

# Planning For Community Safety Supplementary Planning Guidance



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Produced in Partnership between City and County of Swansea Council and South Wales Police



## Foreword

This guidance has been developed jointly by the City and County of Swansea Council and South Wales Police.

Increasing Community Safety and reducing crime and the fear of crime are key to improving the quality of life for those who live and visit the City and County of Swansea. Crime, fear of crime and anti-social behaviour within the urban environment all have negative impacts upon community well being and quality of life. As well as the direct costs of crime experienced by its victims, the fear of crime contributes to social exclusion, particularly for vulnerable groups such as women, older people, children and ethnic minorities. Crime also threatens the success and vitality of town centres and employment areas by acting as a brake on economic growth and prosperity. As crime and disorder levels (and patterns) can change during the lifetime of a development, it is important that potential risks are considered as part of the design regardless of where a development is proposed.

When preparing a planning application of any type or scale it is important to ensure that the guidance within this document has been taken into consideration, ensuring that the proposals enhance Community Safety. This document will be a material consideration in determining all planning applications. This guidance builds on current best practice and sets out how the design of new developments and the refurbishment of existing developments can contribute to the creation of safe and sustainable communities by helping to reduce crime, anti social behaviour and the fear of crime. The guidance will inform anyone who applies for planning permission, whether they are large-scale developers or householders, how their development can promote safety and security.

During the preparation of this guidance examples of good work from other Crime and Disorder Partnerships, including Bradford, Fareham, Sutton, Northamptonshire and Association of Chief Police Officers (Crime Prevention Initiatives) ACPO (CPI) Secured By Design (SBD) programme, have all provided valued insights into good practice. The knowledge and experience of a number of serving Police Architectural Liaison Officers (ALO) across the UK has been integral in its production. A special thank you must go to Detective Inspector Steve Trigg and Mike Harvey (South Wales Police, Crime Prevention Design Advisors) who have been influential in the shaping of this document.



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## Part 1: Background and the Role of this Supplementary Planning Guidance

### 1.1 Introduction

This Supplementary Planning Guidance (SPG) has been prepared as a result of an increasing realisation of the need to give guidance to all those involved in the built environment of the key issues to be considered in creating a safe environment where people can experience the best possible quality of life. The document will be used to help assess and determine planning applications and supplement appropriate policies within the adopted City and County of Swansea Council Unitary Development Plan.

‘Designing in’ Community Safety is key to the delivery of safe and sustainable communities, and should be considered in all developments in all locations. It is intended to guide architects, developers, landscape architects, urban designers, planners and individuals in the public and private sectors in achieving best design practice that encourages Community Safety and cohesion, whilst at the same time mitigates against crime, antisocial behaviour and the fear of crime in Swansea.

The document emphasises the role of the planning system in achieving good designs and layouts through the use of development planning policies, SPG, master plan setting, pre-application discussions, development control decision making, conditions and planning obligations. It also recognises that an understanding of the local crime context of sites for development is essential if planning is to be an effective tool in promoting Community Safety while meeting other planning objectives.

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

- Creates a safer and more secure environment;
- Increases the risk of detection of criminal and antisocial activity;
- Makes crime more difficult to commit.

### 1.2 Key Objectives of this Guidance

This guidance highlights the importance of recognising the relationship between Community Safety, the built environment and sustainability. Whilst the Welsh Government has ensured that there is practical guidance on how sustainability through planning is ensured in respect of **environmental sustainability** issues, and is currently considering how **economic sustainability** through planning is addressed, this document seeks to give guidance on the third leg of sustainability – how the planning process can ensure that **social sustainability** is considered at the planning stage.





Qualitative evidence indicates that the fear of crime can affect people's (particularly vulnerable people) participation in society and their communities. Therefore, this guidance will also have a role in supporting inclusion, for example, through promoting people's access to services and social activities and thus contribute to people's well being and the development of community cohesion.

This guidance contributes particularly to the following Community Strategy strategic theme to:

***Make Swansea safer for everyone.***

With the aim to:

***Enhance the quality of life of local communities through action to improve their economic, social and environmental wellbeing.***

By supporting, for example, participation, community cohesion and well being this guidance also supports the aims and implementation of the four cross cutting challenges of social inclusion, sustainable development, equality and diversity and community regeneration.

**Key Objectives of the guidance are to:**

- **Encourage the highest possible standards of design in all new development to provide attractive, stimulating and safe places in which to live and work and prevent development that would put people or property at risk ensuring that all new developments contribute to the aims of reducing crime, fear of crime and anti-social behaviour within the City and County;**
- **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 basis for reaching decisions on planning applications and for negotiating with developers to address Community Safety and crime prevention issues. This will enable Community Safety issues to be considered from the earliest stages of project planning (pre-application to full planning application) through discussions between the Council, developers and their designers;**
- **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.**

### **1.3 What is Community Safety?**

The main objective of planning for Community Safety is to prevent or deter criminal activity and antisocial behaviour by reducing opportunities to commit crime, or impact negatively on the quality of life of those using the development. This is achieved through the careful design of buildings, streets and spaces to create safer and more



pleasant environments. Places which are designed to be safe and secure in the first instance create financial savings to the occupier in terms of not needing to make costly alterations to improve safety and security. These later alterations, such as fitting external shutters to doors and windows, can not only undermine the aesthetic appearance of a development, but they can also increase perceptions that an area is unsafe. Planning for Community Safety also provides financial savings to the wider community, reducing management costs to the owner, and public services, such as the Council and Police.

There is a misconception that planning for Community Safety produces lower quality development as it limits the freedom of the designer to create aesthetically pleasing locations. This assumption is incorrect because planning for Community Safety requires designers to consider potential risks and to come up with design solutions which address these potential risks. **A creative and high quality design is one which successfully addresses Community Safety alongside other key design objectives.** The level of risk to Community Safety will vary depending upon a number of factors. These include local crime patterns: urban or rural locations; economic and social issues; local infrastructure; land and environmental features and management practices. By addressing all potential risks at the design stage, a development is more likely to be fit for purpose over its lifetime.

Planning for Community Safety deals with environmental factors and how people will socialise in the built environment. It is not concerned with regulating society – and it cannot be expected to eradicate crime and disorder completely. However, a place where potential crime and disorder risks have been addressed as part of the design process should not only be safer, but can give its users a sense of well being and control over their surroundings, enhancing the quality of life of our communities. Careful design is therefore not a solution to crime and disorder in itself, but plays an important complementary role to initiatives that address the economic and social causes of crime.

The principles of planning for Community Safety should not be employed to promote the security of private spaces at the expense of the security of public spaces. Successful streets and neighbourhoods achieve a balance between the security of private and public spaces, benefiting both the private individual and the wider population. Promoting good design and layout is one of the most important ways in which the Council can address crime issues. Good designs and layouts make crime and disorder more difficult to commit, can increase the involvement of the community to prevent such activity, increase the likelihood of detection of criminal activity and improve public perceptions of safety. Attractive and well-designed environments also encourage a sense of pride and ‘ownership’ amongst the local community.

## 1.4 Legislative and Policy Background

The legislative and policy background for this SPG is based on the Crime and Disorder Act 1998, Human Rights Act 1998, Equality Act 2010, Welsh Government Policy documents (Planning Policy Wales and Technical Advice Note 12), Strategy for Older





People, Community Cohesion Strategy, Shared Ambition is Critical Swansea's Community Strategy (2010 - 2014) and the Swansea Unitary Development Plan. Extracts from the above are set out within Appendix 1.

## 1.5 Achieving Community Safety by Good Design

Planning out crime and designing in Community Safety should be a core principle in planning any new development. Individual planning applications are assessed on their own merits and in some cases circumstances may make the principles of planning and Designing Out Crime more difficult to achieve e.g. due to site constraints. Decisions need to be made to reach a considered and informed view in accordance with national and local planning policy, balancing design solutions for Community Safety with other planning objectives. Special circumstances in designated Conservation Areas and where development affects Listed Buildings will also need to be taken into account. Nonetheless, planning and design for the safety and security of people and properties should be realised and optimised as a core element of sustainable communities.

## 1.6 Attributes of Safe, Sustainable Places

More emphasis needs to be placed on design and on the need to encourage higher standards.

### Key Objectives:

- **Access and Movement:** Places with well-defined routes, spaces and entrances that provide for convenient movement without compromising security;
- **Structure:** Places that are structured so that different uses do not cause conflict;
- **Surveillance:** Places where all publicly accessible spaces are overlooked;
- **Ownership:** Places that promote a sense of ownership, respect, territorial responsibility and community;
- **Physical Protection:** Places that include necessary, well-designed security features;
- **Activity:** Places where the level of human activity is appropriate to the location and creates a reduced risk of crime and a sense of safety at all times;
- **Management and Maintenance:** Places that are designed with management and maintenance in mind, to discourage crime in the present and the future;
- **Inclusion and Participation:** By supporting people's well being and quality of life, access to services and community life and community cohesion through the measures proposed in this guidance.

## 1.7 Crime Context in Swansea

Swansea has a committed and vibrant Community Safety Partnership (Safer Swansea). The Safer Swansea Partnership is at the forefront of activity aimed at reducing



criminality and victimisation in Swansea, and has been a driving force of the production of this SPG. The level of crime and disorder within our communities is an issue of concern for all people in Swansea, whether we live in urban or more rural locations. The same types of crime occur although the frequency and extent will vary according to location. Unsurprisingly, crime hot spots are concentrated in areas which reflect the concentration in population, socio-economic deprivation, and physical targets for crime. The built environment can be made less inviting for criminals through design and security measures.

Planning and design solutions to reduce crime and disorder and fear of crime need to be considered on a case by case basis - there is no single solution to fit all and each case will vary. Advice on the crime context provided by South Wales Police e.g. the type and level of crime experienced in the wider locality is a vital element to inform the planning process and identifying appropriate design solutions.

