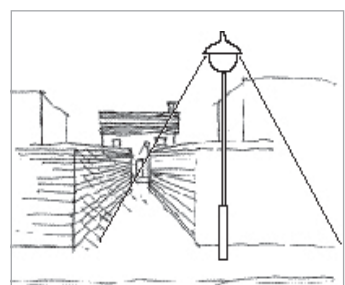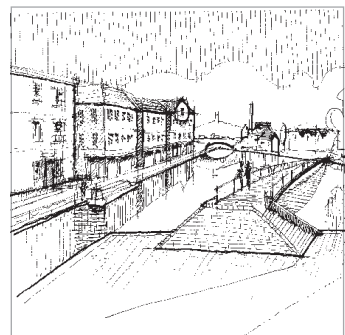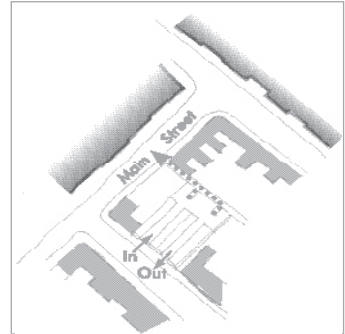
(Photo Source: L. Richards)

PPG 15, 'Planning and the Historic Environment', Annex C recommends that only less harmful and visually unobtrusive positions should be agreed where CCTV equipment is to be attached to a listed building.

Community Safety

Design for

Supplementary Planning Document

10.0 Car Parking

Car parks where vehicles are left temporarily or overnight provide opportunities for criminal activity such as theft and attack. Good design, lighting, management and maintenance of car parking areas go hand in hand, in order to create the facilities where people feel safe and secure. Car parks tend to be located on prominent sites on the edges of a town, therefore care and attention needs to be paid to their appearance.

All types of car parks should:

- Provide for people of all abilities such as women, families, the elderly and people with restricted mobility and disabilities.

- Car parks should be convenient, well lit and efficiently designed.

- Be designed to reduce opportunities for inappropriate use such as easy and quick escapes for criminals.

- Should discharge users safely, efficiently and directly to the street.

- Specify vandal resistant materials.

- Install Closed Circuit Television.

Key considerations

- Layout

- Illumination

- Enclosure

- Landscaping

- Scale

- Form

- Surveillance

The public's concern over the safety of car parks has been recognised by the Association of Chief Police Officers (ACPO) and consequently they set up a safer parking scheme which is known as "Park Mark"®. This means that there are now many car parks across the country that have been accredited by Police Architectural Liason Officers (ALO's) who are trained as Park Mark Accredited Assessors and meets certain standards to reduce crime and the fear of crime. Information on where such car parks are located can be found via the website: **www.saferparking.com**

10.1 Multi Storey Car Parks

Car parks need to feel safe particularly multi storey car parks where parking has tended to be poorly lit, with badly maintained lifts and layout that create hiding places.

✓ Dos

- Multi storey car parks need to be more attractive and user friendly with clean, well lit interiors, easy to find access and exit points complimented by good signage.

- Be sympathetic to scale and character of nearby buildings.

- Maintain visual linkages across the site, internally and externally.

- Multi storey car parks should be designed to incorporate ground level activites, eg. shops, offices or be wrapped with single aspect housing
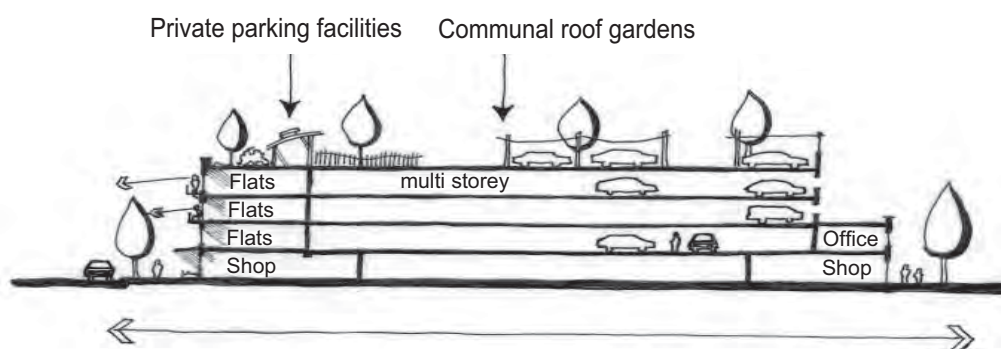

Fig. 74. Park Mark® car park, Telford

(Photo Source: L.Richards)

**Fig. 75.
Multi storey car park screened behind apartments, Merry Hill, Dudley**

**Fig. 76.
Multi storey parking structure wrapped by single aspect mix of suitable uses.**

✗ Don'ts

- Create hiding places or areas in shadow within a car park or on an approach *to it*.

- Impose rectangular forms when the site is of an irregular shape.

- Create dead ends, blind corners, long lengths of solid wall that hamper visibility.

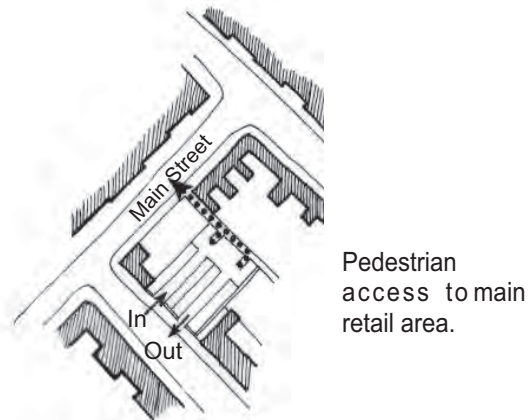- Landscape should not create potential hiding places.
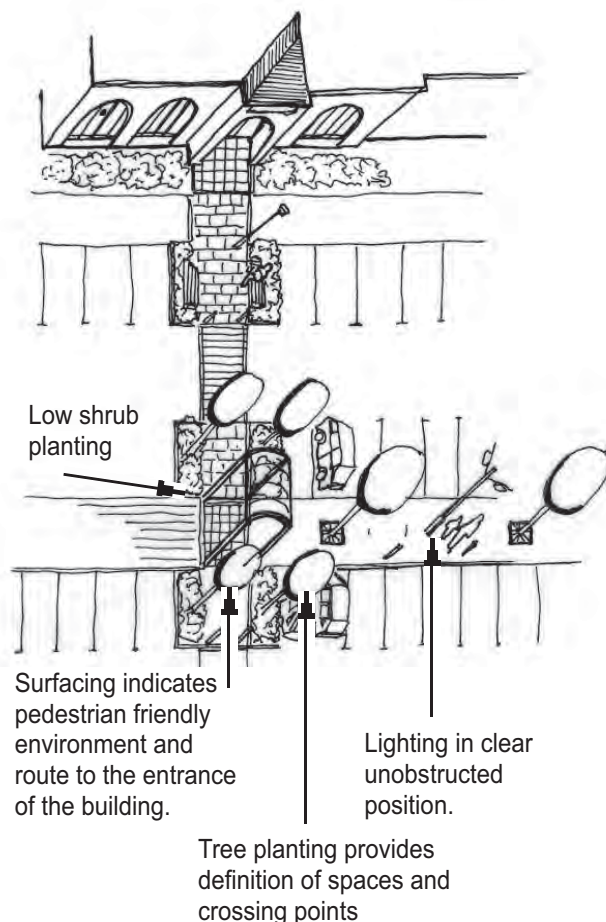
10.2 Surface Car Parks