**Key Considerations:**

- **The Council will seek advice from Police Crime Prevention Design Advisors on crime context matters to inform planning decisions, and should be considered in any Design and Access Statements submitted by the developer;**
- **Identifying evidence of vandalism, potential and actual criminal activity caused by poor design solutions, and taking into account the considerations identified within this guidance, will help to inform and assist subsequent design decisions that will positively impact on crime, fear of crime and antisocial behaviour.**

## 1.8 Local Context

A well conceived development proposal responds to its wider context - the built and natural environment around it, movement, use, character etc. Some 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, including the crime context, is vital to the success of a development proposal. Analysing contextual issues informs the designer of key concerns that will not only impact on the safety and security of a new scheme but also impacts on the surrounding area.

**Key Considerations:**

- **Where appropriate, the Police Crime Prevention Design Advisor will be a consultee on planning applications, planning policy and planning guidance documents;**
- **Acknowledging potential social benefits and improvements to public transport infrastructure, availability of community facilities etc;**
- **The Council's Community Regeneration Unit can link developers with Community Partnerships to identify local community safety issues and concerns held by the community during the pre-application stage.**



## Part 2: Designing Out Crime and the Planning Process

### 2.1 Introduction

From the earliest stages of project planning, the Council and the Police Crime Prevention Design Advisors will work with developers to ensure that the design and layout of their proposals have incorporated the guidelines set out in this document. The following stages of the planning process will be used to deliver safe and sustainable communities within the County:

### 2.2 Development Plan Policies

The Unitary Development Plan (UDP): [www.swansea.gov.uk/udp](http://www.swansea.gov.uk/udp) for the period up to 2016 sets out policies and proposals for future development, use of land and environmental conservation within the City and County of Swansea. Its purpose is to promote sustainable development, protect the environment, facilitate regeneration and support community planning by ensuring sufficient land is available for all development needs (including housing, industry, etc) and that allocations are well located in terms of environmental, social and economic aspirations.

The appropriate Planning Policy basis for this guidance is set out within the UDP that was adopted during November 2008 (See Appendix 1). Policy EV1 (Design) highlights the fact that new development shall accord to objectives of good design including providing:

**A safe environment by addressing issues of security, crime prevention and the fear of crime in the design of buildings and the space and routes around them.**

To compliment the above mentioned UDP Policy a range of supporting Supplementary Planning Guidance (SPG) is available. In the context of this document the Design Guide for Household Development, the Gower Area of Outstanding Natural Beauty Lighting Scheme Guidance and the Gower Area of Outstanding Natural Beauty Design Guide may be appropriate to consider. Such guidance can be viewed via: [www.swansea.gov.uk/spg](http://www.swansea.gov.uk/spg)

The UDP is to be replaced by a new form of Development Plan known as the Local Development Plan (LDP): [www.swansea.gov.uk/ldp](http://www.swansea.gov.uk/ldp). Formal proceedings commenced on the 2<sup>nd</sup> August 2010 and should approximately take 5 years to conclude and will involve key stakeholders such as the Police.

### 2.3 Master Plans

Developments should be carefully planned to increase Community Safety and reduce opportunities for crime and disorder. Detailed master planning can result in more effective and economical security management practices.



## 2.4 Design and Access Statements

Design and Access Statements are a material consideration in the determination of a planning application and the applicant is responsible for submitting one where required. It is a communication tool to show how good design has been integrated into the design of the proposed development. The Council will expect all planning applications to demonstrate explicitly how the design and layout of the proposal has had regard to the guidelines set out in this document, taking account of local circumstances, by means of the Community Safety section of the Design and Access Statement. Other planning applications may also be required to show how these guidelines have been taken into account where the Council and the Police Crime Prevention Design Advisors consider it necessary.

Developers (Through discussions with the Council and the Police) should have an understanding of the existing local context in terms of:

- Current levels of crime, antisocial behaviour and the fear of crime in the area;
- Perceptions of crime and urban environmental quality amongst the local community;
- Activity levels and levels of surveillance in streets and public spaces at all times of day and night;
- Any other local aspects affecting the application of guidelines set out in this document.

The sourcing of such evidence is not an onerous request as it is readily available via the Local Crime, Policing and Criminal Justice website: [www.police.uk](http://www.police.uk)

## 2.5 Pre-Application Stage

In all major developments, developers are encouraged to enter into pre-application discussions on their proposals with a range of interested parties, including planning officers, Police and the local community, to identify and resolve any potential conflicts between meeting Designing Out Crime objectives and other planning objectives. Pre-application advice should be sought from the Police's Crime Prevention Design Advisors on all aspects of crime prevention within the context of existing local circumstances, and the guidelines set out in this document along with wider planning objectives. This may also involve linking in with local Community Partnerships via the Council's Community Regeneration Unit in order to identify local Community Safety issues and concerns.

Opportunities to promote Community Safety can be lost if not considered at the design stage. Developers should therefore seek the best available advice and consider all aspects of their designs and layouts from an early stage to ensure that their proposals positively impact on Community Safety objectives. Where appropriate, the Council will work closely with the Police Crime Prevention Design Advisors to assess pre-application submissions in order to overcome any possible problems before designs are finalised.



Development proposals should respond to local circumstances by taking account of existing crime, anti social behaviour levels, the fear of crime and any other issues which may be affecting the safety and security of people and properties. Isolated and badly planned developments that take insufficient account of the local context are much less successful in reducing crime, fear of crime and antisocial behaviour.

## 2.6 Planning Application Stage

Where the Council considers that a proposed development would undermine crime prevention objectives and thus conflict with policy, it may refuse permission unless amendments can be made or planning conditions imposed to reduce the likelihood of crime and disorder. However in making planning decisions, the Council will need to reach an appropriate balance between a wide range of competing planning objectives and material considerations in order to control the development and use of land in the wider public interest. The balance to be struck will depend on the relevant policies in the UDP and the specific circumstances of each case. Further information regarding the planning application stage can be viewed via:

<http://www.swansea.gov.uk/index.cfm?articleid=28693>

## 2.7 Planning Conditions

Where crime prevention issues are relevant to a proposed development, the Council may consider imposing planning conditions as part of the planning permission in order to ensure that the proposal does not compromise Community Safety objectives. However, any crime prevention measures introduced through the use of planning conditions must be necessary, relevant to planning, relevant to the proposal, enforceable and reasonable

Examples of the type of planning conditions that may be used in appropriate circumstances include:

- Specific crime prevention measures where the intended occupants or users of a development are particularly vulnerable, for example accommodation for older people, nurseries, schools and health centres;
- Where the intended use raises significant Community Safety issues, for example public car parks and outdoor leisure uses;
- Any relevant aspects of site layout, such as access, play areas and parking arrangements, lighting standards, opening hours and landscape design;
- Specific 'target hardening measures', for example CCTV, shutters, doors, windows and locks;
- In some cases, the Council may consider it necessary to include informatives on planning permissions drawing the applicant's attention to particular best practice guidance or technical publications that deal with security measures.





## 2.8 Planning Obligations

All development proposals should have regard to the principles of ‘designing in’ Community Safety and the guidelines set out in this document. Given that this SPG highlights good practice principles, the negotiation of specific Designing Out Crime principles can only be applied subject to agreement with the developer. In rare circumstances where a planning objection to a proposal cannot be overcome by setting conditions, the Council may negotiate a planning agreement with developer in order to create a safer environment within the area of the proposed development. The Council’s SPG on Planning Obligations can be viewed via: [www.swansea.gov.uk/s106](http://www.swansea.gov.uk/s106). Agreements must be made in accordance with Regulation 122 of the Community Infrastructure Levy Regulations 2010, which states that a planning obligation may only constitute a reason for granting planning permission if it complies with three tests, namely:

- (a) Necessary to make the development acceptable in planning terms;
- (b) Directly related to the development; and
- (c) Fairly and reasonably related in scale and kind to the development.

## 2.9 SPG Implementation, Monitoring and Review

Monitoring information will inform a timely assessment of the SPG and the guidance will be reviewed in due course as necessary. It is very difficult to measure the sole impact of planning and design on actual crime incidence given the complexity of factors that motivate crime and disorder, not least social aspects. Research shows that designing for Community Safety can reduce the opportunity for a criminal to find a target and can create an environment in which people feel more secure. Today’s science on planning in Community Safety and planning out crime has evolved over several decades and will continue to be a focus of research and interest as society and future communities develop. The good practice set out within this SPG together with an assessment of compliance with Secured By Design (SBD) principles will be used by the local Crime Prevention Design Advisor in assessing development proposals.

## 2.10 Consultation with Crime Prevention Design Advisor

The Council will normally consult with the Crime Prevention Design Advisor on the following types of planning applications:

- **Residential applications of 10 or more units;**
- **Retail applications with a floor area greater than 1000 sq m;**
- **Industrial applications with a floor area greater than 1000 sq m;**
- **Applications for new car parks with more than 50 spaces.**

The Council may also consult on other planning applications and development proposals where it is considered that advice from the Police may be helpful e.g. CCTV and ATM placement, licensed premises or design of play areas.



## Part 3: Design Principles

### 3.1 Introduction

In the following section, this SPG recognises key areas where good design principles can impact on the safety and security of people and places. They are based on the concept of Community Safety Through Environmental Design (CSTED) and Secured By Design (SBD) principles: [www.securedbydesign.com](http://www.securedbydesign.com).

CSTED is founded on the belief that the built environment can influence the behaviour of persons within that space. These features may be physical or psychological, and their influence can stimulate both positive and negative behaviour. The key CSTED principles are intended to interlink and support each other to offer the greatest impact on ensuring the built environment assists in providing Community Safety. Relying on a single principle may be ineffective: ***'Natural Surveillance alone will not suffice if not part of a package of measures'***.

SBD© initiative, including ParkMark©, safer car parks initiative which is supported by the Association of Chief Police Officers (ACPO) and backed by the Home Office Crime Reduction Unit is endorsed by this guidance. SBD embraces the idea that good design and physical security plays a vital role in the creation of safe and attractive places to live and work. Developers are encouraged to apply for SBD and the ParkMark awards.

What Does This Mean in Practice?