Supermarket and business car parks tend to be large unsightly spaces that impact on the visual quality of an area. Car park design should consider ways to minimise its impact and create a safe and attractive environment. Lighting and landscaping is fundamental in effectively reducing its impact but neither should undermine public safety. Dead ends, blind corners, solid walls that reduce visability should not be created. Footways should not be located close to high walls or densely landscaped areas.
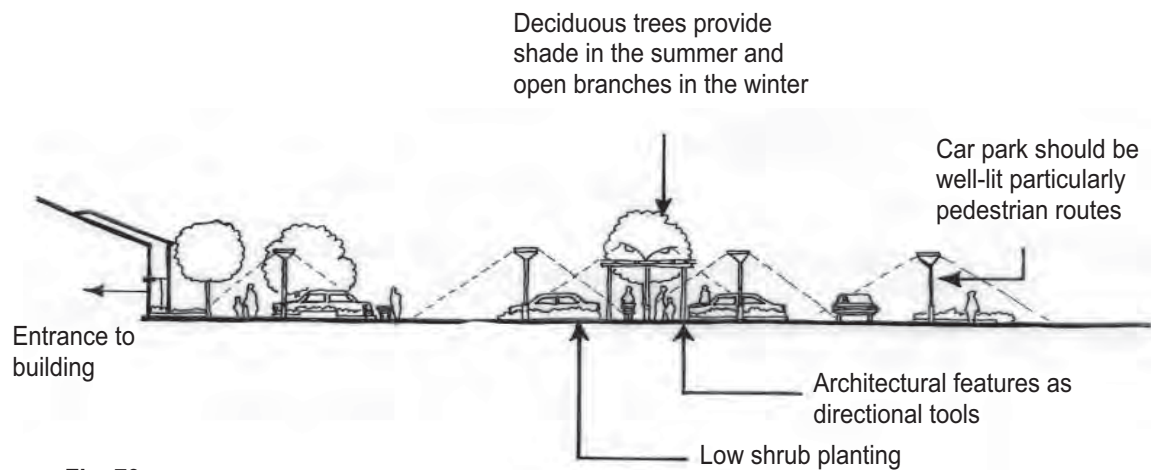
✓ Dos

- Large parking areas should be sub divided into smaller areas.

- Car parks should lead directly to the street or main entrance of a building served by the car park.

- Ensure overlooking is maximised by nearby buildings. This is essential where car parks to sports and entertainment centres are used more frequently at night.

- Pedestrian areas should be clearly defined by creating a more pedestrian friendly environment.

- Level surfaced areas for all abilities should be provided.

- Visual markers should be used to increase ease of movement and direct users.

- Landscape planting should be used to define spaces and reduce the spatial impact.

- Parking bays, paths and circulation routes to be well lit.

- Signage should be clearly visible.

Pedestrian access to main retail area.

Fig. 77.
Car park located within walking distance of a main street.

Low shrub planting

Surfacing indicates pedestrian friendly environment and route to the entrance of the building.

Tree planting provides definition of spaces and crossing points

Lighting in clear unobstructed position.

Fig. 78.
Car parks with clearly defined paths and entrances

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

Car park should be well-lit particularly pedestrian routes

Entrance to building

Architectural features as directional tools

Low shrub planting

Fig. 79.
Indicative section through a car park.

✗ *Don'ts*

- Landscape planting should not obscure views, cars or create potential hiding places.

- Create dead ends, blind corners, solid walls that reduce visibility.

- Locate footways close to high walls or densely landscaped areas.

- Planting areas should not create litter traps.

Fig. 80.
Landscaping should be maintained so that it does not become overgrown and a potential litter trap.

10.3 Residential Parking

The design of car parking has a significant effect on the way a residential area looks and functions and so it has to be done in an integrated way without compromising the saftey or attractiveness of the street. In "Car Parking: What works Where" produced by English Partnerships (2006) it is suggested that *"it is not only the amount of car parking that matters but also how and where it is accommodated in relation to the home and the street".* Whilst parking can be provided in different ways, the research recommends that where possible parking should be accommodated to the front of a dwelling whether on street or on plot, with rear courtyards being a secondary option.

Car parking to the front of the dwelling should not impinge on the visual connection between the street and dwelling. Where integral garages are proposed (fig 81) they should not dominate the frontage and so should be setback to reduce their visual impact on the street

√*Dos*

• Parking should be within close proximity of dwellings.