In every development there are a number of aspects of design that should be considered to reduce opportunities for crime. At the planning application stage the main features include:

- Layout;
- Boundary treatments;
- Land use;
- CCTV;
- Parking;
- Lighting;
- Open spaces and landscaping;
- Target hardening measures;
- Streetscape.

Every site is unique and not all features will be relevant or desirable in all developments. However, specific advice and guidance on planning proposals can be obtained from the local Crime Prevention Design Adviser.



## 3.2 Movement

### 3.2.1 Layout

Careful consideration of the layout of new development can play a key role in tackling crime and social exclusion by creating a better connected and more accessible environment without compromising security. The success of a place as part of a sustainable community is strongly influenced by movement choices within the site and the quality of its connections to local services, amenities and pedestrian routes. Layouts with too many under-used connections and large networks of indirect, poorly-lit and segregated pedestrian routes providing access to the rear of buildings can create opportunities for crime and escape routes for criminals. On the other hand, layouts with too few connections to local amenities and public routes can restrict freedom of movement and create dead ends. A good 'movement framework' provides convenient, overlooked and well-used principal routes that lead directly to where people want to go. This removes the need for underused alleyways, footpaths, shortcuts and minor access points which are vulnerable to crime.

#### Key Principles:

- **Design street layouts to provide for the needs of people of all abilities;**
- **Design in measures for all users including pedestrian and cyclist needs as a fundamental element of designing street layouts, as appropriate to the type and purpose of the street.**

### 3.2.2 Connecting Streets and Public Spaces

The City and County of Swansea is committed to creating better places to live which includes making communities safer as well as easier and more enjoyable to move around. Good design principles should be employed to ensure streets, footpaths and cycleways are safer. Well-designed streets encourage people to use them and make going outside a pleasurable and safe experience. The design of streets needs to be tailored to the particular needs and use of the place and its physical and social context. A well connected network of streets contributes to personal safety and security of property by encouraging genuine pedestrian activity which helps to provide natural surveillance and a degree of self-policing whilst at the same time promoting social interaction and a greater sense of community identity. The degree of connectivity in a new development is often the key to its success. It is important to get the balance right. Areas that are well connected to other areas increase the opportunity and choice of genuine users to socially interact, which assists in the development of neighbourhood identity, affinity and community cohesion. Streets and spaces should be well connected, well overlooked and busy.



#### **Key Principles:**

- **Design well connected street layouts to increase opportunities for interaction avoiding street layouts that increase segregation of sites and large areas;**
- **In residential areas, the design of street layouts should encourage lower traffic speeds conducive to a safer environment for pedestrians and cyclists.**

### **3.2.3 Permeability**

A liveable balance must be achieved between the choice of routes and the ability of persons to move easily through an area (known as permeability) and the need to prevent uncontrolled and unwelcomed access to private spaces and buildings. A permeable layout provides an appropriate choice of convenient and attractive ways around, which in turn promotes walking and cycling. This adds to the vitality of streets and spaces, and in turn makes them safer for everyone.

The appropriate level of permeability in a new development will be informed by the local crime context; the relationship to facilities which generate or attract pedestrian movement (for example schools and shops); the site characteristics (including topography); and the overall design concept. When considering permeability, it is also important to consider hierarchy in that the most important and most direct route through the site should be clearly apparent. This can be achieved through the street width, planting and/or architecture. Less direct and less important routes should have less emphasis.

#### **Key Principle:**

- **Permeability is site specific providing for local needs but being informed by the local crime and disorder context.**

### **3.2.4 Walking and Cycling**

Public footpaths, bridleways and cycleways, 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 and cycleways discourage use and provide greater opportunity for criminal activity. It is acknowledged that in order to promote healthier modes of transport, such as walking and cycling, settlements need a safe and convenient network of footpaths and cycleways which may not necessarily coincide with the layout of the vehicle network.

In providing for walking and cycling, it is important to reach the right balance in permeability and this will need to be considered on a case by case basis. It is especially important to ensure that the users of these footpaths and cycleways benefit from good levels of natural surveillance from nearby buildings as well as passing traffic. Footpaths



and cycleways should provide a clear, well lit and convenient route which links logically with destinations and reduces the opportunities for crime and antisocial behaviour. They should also provide the primary access to buildings and connect busy streets and they should not inadvertently provide an easy or secluded way into private space.

The design of streets so that roadways, cycleways and pavements are all in one place rather than segregated will make them better populated and therefore safer. Isolated footpaths or cycleways and features such as subways should be avoided. The design and landscaping of streets should avoid creating potential hiding places or obstructions to natural surveillance by the users of the street space or from adjacent buildings. Street spaces should be kept clean and be well-maintained to send the message out that people care about the street and that disorderly behaviour will not be tolerated. Surfacing materials for footpaths should be chosen carefully in respect of site conditions and surrounding contextual issues to ensure that vandalism and antisocial behaviour is not encouraged and the needs of the disabled, including those with impaired vision are considered.

Poorly planned footpaths and cycleways increase the fear of crime and provide opportunities for assault and unobserved access to the rear of buildings. Grid layouts can help to ensure that private or communal areas are created in the centre of each block with reduced potential for rear access from streets or footpaths. Development can improve the attractiveness and safety of routes, through, for example, new housing facing a footpath

#### **Key Principles:**

- **Walking and cycle routes, should provide good visibility, be well lit. They should be part of a clear, connected network of streets and essential footpaths;**
- **Provide direct routes with generous width (as appropriate to site context), avoiding sharp changes in direction, hiding places or dog-legs that may be perceived as threatening;**
- **Avoid locating new footpaths and cycleways along the back of properties where surveillance is more limited and boundaries may be more vulnerable;**
- **Provide bollards or gateway features at entrances that establish clear routes prohibit unauthorised vehicles and provide visual markers and a sense of identity;**
- **Provide routes in landscape strips to avoid nuisance to neighbouring properties;**
- **New development should enhance surveillance of existing preserved pedestrian routes and ensure there are no conflicts.**





### 3.2.5 Existing Informal Routes Used by Cyclists and Walkers

Acknowledgement of existing but informal routes that are used by walkers and cyclists will help to maintain direct access for existing residents and users.

**Key Principle:**

- **Existing well used pedestrian routes and cycle routes need to be preserved and designed into layouts at an early stage using the principles set out in Paragraph 3.2.4.**

### 3.2.6 Public Rights of Way

Large scale development can completely alter an existing landscape and the access needs of the public will change considerably. To reflect this change existing public rights of way may require partial or complete alteration, but in doing so the overall public access should be maintained or enhanced. Public rights of way passing through or adjacent to new developments must be improved (where necessary) to 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, divert or extinguish a public right of way. Alternative and retrospective design and management solutions to reduce crime and fear of crime, drawing on advice in this SPG, should always be given due consideration in the first instance. The Countryside and Rights of Way Act 2000, enables the closure or diversion of public rights of way in designated high crime areas under certain circumstances to reduce crime.

**Key Principle:**

- **Public rights of way should only be considered for closure in extreme circumstances and if there is a viable alternative available (or created);**
- **Diversion of paths across sites affected by development will only be permitted where it proven that the path must be diverted to enable the development to be carried out, and only then where an acceptable alternative route is provided;**
- **Public rights of way affected by new developments will be improved using the principles set out in Paragraph 3.2.4.**

### 3.2.7 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.



#### **Key Principles:**

- **Cul-de-sac design should be simple, short, and linear form so that good mutual surveillance from other homes is easy, preferably with sight lines from nearby streets;**
- **Cul-de-sac design should not encourage long routes that increases segregation;**
- **Pedestrian only connections between cul-de-sacs should not be provided unless outweighed by other considerations e.g. the route provides an essential pedestrian link to local facilities and services.**

### **3.2.8 Rear Access**

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

#### **Key Principle:**

- **Where rear access is included it should be private/semi private.**

### **3.3 Residential Areas**

The design of new housing layouts, large or small, can 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 relevant to residential areas but is a general principle beneficial in all areas of development. The City and County of Swansea Residential Design Guide provides detailed good practice advice on the design and layout of residential areas, including measures to mitigate crime.

Designing Out Crime and designing in Community Safety should be a core principle in the planning of new residential areas. This includes introducing design features that enable natural surveillance (without compromising privacy). New housing development should be designed to maintain high standards of physical security of property and to support Community Safety within the development as a whole. New development should not have an adverse effect on crime and disorder in adjoining existing developments. A minimum level of security and safety should be considered for all developments and it is recommended that all schemes apply for SBD accreditation.

The stated aim of the Welsh Government is that all households in Wales should have the opportunity to live in good quality homes, and the Welsh Housing Quality Standard (WHQS) defines the minimum requirements needed to achieve this. In particular, the





WHQS states that dwellings are to be safe, secure and located in a safe and attractive environment. The standard also sets out its relationship to SBD and the required specifications and good practice guidelines for relevant elements in existing social housing. Further details on the WHQS can be viewed via: <http://wales.gov.uk/docs/desh/publications/091207housingwhqsguide.pdf>

In addition, the Welsh Government has published Development Quality Requirements (DQR) standards that sets out requirements for all new dwellings and for existing and rehabilitated dwellings built by housing associations (including security and accessibility). Further details on the DQR standard can be viewed via: <http://wales.gov.uk/desh/publications/housing/devquality/guide.pdf?lang=en>

#### **Key Principles:**

- **Designing Out Crime and designing in Community Safety should be a core principle in the planning of new residential areas;**
- **Design for Community Safety across the development as a whole, without compromising adjacent areas.**

## **3.4 The Residential Street Scene**

### **3.4.1 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 of private space. In some instances, existing developments may benefit from allocating small areas of public space back to private or communal ownership (subject to appropriate safeguards to protect space from inappropriate development).