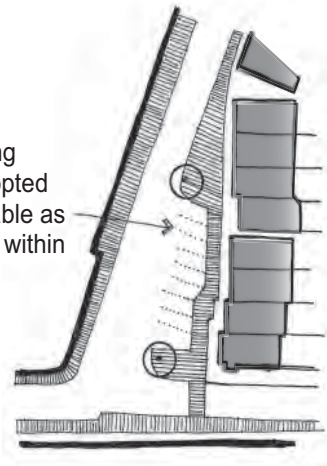• Residents should have unrestricted views over their vehicles.
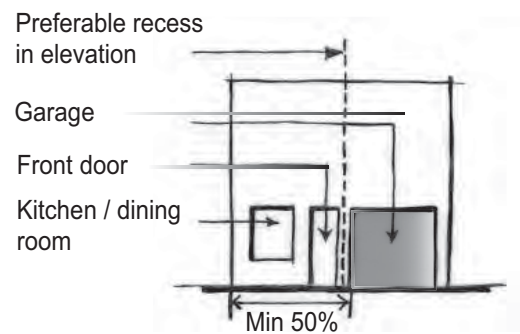
Fig. 81.
Integral Garages: to avoid development being dominated by garage doors, new dwellings should have the front door and a habitable room window to the front elevation.
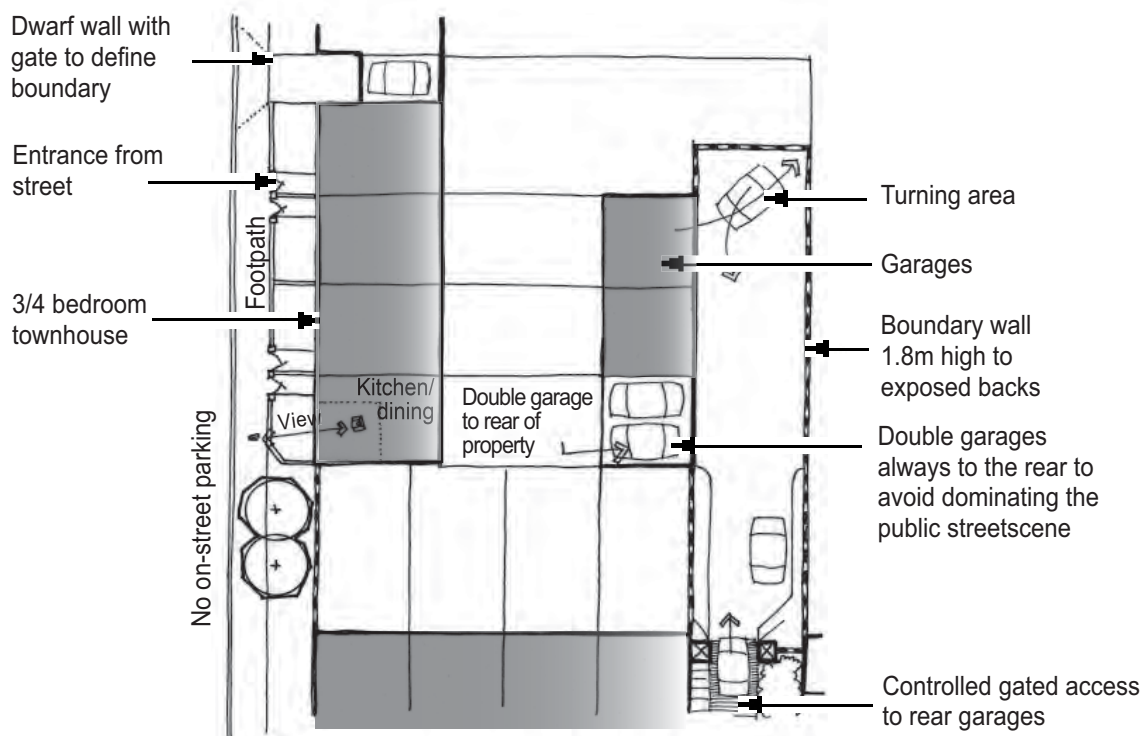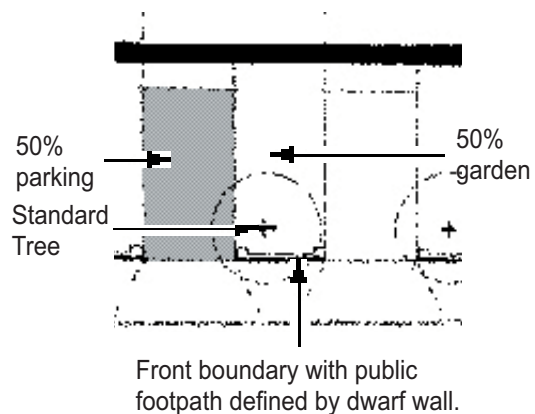
Fig. 82.
Location of Double Garaging

- Alternative locations for parking need to be an acceptable distance and position from a dwelling.

- Garages or parking spaces located to the rear of a property should be accessed via a drive through or in certain circumstances a gated access to define what is intended to be private and secure

- Parking directly in front of a dwelling should not exceed 50% of the front elevation to ensure surveillance of the street is maintained.

- Garages should not be designed to be used as climbing aids to gain access to properties.

- Parking courts for houses should be small ideally not exceeding 10 no. spaces with dwellings abutting the court should have habitable rooms to watch over the parking area. (Fig. 85)
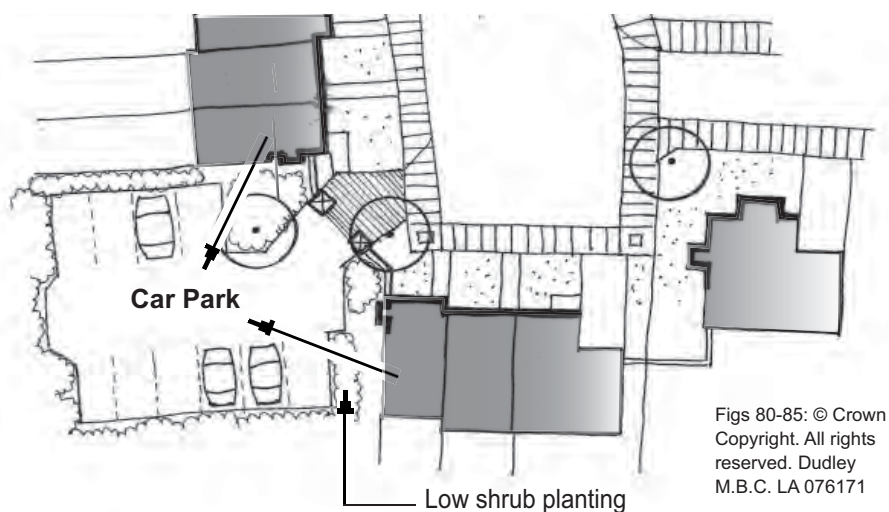

On street parking can only be adopted where permissable as public provision within the highway.

Fig. 83.
Adopted Parking

50% parking

Standard Tree

50% garden

Front boundary with public footpath defined by dwarf wall.

Fig. 84.
Frontage parking where permitted

Car Park

Low shrub planting

Fig. 85.
Windows and entrances to properties should provide surveillance of car parking area.

10.4 Home Zones

A Home Zone is the term for *"a street where people and vehicles share the whole of the road space safely, and on equal terms: and where quality of life takes precedence over the ease of traffic movement"* Institute of Highways Incorporated Engineers (2002). Whilst still relatively new in this country, a series of home zones have been created across the country since they were permitted under the Transport Act (2000). Although the legislation provides guidance on how a home zone is laid out, schemes can be newly created or designed for existing residential areas. However the creation of a home zone is distinct from just introducing a shared surface as it requires that the entrance and exit to be clearly marked to ensure that people are aware of the different environment.