People generally like to blend in to their surroundings and are comfortable following patterns of behaviour and responding to environmental 'prompts' if they suit their needs at the time. They may feel uneasy about being out of step with their surroundings, so areas intended for people to gather should be accessible, and contain something to sit or stand next too, or shelter beneath. They may also be near to where services are provided e.g. library or community facilities. The evidence of poor management and maintenance will be noted by potential offenders, and unrepaired damage, a build up of litter, or old graffiti, are strong indicators of an area which no one is interested in, and gives them freedom to act as they choose. A mix of household types can help avoid a situation where the occupants of housing are either all at home or all out. For example, a block of one bed flats where the occupants might be away during working hours may be potentially more vulnerable to crime, but if the same



housing was combined with housing for families and the elderly, there will be activity during the day, helping to make properties safer.

**Key Principles:**

- **There should be a clear delineation between public and private space to give people a sense of ownership;**
- **Ensure maximum surveillance throughout the day by providing a mix of house types on proposed sites that cater for starter homes, single person, family and retired people.**

**3.4.2 Defining Public, Private and Communal Space**

The relationship between built development and public, private and communal space is key to promoting Community Safety and creating an attractive urban environment. A clear distinction between private and public areas allows residents to personalise spaces under their control and project an image of a well-maintained environment. All private or communal areas, such as back gardens, backyards or inner courtyards, should be fully enclosed by the backs of dwellings and avoid adjoining side roads, service roads or footpaths. Access to such areas should be controlled through the use of lockable gates. Blocks of residential development should generally enclose back-to-back private gardens. Communal areas around residential developments should restrict access to residents only through the use of lockable doors or gates with intercom facilities.

**Key Principles:**

- **Where possible, seek to design defined development blocks that enclose (internally) essentially private activity whilst providing a clear interactive frontage to public routes;**
- **Providing adequate and well maintained public spaces to serve residential developments can make an important contribution to Community Safety and well-being by raising levels of activity in the public domain and providing valuable local facilities for all age groups;**
- **All buildings should be orientated to offer maximum surveillance, with main entrances of dwellings to face onto the street or public space.**

**3.4.3 Boundary Treatments**

Boundary treatment should be appropriate to the crime context and respect the character of the local environment. It should allow for more transparency of enclosures to ensure views into and out of the site, create a clear distinction between public, private and communal areas whilst avoiding negative features such as high walls with razor or barbed wire. Front boundaries should ideally be around 1 metre in height and permit views through or over them. Railings are often the best option in areas vulnerable to graffiti. High standards of design and materials will provide an attractive environment whilst ensuring adequate security (applications of anti-graffiti surface treatments may be advisable in certain situations). The rear and sides of dwellings are



the favoured attack area for burglary of dwellings. It is essential to prevent an offender plot hopping along a run of properties to find the most vulnerable target and then easily escaping. Rear divisions are also required to provide privacy and to reduce the potential of annoyance between neighbours. This fencing should be a minimum height of 1.8 metres which may consist of trellising (as advised by Secured By Design).

#### **Key Principles:**

- **Allow un-obscured views into and out of the site to make potential intruders feel more vulnerable (railings are often the best option in areas vulnerable to graffiti);**
- **Boundaries should not hinder surveillance of the street and public places, nor should it impair visibility on the highway, particularly at road junctions or any signage on the road network;**
- **The type and height of boundary materials and planting used to define space should be in-keeping with the character of the local area and take account of the crime context.**

### **3.4.4 Rear Garden Access**

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

#### **Key Principles:**

- **Rear gardens should be strongly private territory, as should access, servicing and private vehicular parking arrangements;**
- **Avoid the creation of back alleys. Where these provide the only practical solution, measures such as security gates and appropriate lighting should be incorporated.**

### **3.4.5 Flank End Walls**

Windowless elevations or blank walls adjacent to space to which the public have access, generally flanking a row of terraced dwellings should be avoided and provide at least one window to a habitable room wherever possible. In some cases, where for example a house is at right angles to a main street, a side window may be insufficient. Instead the requirement may be for the building to turn the corner with a side entrance or feature element such as bay window. Where blank flanking walls are unavoidable, a 1 metre 'buffer zone' could be created using either a 1.2 - 1.4 metre railing (with access gate) or a 1 metre high thorn hedge.

#### **Key Principles:**

- **Windowless flank end walls should be avoided where the property can provide surveillance on public areas;**
- **Design out blank facades which create a lifeless environment, reduce opportunities for surveillance and provide a magnet for graffiti.**





### 3.4.6 External Structures and Trees

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

#### Key Principles:

- **Ensure natural surveillance from neighbouring properties. Trees and planting should not limit visibility and ideally should have canopies above 3 meters and ground cover below 0.5 metre;**
- **Ensure that where there is no ground cover, trees in public areas such as streets, parks and open spaces do not have any foliage below 2 metres in order to maintain clear views;**
- **Ensure trees are not planted in places where they may become climbing aids into property.**

## 3.5 The Public Realm

### 3.5.1 Observation of Public Spaces

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

#### Key Principle:

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

### 3.5.2 Safer Landscape - Design Solutions

The built and natural environment needs to be designed together to ensure that landscape has an enduring quality and is not a last minute addition to a scheme. Landscape design should be considered at the beginning of the project. Poor landscape design proposals can compromise the safety and security of people and properties. Hiding places can be created and visibility significantly reduced if trees and shrubs are poorly positioned, and species inappropriately chosen and maintained. This may increase the opportunity for crime and increase a person's sense of vulnerability, which ultimately will impact on the level of use a place or route gets. Poorly maintained environments demonstrate neglect and a lack of control or responsible ownership. This can also increase fear of crime. A neglected environment can act as a catalyst for



vandalism and anti-social behaviour. For example, the appearance of graffiti, if not removed, will normally attract more of the same.

### 3.5.3 Street Furniture and Public Art

Street furniture and public art should respond to the local context of landscape and buildings. Simple bold designs using good quality materials are more attractive and longer lasting. Innovative and contemporary designs should be encouraged where appropriate. Poorly designed street furniture and clutter can lead to an increase in crime and fear of crime. Street furniture, such as bus shelters, public seating, phone boxes and signage should not obscure views of users, obstruct pedestrian movement or be positioned to encourage anti-social behaviour. Attractive and innovative public art helps to create a more distinctive urban environment that reinforces civic pride.

### 3.5.4 The Natural Environment

Natural features and planted spaces are important as they provide shelter, support and sustain wildlife. They also play an important role in creating an attractive environment that reinforces identity and enjoyment of a place. However they can also attract crime and antisocial behaviour. Clear sightlines should be maintained over long distances. Windows and doors should not be obscured by landscaping features, and trees in public areas such as streets, parks and open spaces should not have any foliage below 2.1 metres from the ground. Where landscape proposals are close to buildings, public routes and access points to public spaces, a strong maintenance regime is required. Trees and other landscaping features should not be positioned where they could create hiding/entrapment spaces, obscure lighting, or provide a potential climbing aid into properties.

Planting schemes should take into account growth rates, heights and spread. The positioning of thorny or spiny shrub species in front of vulnerable boundaries or buildings can help deter graffiti and potential intruders. Public footpaths and cycleways should be direct and ensure clear sightlines by avoiding overgrown vegetation. Pathways through open spaces should maintain clear sightlines and views without creating potential hiding/entrapment spaces, for example, through poor positioning of shrubs. Subject to the availability of resources, Town and Community Councils can make a valuable contribution to maintenance through their powers to maintain footpaths and bridleways, roadside planting and verge maintenance, and maintenance of a Village Green for example.

#### Key Principles:

- **Ensure the correct use and choice of planting that takes into consideration growth rates, heights and spread, minimising hiding and entrapment spots;**
- **Provide clear sight lines for long distances;**
- **Ensure landscaping will not obscure lighting, CCTV, signage, windows and entrances;**
- **Plant thorny or spiny shrub species in front of vulnerable boundaries and buildings to help reduce graffiti.**



### 3.5.5 Public Open Space

By their very nature public open spaces are intended to be physically accessible to anyone wishing to use the space, and in successful areas they can become well used and to some extent self policing. Communal areas should have a variety of uses for all age groups. Public communal areas are seen as essential communication tools. When placed correctly, these can play an important part in reducing the incidence of crime by providing a valuable community facility and by helping to increase the presence of individuals in recreational spaces. If placed in poor locations where surveillance levels are reduced they can potentially generate crime, fear of crime and antisocial behaviour. Surveillance is therefore of the greatest importance, with the access points and amenities for the most vulnerable users receiving the maximum surveillance.

#### Key Principles:

- **Open space to have clear function and identity;**
- **Open space generally, but in particular the access points, should be overlooked by the frontages of nearby dwellings;**
- **Passive surveillance can be provided by passing vehicle/pedestrian traffic;**
- **Paths through the space should be used to define different areas of use, and to direct the focus of this passive surveillance.**

### 3.5.6 Public Space - Boundary Treatments

Although a clear understanding of where the boundaries begin and end help to define the space, it may not always be necessary for those boundaries to be physical or substantial. Where the open space is located, its size and what surrounds it are some of the indicators which can help to determine the nature of the boundary. Where open spaces are well overlooked by dwellings, then to some degree the dwellings themselves will help to define its boundaries, inhibit or control the type of traffic, and provide some influence over the space. In such cases the boundaries could include symbolic features which are aesthetically pleasing, and may be sufficient to maintain the local interest and ownership. Symbolic hard or soft landscaping features can work with the existing topography and landscape, and the boundary can be defined and to some extent controlled by adding:

- Ditches and mounds;
- Locally quarried, large, rough stones;
- Beds of spiteful plants or hedges;
- Changes to the texture colour or design of surface materials.

Where areas of open space do not benefit from good surveillance, i.e. they abut bleak featureless areas, such as commercial or industrial estates, or main roads, then the boundary definition may need to be more uniform and physically substantial. If fencing is to be used, the type of fencing will be best decided on a site specific basis, where the balance of the risks, can be weighed against factors such as aesthetics and the types of



vehicle or pedestrian access which is to be controlled. The boundary treatment can also be used to direct users towards the access points, which themselves can have symbolically framed entrances. An effective way of increasing the prominence of entrances is to use vertical structures, such as tall trees, pillars, or lamp posts, but they can also be supported by the above features. Generally access should be minimised to ensure some control over the space, but a single point of entry may also ‘trap’ legitimate users if faced with a threatening situation. So an alternative entrance/exit point can provide safety benefits. If the area is enclosed, then gates which can be secured out of hours should also be used.

In these cases provision has to be made for access to emergency services and maintenance vehicles. It is important that any barriers designed to reduce nuisances caused by motorcycles and quad bikes, do not contravene requirements under the Disability Discrimination Act. Local needs will more than likely determine the types of users the open space is intended to accommodate, but as stated earlier the success will depend on whether it contains what the intended group require. These needs can be difficult to anticipate in the case of older youths, where, if the amenity is too far from their existing ‘hang outs’, or does not contain what they require, may become underused or destroyed. If the space is intended to accommodate this type of group, then wider consultation is essential, to ensure the best balance is achieved and the potential for conflict with other users minimised.

**Key Principles:**

- **Clearly define boundaries between public and private space;**
- **Where possible, ensure that private rear boundaries or industrial or commercial sites do not back onto a public park or open space;**
- **Use design measures to prevent unauthorised vehicular access onto open space, including motorbikes, ensuring that bollards and gates, designed to prevent unauthorised vehicular access (including motorbikes/mopeds), do not pose a hazard to or restrict disabled access.**

### 3.5.7 Play Areas

Play areas perform an important function for the physical and social development of children and teenagers, whether these are larger neighbourhood schemes or small local play areas. Play areas need to be designed to meet the needs of the users whether toddlers, young children or teenagers, and for children of all abilities. Provision of appropriate facilities for teenagers should not be forgotten, such as youth shelters and skateboard parks. Teenagers need a focus for activity, a place to meet friends, and a place to be challenged. New play areas should be considered only after consultation with ‘end users’ and local residents to ensure that facilities will be utilised and that play areas are not located so close to nearby properties to cause unacceptable noise pollution and general nuisance. Play areas should provide access for all members of the community including those with pushchairs and wheelchairs, but should discourage animals and vehicles.



#### **Key Principles:**

- **Equipment to be robust and vandal resistant;**
- **Play areas for younger children may need to be defined by visually permeable rails, ensuring that the perimeter boundary, planting, and furniture in play areas does not obscure surveillance into and from the area;**
- **Design play areas so that access can be controlled through a single or two entry points, as appropriate and well overlooked, opening to active areas;**
- **Locate seats, bins and equipment within play areas away from perimeter fences, to deter inappropriate use as a means of access into or out of the area.**

### **3.5.8 Home Zones and Community Safety**

Home Zones encourage safer community use of the street whereby the impact of a car is reduced in favour of pedestrian and residential activities. It is suggested CPTED principles are applied alongside local consultation to enhance the positive aspects of the schemes, providing a sense of community, encouraging a greater sense of diversity of activity and use of the street by residents, and reducing social isolation, particularly among older people.

### **3.5.9 Gated Developments**

Gated communities can create social exclusion, isolate communities, and cause the fragmentation of urban areas; however, it would be unfair and inaccurate to label all types of gated developments as bad design, and to dismiss them out of hand. Gated communities can bring stability to a volatile area, and provide a sense of community for residents and as well as reducing crime, there is less traffic, making it is safer for children to play in the street. It is normally preferable for new development to be integrated into the wider community and that the gating of developments should only be considered as a last resort.

#### **Key Principles:**

- **The private nature of the development must be weighed within the local context to avoid the potential for social tension;**
- **The structure of the design clearly identifies and supports any differences between private and public space, and incorporates CSTED or SBD principles and standards.**





## 3.6 Parking

### 3.6.1 In-Curtilage Parking

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

#### Key Principle:

- **In curtilage parking provides the best deterrent to offenders and the best option to prevent vehicle crime.**

### 3.6.2 Communal and On Street Parking

Communal parking areas are not normally acceptable on highways and should be sited in private areas within developments. On street parking for residents is only acceptable in existing terraced properties. Developments are expected to provide appropriate levels of on site parking. Communal parking should be well lit, readily accessible and visible from the owners' dwellings. There should be a direct, safe pedestrian route from the dwelling to the parking space. Large communal parking areas should be subdivided through appropriate planting, and making particular spaces more clearly related to the developments they serve. All parking spaces, pathways and circulation routes should be well lit with good natural surveillance from nearby buildings and well-used routes, particularly in car parks for sports, recreational or entertainment facilities, which are used more often at night time. Landscape planting used for defining spaces should not obscure views or vehicles, create hiding places or litter traps.

### 3.6.3 Multi Storey Car Parks

The design of multi-storey car parks approaches and landscaping should not create hiding places, dead ends, blind corners and long lengths of wall that hamper visibility. Visual linkages should be maintained across the site, both internally and externally. Access and exit points to car parks should be clear and well-signed and lit. All proposals for multi-storey car parks should incorporate CCTV to Home Office standards. Developers should consider installing good quality, high resolution, recorded CCTV and help points.

### 3.6.4 Accommodation of Mixed Use Car Parking

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.



#### **Key Principles:**

- **Parking should be within close proximity of dwellings. Where possible, residents should have unrestricted views over their vehicles;**
- **Garages located at the rear of property should have controlled access via a private gate for safety and security and should be positioned so that they can not be used as climbing aids to gain access to properties.**

### **3.6.5 Parking Courtyards**

Parking courtyards provide an area where vehicles can be placed so that they do not spoil the aesthetic appeal of developments. Where parking courtyards are not well overlooked or are easily accessible then they provide increased opportunities for vehicle crime. Rear parking courtyards should be convenient for the dwellings served and gated to deter unauthorised access from the street. Secure rear parking courtyards should be supplemented by accessible visitor parking in public areas.

#### **Key Principles:**

- **Design parking courtyards to create a sense of place so that the court is a place with parking in it, rather than a car park;**
- **Parking courts should not exceed 10 spaces. If there are more than 10 spaces the layout should be broken up;**
- **Parking courts should be overlooked by habitable or active rooms in neighbouring buildings with sensitive lighting provided from dusk to dawn;**
- **Parking courts should have secure access.**

### **3.6.6 Communal Garage Blocks**

These should be avoided. Experience shows that they become play areas for youths, are heavily vandalised and under used by residents.

### **3.6.7 Loose Surface Drives**

Loose surface drives can be problematic for the disabled and result in the adjacent highway becoming less safe for all pedestrians as the surface material is displaced onto the footpath. They have a number of disadvantages e.g. require maintenance and can be used as missiles. When laid, they do not provide a strongly defined, clearly owned defensible space between properties that is required if the occupiers are to exercise ownership, influence and informal social control. The result can be disputes over ownership and use between neighbours.

#### **Key Principle:**

- **Communal garages should be avoided where possible.**



### 3.6.8 Secure Parking for Bicycles, Motorbikes and Mobility Scooters

Bicycles, motorbikes (including mopeds and other powered two wheelers) and mobility scooters, can be extremely valuable property. They are particularly vulnerable to both opportunistic and organised theft. Provision of secure parking facilities is vital, particularly in such places as public transport interchanges, work places, tourism attractions, shopping and entertainment centres, and residential developments. In security terms, the best cycle parking is both off-street, where it is inside defensible space and indoors where the ways it can be made physically secure. Cycle parking for visitors/shoppers should be sited next to the main entrance doors and preferably under cover. Cycles stored in cages built in to a building on a site with a boundary wall and gates will be more secure from theft than ones chained to a stand in the street. Wherever practical, cycles should be stored or parked in defensible private, or semi-private space which benefits from good levels of natural surveillance. The sense of control and overlooking will deter criminal activity and antisocial behaviour.

It is important to consider cycle parking at the design stage rather than as an afterthought. The care gone into designing attractive and secure cycle parking can enhance the visual appearance of a development as well as maximising the security of the cycles and the potential for their use. Where it can be shown that measures have been put in place to deter criminal activity and antisocial behaviour, cycle parking of any type can be vetted by the Police and receive a the Safer Parking Award: 'ParkMark'. Designated parking bays should include secure facilities for motorbikes such as anchor points or raised low level hitching rails. However, care needs to be taken to ensure that these do not become a trip hazard and preferably should be integral with pedestrian railings or protected by other means to safeguard pedestrians, particularly people with impaired vision.

#### Key Principles:

- **Be convenient, of good design and well lit;**
- **Positioned where parking attendants, passers by or overlooking from neighbouring buildings can provide surveillance;**
- **Be protected by CCTV, where appropriate;**
- **Use vandal resistant materials for hitching rails and anchor points.**

### 3.6.9 ParkMark

Where it can be shown that measures have been put in place to deter criminal activity and antisocial behaviour, car parks of any type can be vetted by the Police and receive a ParkMark award. Secure parking should be located where surveillance can be provided by users on active streets (not on backstreets), or from neighbouring houses and buildings, be close to staff offices in supervised car parks, and optimise cover by CCTV where this is available.

#### Key Principle:

- **The presumption is that ParkMark will be sought where appropriate.**



## 3.7 City Centre, District Centres and Local Centres

### 3.7.1 Mixed Use Developments

City and town centres in general are lively safe places during the day but if devoid of activity in the evenings are often vulnerable to increased criminal activity and antisocial behaviour. To maintain a concentration of activity into the evening, and the natural surveillance that activity provides, such areas need to develop a mix of uses. When shops are shut and workers have departed vandalism, disorder and burglaries have greater opportunity to occur and with fewer people on the street, fear of crime is increased.

Providing for more people to live and spend leisure time and creating a pedestrian orientated environment will help to control and reduce criminal activity. Mixed use solutions can help to increase the presence of people in the streets over a longer period providing active and passive surveillance of places. Service areas and parking to the rear of commercial uses, such as shops, services, pubs and restaurants, can often be poorly located and unobserved. Designs and layouts should therefore seek to maximise natural surveillance both to the front and rear of uses.