The character of a home zone or homes served by a shared surface can vary according to the way the buildings, trees, planting and surface treatments are designed, but in principle they should adhere to the same guidelines as any other residential layout in terms of community safety. However there may be differences when it comes to parking; for newly created schemes, on street parking can be integrated into the design and may be a particular feature of the scheme, but in regard to parking provisions for existing streets this may need to be negotiated with residents and may require some creative thinking in design terms.

✓ Dos

- Parking should ideally be within close proximity of dwellings.

- Residents should have unrestricted views over their vehicles.

- *Ensure that there is clear definition between public and private space as the use of shared surfaces can blur the edges.*

Fig. 86.
Entrance to Home Zone, Telford.

✗ Don'ts

- Landscape planting should not obscure views, cars or create potential hiding places.

- Dead ends, blind corners and solid walls that reduce visibility, should be avoided.

- Locate footways close to high walls or densely landscaped areas.
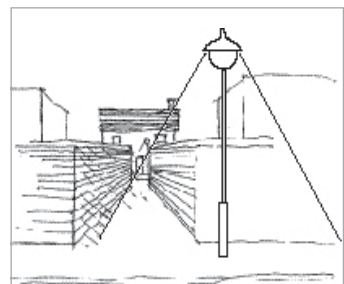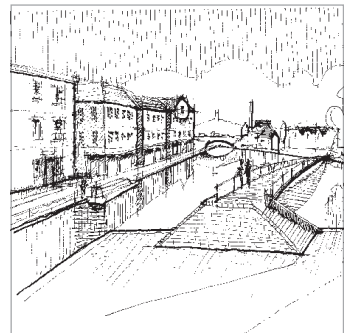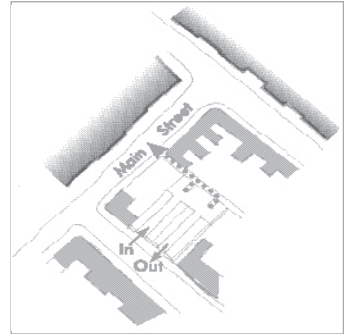
- Planting areas should not create litter traps.

Fig. 87.
A Home Zone street, Telford.

11.0 Maintenance of the Environment

11.0 Maintenance of the Environment

Peoples' perceptions are affected by the appearance of places hence a tidy, well maintained urban environment is essential in sustaining confidence and helping to control vandalism, crime and fear of crime. The planning system can be the starting point for setting up a programmed regime of cleaning and maintenance, for example grass cutting, litter, *replacing defective street lights* and graffiti removal. "Safer Places ODPM (2004) highlights the need for *"proper attention to design quality and attractiveness of the street"*. Public area such as streets and open spaces need to be sustainable and at times high maintenance design is not appropriate. High quality materials are one way of ensuring an enduring environment, requiring less maintenance where people are more inclined to take pride in their surroundings.

✓ *Dos*

- Use high quality materials that are longer lasting and reflect a positive image.

- Materials should be vandal resistant.

- Have an effective maintenance regime to respond quickly and remove graffitti, etc.

- Ensure the correct use and choice of planting that takes into consideration growth rates, heights and spread so not to create potential hiding places.

**Fig. 88.
Well maintained
area - simple bold
design using good
quality materials.**

# Design for Community Safety

Supplementary Planning Document

12.0 Closing Note

Telford has been identified in the regional spatial strategy for the West Midlands as a sub-regional focus for growth. It is clear that lessons need to be learnt from its legacy as a former New Town. This has contributed to some of the unique challenges it faces in creating a safe, strong and cohesive community.