Promoting mixed uses (for example, 'living over the shop') can also contribute to safer streets and spaces by enabling natural surveillance from upper floor dwellings and increasing pedestrian activity at all times of the day and evening. Where residential uses are proposed over ground floor businesses or shops, the ground and upper floors should have separate legible and attractive entrances onto the main street. The living rooms of upper floor dwellings should face onto the main street and active rooms should overlook private rear access to maximise natural surveillance. Entrances, accesses and frontages should be well lit and the depth of door recesses should not exceed 600 mm. Commercial uses should be compatible and have controlled access to service yards at the rear.

#### Key Principles:

- **Provide a mix of uses for a range of people with different interests, incomes, family size, ages, gender and mobility;**
- **Ensure that all areas are designed to allow active surveillance.**

### 3.7.2 Licensed Premises and Food Outlets

The City and District Centres can provide a concentration for leisure and entertainment facilities such as pubs, clubs, restaurants and theatres which increase activity on the streets, particularly in the evening and weekends, and therefore enhance natural surveillance. However, these premises, as well as other uses such as fast food takeaways, will attract a gathering of people and can be "hot spots" for crime and disorder, particularly at night.



#### **Key Principle:**

- **Planning permission for new development or change of use should take into account the local context and potential for crime and disorder, particularly when uses may lead to a rise in antisocial behaviour.**

### **3.7.3 Local Shopping**

Community shopping provision serving local areas and housing estates perform an important local function. Residents and other customers of all ages and abilities require safe access, free from the fear of crime.

#### **Key Principles:**

- **Cluster facilities in local shopping and service areas to concentrate activity;**
- **Position entrances to ensure surveillance from neighbouring buildings, active streets, and the highway;**
- **Provide a mix of uses, including living accommodation above shops, to enhance surveillance and security through activity.**

### **3.7.4 Bank and Building Society Cash Machines**

Cash machines and their customers provide an obvious target for offenders. Design and security measures can reduce the opportunities for crime and fear of crime. Cash machines should be installed so they are flush with the surrounding surface of a wall and not located in a recess. Stand alone cash machines located within other business premises, should be securely anchored to the floor or wall and positioned where they can be observed by staff or CCTV. If located in a position vulnerable to ram raiding, use security bollards as further protection. The design of cash machines should include a customer “safe zone” in front of the cash machine to reduce the likelihood of an offender obtaining a pin number e.g. a hatched or otherwise designated area intended as personal space for the customer making a transaction. This can be supplemented with signs.

#### **Key Principles:**

- **Site cash machines on well used routes where there is a good level of natural surveillance and lighting;**
- **Use CCTV as additional security surveillance.**

### **3.7.5 Shop Front Security**

The application of solid “black out” external shutters is discouraged as it leads to monotonous, unattractive frontages, which reinforces fear of crime and attracts criminal activity. They provide targets for unsightly graffiti and fly posting. It also reduces the potential for window shopping to the detriment of local trade. All shutters should be in





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

Shop frontages can make a significant impact on the street scene, both in and out of opening hours. Shops require effective security systems but care should be taken to ensure that such measures do not create a negative and foreboding environment. Shop front security measures should contribute to a safe and attractive environment at all times of the day and night through a combination of good design and greater physical protection.

Although a sufficient level of physical protection needs to be achieved for insurance purposes, overly defensive and hostile security measures such as solid 'roller' shutters can increase crime, fear of crime and anti-social behaviour by preventing natural surveillance, creating an unattractive 'dead frontage' encouraging anti-social behaviour such as graffiti and fly posting. Shop frontages can be vulnerable to damage by vehicles being used unlawfully to ram raid property. Security bollards and rails can provide protection to vulnerable frontages. However, where frontages border pavements careful design and positioning is required to ensure that safe pedestrian movement and access is not impeded, particularly for people with impaired vision or other disabilities.

### 3.7.6 Shutter Design and Materials

Where internal shop front security measures are not considered sufficient, open grille shutters should be favoured over shutters with punched holes or small perforations in order to enable surveillance, maintain visibility of shop window displays and allow light to permeate into the street or in from the street. The use of solid 'roller' shutters, which create an unwelcoming and hostile environment, increasing fear of crime and attracting vandalism, graffiti and anti-social behaviour, should be avoided altogether. Open grille shutters should be made of steel and reinforced polycarbonate if necessary, preferably with anodised, powder or paint coated finishes. Laminated glass should be preferred for new glazing or replacement glass in shop fronts, as it remains in place when broken. Toughened glass is also effective in combining safety with security.

### 3.7.7 Internal Security Measures

Initial consideration should be given to reinforced glass shop fronts 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.



### 3.7.8 Physical Protection Measures

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

### 3.7.9 Security in Listed Buildings and Conservation Areas

A more sensitive approach is required, such as the use of internal security measures in proposals for locally Listed Buildings or in Conservation Areas, to ensure that the development will preserve or enhance the character and appearance of the building or area.

### 3.7.10 Redevelopment and Refurbishment Proposals

As part of major redevelopment proposals, developers should ensure that any local crime hotspots, such as underused buildings or public spaces which have become a focus for crime and antisocial behaviour, should either be removed or effectively managed. The removal of unnecessary, ambiguous and vulnerable buildings or public space can provide opportunities for providing extra (affordable) housing or conversion to private or communal ownership. Where possible refurbishments should incorporate the key issues outlined in the rest of this document. It is appreciated that it may not be cost effective to fully implement the key issues, but consideration should be given to the potential costs in not abiding by them.

#### Key Principles:

- **Use internal shutter boxes with strengthened glass in all cases of new shop frontages;**
- **Maintain full window-shopping views, offering the potential to enhance trade and in particular, enabling surveillance by passers-by to report any disturbances;**
- **All shutters whether internal or external should be as transparent as possible, e.g. with holes or slots in metal slats, or open mesh grills;**
- **Provide distinctive architectural ironwork, where appropriate. This is an attractive alternative and may be appropriate for buildings in Conservation Areas and/or areas of architectural importance.**



## 3.8 Public Transport

### 3.8.1 Public Transport Interchanges

Bus and railway stations can provide a hub for activity but at non-peak times, including at night, they also can be solitary places. Stations can be a magnet for crime and nuisance. Well designed stations when complemented by effective management measures, can significantly reduce fear of crime and incidence of crime and disorder. Management measures might include security staff, a strong maintenance regime (e.g. repairs, graffiti and litter removal), clear passenger information and signage, and accessible help or alarm points linked to monitored CCTV. Passengers also require safe access routes to and from bus and train stations and between the station and their next form of transport e.g. secure station parking (car, bicycle, motorbike), taxi rank, key cultural, leisure and entertainment attractions and key employment areas. Principal pedestrian and cycleway routes linking bus and train stations with such key locations/uses should be clearly signed, direct, well lit and with clear lines of visibility, and good natural surveillance.

#### Key Principles:

- **Design station buildings to provide clear sight lines to maximise visibility, including smooth wall faces without recesses where people may be concealed;**
- **As far as possible, use transparent materials such as toughened glass to maximise visibility and resist vandalism;**
- **Provide monitored CCTV coverage;**
- **Locate staff information and help points so they are highly visible and accessible to waiting passengers;**
- **Locate a taxi rank at the main external pedestrian exit point.**

### 3.8.2 Bus Stops and Shelters

Crime and disorder and fear of crime issues should be given due consideration when deciding on the location, provision and design of bus stops and shelters. The appearance and quality of a bus stop and shelter presents a clear image to users about the quality of the service as well as a perception of the community and environment around them. Graffiti and vandalism are key factors influencing fear of crime and signal neglect, poor supervision and lack of control. The location of information facilities and directional guidance is integral in the safe use of space and consultation with users, in particular vulnerable users is of paramount importance.

#### Key Principles:

- **Use vandal resistant materials;**
- **Ensure bus stops/shelters are well lit with walls that are transparent to enable views into and out from the shelter, remaining un-obscured by landscaping and foliage or other road signage;**
- **Locate bus stops/shelters to ensure good surveillance from adjacent buildings and active streets as well as the highway.**



### 3.8.3 Level Crossings

Development proposals' affecting the safety of level crossings is an extremely important consideration for emerging planning policy to address. The impact from development can result in a significant increase in the vehicular and/or pedestrian traffic utilising a crossing which in turn impacts upon safety and service provision.

#### Key Principle:

- **In accordance with Schedule 4 (d) (ii) of the Town & Country Planning (Development Management Procedure) (Wales) Order 2012, the Council has a statutory responsibility to consult Welsh Ministers and Network Rail where a proposal for development is likely to result in a material increase in the volume or a material change in the character of traffic using a level crossing over a railway.**

### 3.9 Industrial Areas

Within industrial areas, the zoning, design and layout of general industry, light industry and warehousing often makes such developments particularly vulnerable to vandalism and theft. Many industrial estates are in remote locations well away from residential areas, unattended after dark and face away from the street. Consideration should be given to the space around premises to establish defined areas of influence or territory which help to bring the management of the premises under the control of the occupiers. This can be achieved by the creation of real or symbolic barriers and the establishment of good opportunities for surveillance.

#### 3.9.1 Entrances and Access Routes

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

#### 3.9.2 Layout of Industrial Developments

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

#### Key Principles:

- **Ensure commercial plots have appropriate perimeter boundaries and only one entry point (front facing) to each;**
- **Ensure clear, unobstructed views into each commercial site particularly in relation to landscape maintenance and boundary treatment;**
- **Provide secure holding areas for Heavy Goods Vehicles and install CCTV and lighting.**



## 3.10 Rural Areas

### 3.10.1 Rural Development

The level of crime within our communities is an issue of concern for all people in the City and County of Swansea, whether we live in urban or more rural locations. The same types of crime occur although the frequency and extent will vary according to location. Unsurprisingly, crime hot spots are concentrated in our towns which reflects the concentration in population, and physical targets for crime. Although rural areas experience far less crime overall, it is no less important. Crimes such as burglary and vehicle crime occur in both urban and rural areas, rural locations also provide different types of targets such as farms. Police resources and response times will differ between urban and rural areas and can be a factor influencing people's perception of safety.