Telford is not alone - the majority of New Towns are suffering with a number of serious problems. These include major neighbourhood management problems and poor surveillance due to inappropriate landscaping and design. The challenges that Telford & Wrekin face are not exclusively urban. Some 70% of the total area of Telford & Wrekin is rural; a situation that brings with it specific needs and challenges. These issues, both urban and rural, have a very real impact on the personal safety and security of those people living and working in the area. It is vital, then, that lessons are learnt

Good design lays the foundations for an effective approach to reducing crime, the fear of crime and anti-social behaviour. However the key to its success lies in robust and cohesive partnership working, which acknowledges the important function that organisations such as the police, the construction industry, design professionals, the public, youth organisations and schools have in crime prevention.

The Telford & Wrekin Safer & Stronger Communities Partnership will measure public perceptions on being able to influence decisions, and general satisfaction with the local area and neighbourhood. It will then be possible to gauge the effectiveness of the local authority and its partners in its 'place-shaping' role in creating a safe, strong and cohesive community.
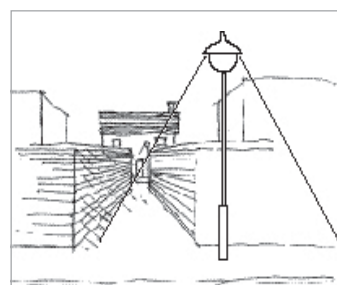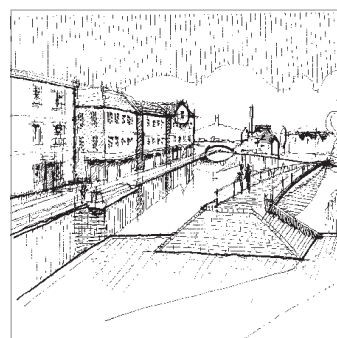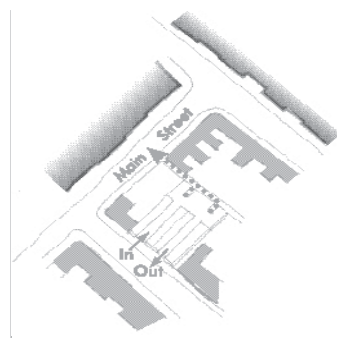
Closing Note

Reduction of crime and the increase of community safety needs an holistic approach from many directions including land-use planning and acknowledges the important function organisations such as the police, the construction industry, design professionals, the public, youth organisations and schools have in crime prevention.
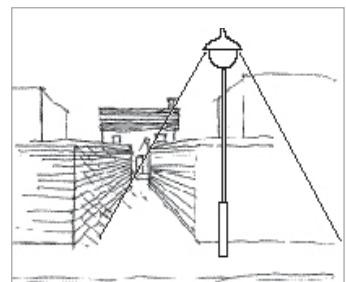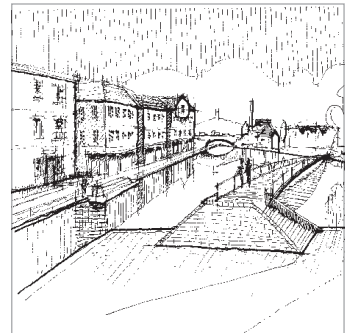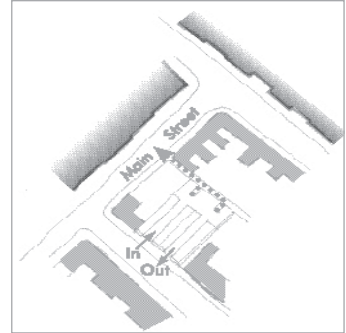
The Design for Community Safety Supplementary Planning Document is intended to play an important role in delivering a safer environment for people and properties primarily through the planning process by providing practical advice for all.

Design for Community Safety

13.0 Further Reading & Bibliography

13.0 Further Reading & Bibliography

This guidance has taken into account other agencies publications on crime prevention and the Council's current planning policies and guidance notes.

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http://www.telford.gov.uk/Environment and planning

http://www.doca.org.uk

http://www.rudi.net/

Extensive information available on government websites:

http://www.crimereduction.gov.uk

http://www.securedbydesign.com

http://www.cabe.org.uk

http://www.dclg.gov.uk