Whilst it is acknowledged that many of the measures highlighted are more appropriate for urban areas the general thrust of the guidance is to provide a range of solutions that may be appropriate on an individual site basis be it in an urban or rural location. This will mainly depend upon the particular circumstances of a proposed development.

### 3.10.2 Farms and Farm Diversification

Farms can be an attractive target for thieves. Farmers should be encouraged to develop their farms to maintain control of their own environment. Security, design measures and good site management practice can reduce the opportunity for criminality. Good design principles and physical security measures should also be applied to farm diversification developments, including change of use of farm buildings for commercial/small business use.

#### Key Principles:

- **Farms and other premises in rural areas need to define the extent of their controlled property with appropriate rural boundaries such as hedges, dry stone walls, etc with roads leading to the farm house/main buildings should be gated;**
- **Security lighting should be installed to enable surveillance within the main cluster of buildings;**
- **Secure storage areas for equipment and fuel should be provided where possible.**

## 3.11 Schools

A sensible and practical level of security, which will not affect the efficient running of a school, is essential to a successful teaching and learning environment. The majority of criminal incidents in schools relate to property crime including arson. However, the reporting of assaults is also on the increase. These range from staff being physically assaulted by parents and students, to bullying by one or more students against another.





The victims of school crime can also extend beyond the staff and students as many schools open into the evenings and at weekends for use by the local community for activities such as adult education, sport and social events.

A number of school developments in the City and County of Swansea have achieved the SBD certificate for the school indicating that the designer has made a significant effort to create a secure teaching environment (recognised by the Police). This should be the aim for all future school developments. SBD guidelines for school security e.g. site boundary fencing, locking mechanisms are set at a minimum level and in areas of greater crime risk a higher level of crime resistance may be required. Also, recent collaboration with Welsh Government and Mid and West Wales Fire and Rescue Service, has addressed issues related to arson reduction through Target Hardening initiatives and funding.

## 3.12 Lighting

### 3.12.1 Public Lighting

Illumination of buildings and public spaces can help reduce people's fear of crime. This is due to a greater level of visibility on routes, around buildings and from within buildings to the surrounding environment. Security lighting should be positioned to illuminate all vulnerable areas and entrances and exit doors. They should be controlled by sensors/timers and be appropriately positioned to reduce light pollution and glare. Further guidance can be viewed via the 'Lighting Against Crime – A Guide for Crime Reduction Professionals' (January 2011) issued by ACPO Crime Prevention Initiatives Limited in association with the Metropolitan Police Force: [www.securedbydesign.com/pdfs/110107\\_LightingAgainstCrime.pdf](http://www.securedbydesign.com/pdfs/110107_LightingAgainstCrime.pdf). In addition, for development within the Gower Area of Outstanding Natural Beauty a Lighting Scheme Supplementary Planning Guidance has been published and can be viewed via: [http://www.swansea.gov.uk/media/pdf/r/9/lighting\\_scheme\\_etc\\_2v6without\\_track\\_changes.pdf](http://www.swansea.gov.uk/media/pdf/r/9/lighting_scheme_etc_2v6without_track_changes.pdf)

### 3.12.2 Lighting Characteristics

Lighting columns and fixtures should be positioned at a height so that they achieve good coverage and also reduce the opportunity for vandalism. The design and placement of columns and fixtures should be secure and be located appropriately particularly in places vulnerable to crime. Any low-level lighting should be vandal-resistant and low maintenance and not located in positions making it difficult to maintain. Developers should favour white lighting and avoid the use of low and high-pressure sodium lamps, which are either orange or give a limited colour rendering ability.

### 3.12.3 Lighting - Highways

Lighting design along highways must conform to British Standards which set out criteria on matters such as height, spacing, levels of light etc. required for different types of road. The provision of street lighting designed for motorised traffic should not deter the



provision of complementary lighting designed at a human scale to meet the needs of pedestrians and cyclists, where appropriate. Lighting fixtures and columns in pedestrian areas should be sufficiently high to achieve better uniformity and remove the luminaire more effectively from the reach of the vandal, while retaining a sense of human scale. The design and placement of lighting fixtures and columns should be secure, particularly in locations that are vulnerable to crime.

### 3.12.4 Lighting - Footpaths and Cycleways

The provision of lighting along footpaths and cycleways, including towpaths, should be reserved for essential well designed routes with good surveillance, which are well used. Drawing people to principal lit routes and away from threatening dark areas should increase natural surveillance and security by concentrating activity after dark. Lighting should not be provided on more remote or nonessential footpaths and cycleways to discourage their use at night when people may be more vulnerable to crime.

### 3.12.5 Light Pollution

Proposals should minimise light pollution in their development proposals by avoiding luminaires with upward lighting. White metal halide and compact fluorescent lamps, which have smaller arc tubes, should be used. Traditional orange low pressures sodium lamps should be avoided, as they are a major source of light pollution. Lighting proposals should avoid bare lamps and incorporate high quality reflectors to minimise glare and ensure it is suited to its local context. Lighting should meet the relevant European and UK standards for minimum and average luminance.

### 3.12.6 Lighting - Conflict with Trees and Shrubs

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

#### Key Principles:

- **Types of lighting need to be carefully chosen to reflect the needs of different situations and the local crime context with white lighting where possible;**
- **Lighting equipment and wiring should be located in inaccessible positions and be vandal resistant;**
- **Provide lighting along essential footpaths and cycleways;**
- **Avoid unnecessary and excessive lighting levels;**
- **Consider landscaping and lighting design together, including trees, to ensure that growth will not result in lighting being obscured or trees damaged;**
- **Ensure lighting design, including glare and location, does not adversely affect the quality of CCTV footage;**
- **Lighting systems should be operated by “dusk to dawn”, PIR or time switch controls;**



- **Lighting will be useful where the buildings are well overlooked. Alternatively, providing illumination to remote or isolated areas may aid unauthorised congregation or criminal activity;**
- **In general the lighting scheme should provide illumination to: Main circulatory routes; Car parking areas; Entrances and exits to the site and buildings; The perimeter shell of buildings; Recesses in the building line.**

### 3.13 Closed Circuit Television Systems (CCTV)

CCTV has a place in the dissuasion and monitoring of crime and disorder in the City Centre, District and Local Centres, car parks and other sensitive public areas where crime rates are high. CCTV should be seen as one element in an integrated approach to crime prevention and detection, along with other design and security measures. Natural surveillance and presence of people in public places with well designed public spaces will always be the best form of crime deterrent. CCTV is desirable in high-risk locations such as service areas and car parks to the rear of shops, commercial uses and industrial developments and other locations vulnerable to crime.

Where alarms and CCTV are to be installed, they should be considered early on in the design stage, not only to maximise their effectiveness (such as ensuring CCTV has clear sightlines), but also to ensure that they do not look like bolted on afterthoughts which undermine the quality of the design. Where CCTV is to be used an operational requirement should be produced so that the installer is fully aware of what the CCTV is expected to do. Advice can be obtained from the Home Office Scientific Development Branch website: [www.homeoffice.gov.uk/science-research/hosdb/](http://www.homeoffice.gov.uk/science-research/hosdb/).

#### **Key Principles:**

- **CCTV equipment should be installed in locations which are obvious but that relate carefully to other items of street furniture and not dominant in the street scene;**
- **The type of CCTV should be appropriate to the location and should be influenced by lighting design in the vicinity.**

### 3.14 Other Key Issues

#### 3.14.1 Physical Security

Physical security should use the ACPO SBD initiative which sets out minimum standards for security. Failure to comply with the SBD scheme, ensuring a minimum level of security and safety for the communities in Swansea should be justified in the Design and Access Statements. Windows, doors and other openings are the entry points and the last line of defence. Good quality products can have a substantial (and often underestimated) impact in preventing forced entries, which contributes to deterring further offences within a development. Conversely, easy entry will attract offenders to a



site. By specifying and installing more secure doors, windows and other openings, such as those with SBD accreditation, access opportunities into a building will be reduced.

### 3.14.2 Access Control

When apartments are proposed, developers will be required to provide a thorough access control strategy for access to the building and movement within the building. Developers should ensure that mail can be delivered to the occupants of the building in a manner that does not compromise the security of the apartments.

### 3.14.3 Bin Storage

The sighting of bin storage areas should be carefully considered, and materials used should be robust and fire resistant. Ill designed storage areas that have no means of surveillance and which allow easy access will not be used and refuse will be left in the public realm with consequent access, environmental and visual issues.

### 3.14.4 Deterring Arson

Deliberate fire starting or arson is the largest single cause of major fires in the UK and is a significant issue in South West Wales. Mid and West Wales Fire and Rescue Service and South Wales Police have set up an “Arson Reduction Team” to tackle deliberate fire starting and to ensure communities are safer environments in which to live and work. These teams link closely with the Crime Prevention Design Advisor and can provide advice on improving security in all current as well as new builds. The occurrence of arson can be reduced and its effects controlled if consideration is given in advance to design, security and site management measures. The installation of active fire protection systems such as automatic fire detection devices and water sprinklers is encouraged as good practice (although not an enforceable planning criteria). Such systems can help to deter or extinguish a fire and significantly reduce fire damage and should be regularly inspected and maintained. Combustible or hazardous materials and waste can attract and provide fuel for arsonists and should be secured.

#### **Key Principle:**

- **Design in secure storage facilities or compounds to keep combustible or hazardous materials and waste out of sight and inaccessible with secure storage facilities detached from the main building by at least 8 metres to avoid the risk of fire spreading.**

### 3.14.5 The ‘Crowded Places Agenda’

It is incumbent on those involved in the planning system to ensure that the fear of crime (and terrorism) is not increased. Swansea Council will work with the Crime Prevention Design Advisor and if it is considered that a planning proposal has the potential to be vulnerable to and a likely target from terrorism, then the South Wales Police Counter



Terrorism Security Advisor will review the plans, and where appropriate seek planning conditions that will mitigate the threat. This mitigation may include specifying changes to the buildings surroundings, specific doors, windows, bollards or wall structures.

**Key Principle:**

- **Counter Terrorist Security Advisors should be consulted on developments that meet the 'Crowded Places Agenda' criteria.**





## Appendices

### Appendix 1: Legislative Framework

A strong legislative and policy framework exists for considering Community Safety as part of the planning process.

#### Article 1 of Protocol 1

States that:

‘every natural or legal person is entitled to the peaceful enjoyment of his possessions. No one shall be deprived of his possessions, and that crime victimisation avoidable by the action or inaction of public agencies may amount to violation of rights’.

#### City and County of Swansea Unitary Development Plan (2008)

#### DESIGN

##### Policy EV1

New development shall accord with the following objectives of good design:

- (i) Be appropriate to its local context in terms of scale, height, massing, elevational treatment, materials and detailing, layout, form, mix and density,
  - (ii) Integrate effectively with adjacent spaces and the public realm to create good quality townscape,
  - (iii) Not result in a significant detrimental impact on local amenity in terms of visual impact, loss of light or privacy, disturbance and traffic movements,
  - (iv) Incorporate a good standard of landscape design,
  - (v) Sensitively relate to existing development patterns and seek to protect natural heritage and the historic and *cultural environment*, not only on-site, but in terms of potential impact on neighbouring areas of importance,
- and, where appropriate:
- (vi) Foster ‘inclusive design’ by ensuring the development allows access for the widest range of people possible,
  - (vii) Support an integrated transport system,
  - (viii) Contribute to the creation of new, and the improvement of existing, spaces and an enhancement of the general street scene,
  - (ix) Promote resource efficient and adaptable buildings and layouts using sustainable design and construction techniques, including the re-use and recycling of construction and demolition waste on site, and energy and water efficiency measures,



- (x) Provide a safe environment by addressing issues of security, crime prevention, and the fear of crime in the design of buildings and the space and routes around them,
- (xi) Have regard to the desirability of preserving the setting of any listed building.

Design statements will be required in support of planning applications that have design implications, including applications for new or extended buildings and infrastructure, changes to landscape appearance, and/or those involving sensitive sites and locations.

## PUBLIC REALM

### Policy EV4

Where development and ancillary features impact on the public realm designs should ensure that schemes:

- (i) Integrate with areas to produce spaces and sequences that result in quality townscape and building frontages that actively engage with the public,
- (ii) Are of *human scale* and provide effective surveillance resulting in spaces that are “people friendly” in terms of perceived and actual safety levels, and
- (iii) Provide attractive detail through the use of high-quality, durable materials.

## AIR, NOISE AND LIGHT POLLUTION

### Policy EV40

Development proposals will not be permitted that would cause or result in significant harm to health, local amenity, natural heritage, the historic environment or landscape character because of significant levels of air, noise or light pollution.

## Crime and Disorder Act 1998

This Act strengthened the role of the Police and the Council to tackle crime, disorder and anti-social behaviour. Section 17 of the Act places a duty on the Police and local authorities to exercise their functions with regard to the likely effect on levels of crime and disorder. This means that where relevant local planning authorities must consider these issues when making planning decisions and give them appropriate weight.

## Design and Quality Requirements Wales

Development Quality Requirements (DQR) are the standards that Registered Social Landlords' housing must meet. Registered Social Landlords are also called Housing Associations.



The standards apply to new and refurbished housing and cover:

- space standards;
- accessibility;
- energy efficiency; and
- security.

Further details on the DQR standard can be viewed via:

<http://wales.gov.uk/desh/publications/housing/devquality/guide.pdf?lang=en>

### **Human Rights Act 1998**

This Act incorporated into British law many (but not all) of the rights already in existence within the European Convention on Human Rights' (the Convention). The 'Convention rights' set out in this act once again place obligations upon local authorities to act compatibly with them.

### **ParkMark Scheme**

The ParkMark scheme is aimed at ensuring that car parks provide a safe environment, seeking to reduce opportunities for criminals to commit vehicle crime. Before ParkMark status is awarded a car park must be assessed using a number of criteria including the design, management and crime levels at the car park.

### **Secured By Design**

This SPG endorses the UK Police flagship 'Secured By Design' (SBD)© initiative, including ParkMark©, safer car parks initiative which is supported by the Association of Chief Police Officers (ACPO) and backed by the Home Office Crime Reduction Unit. SBD embraces the idea that good design and physical security plays a vital role in the creation of safe and attractive places to live and work. Developers are encouraged to apply for Secured by Design and the ParkMark awards.

It should be noted that SBD is a minimum standard for safety and security and adds value to the advice provided in this SPG. It also requires additional measures for the security of property e.g. the provision of doors, windows and locks which meet certain British Standards. In essence, SBD aims to achieve a good minimum overall standard of security for the building shell and, in order to deter criminal and anti-social behaviour within the curtilage or grounds of an estate, to introduce appropriate design features that enable natural surveillance and create a sense of ownership and responsibility for every part of the development.

SBD provides standards for all buildings with specific sections on commercial and Residential. The Police's SBD initiative recommends windows which meet the requirements of British Standard BS 7950. For dwellings, the Police's SBD initiative recommends doors (including patio and French doors) which meet the requirements of PAS 24-1. The SBD website ([www.securedbydesign.com](http://www.securedbydesign.com)) provides links to suppliers of windows and doors



which meet the requirements. In some instances, doors and windows meeting the SBD recommended standard may not be suitable, such as in the case of listed buildings, or may not be appropriate in terms of area character, such as in conservation areas. In these cases, windows and doors which comply with British Standard Institute (BSI), the British Board of Agreement (BBA), BM TRADA, or the Building Research Establishment (BRE) should be specified. This ensures that they are of a suitably strong and robust construction and have strong, robust locks. All doors and windows should satisfy the requirements of the Fire Regulations in terms of providing suitable means of escape and not unduly hindering access by fire fighters.

### Supplementary Planning Guidance

SPG provides more detailed policies and guidance to assist the interpretation of development plan policies and proposals. It is a material consideration in the determination of planning applications and aims to provide clarity and guidance for prospective developers. To compliment this subject area a range of supporting Supplementary Planning Guidance may be appropriate. In the context of this document the Design Guide for Household Development, the Gower Area of Outstanding Natural Beauty Lighting Scheme Guidance and the Gower Area of Outstanding Natural Beauty Design Guide may be appropriate to consider. Such guidance can be viewed via: [www.swansea.gov.uk/spg](http://www.swansea.gov.uk/spg)

### Welsh Government National Guidance (Wales) Planning Policy Wales (2011)

“Good design can protect and enhance environmental quality, consider the impact of climate change on generations to come, help to attract business and investment, promote social inclusion and improve the quality of life. Meeting the objectives of good design should be the aim of all those involved in the development process and applied to all development proposals, at all scales, from the construction or alteration of individual buildings to larger development proposals. These objectives can be categorised into five key aspects of good design” **4.10.2**

Figure 4.2 Objectives of Good Design





Local authorities are under a legal obligation to consider the need to prevent and reduce crime and disorder in all decisions that they take. Crime prevention and fear of crime are social considerations to which regard must be given by local planning authorities in the preparation of development plans. They should be reflected in any supplementary planning guidance, and may be material considerations in the determination of planning applications. The aim should be to produce safe environments through good design **4.10.12**

Social considerations will be particularly relevant in assessing the need for affordable housing and for special needs housing, in preparing measures for crime prevention, and for sport and recreation provision.

### **Welsh Government Planning Guidance – Technical Advice Note 12 Design (2009)**

Consideration should be given to practical ways in which the design of development can reduce opportunities for crime, disorder and anti-social behaviour. **5.17.1**

It is recognised, however, that security needs must be considered in conjunction with other objectives of good design and a balance will need to be struck between often competing desires for privacy, access for all and achieving security in the design of development. **5.17.2**

Community Safety Partnerships in Wales are required to undertake regular strategic assessments of crime and disorder and substance misuse issues in their areas and produce annual three year rolling Community Safety Plans. The design and security of all developments should reflect the strategic aims of the local safety plan. Design measures should be commensurate with identified risks and good practice, with the appropriate Wales Programme for Improvement Indicators and with development plan policies. **5.17.3**

The concept of ‘Designing Out Crime’ requires full consideration by everyone involved in the design of development. The design of physical features such as the arrangement of infrastructure and buildings also impact on incidence of crime. **5.17.5**

### **Welsh Housing Quality Standard**

Where appropriate, this SPG is consistent with the provisions of the Welsh Housing Quality Standard, which is the Welsh Government’s target standard for the physical condition of all housing in Wales. Although primarily used in the context of improving and maintaining existing social housing, the standard sets out minimum requirements across a number of key elements which include the safety and security of the home, and the estate environment.

Further details on the WHQS can be viewed via:

<http://wales.gov.uk/docs/desh/publications/091207housingwhqsguide.pdf>





## Appendix: 2 Glossary of Terms

### Anonymity

When offenders contemplate carrying out a crime, they would prefer not to draw attention to themselves, and to reduce the risks of detection where possible. By designing space so that the profile of persons using it is increased, or where only certain 'recognisable' persons or groups have an actual or implied consent to be present, it becomes more difficult for offenders to blend in and seek out criminal opportunities.

### Defensible Space

Another important issue is the need to establish a clear distinction between the public and private domains so that people are fully aware of where they are allowed to go at all times of the day and night. It must be clear where public space ends and where semi-public/communal or private space begins.

Crime and anti-social behaviour is more likely to occur if users are unclear whether space is public or private, and are unaware of the behaviour expected in each. The control of public access should be firm while access to the semiprivate domain (i.e. between public and private) should be clearly defined and supervised. Areas with high crime rates are often physically isolated, with unclear definitions between private and public spaces, exposed backs of properties and poor natural surveillance of the street environment.

### Defining Space

This highlights the importance of space having a clear function and identity. Where this is absent, interest in the space declines and anti social activity can follow. It also encompasses the term 'defensible space', which puts 'ownership' of space into a sliding scale of categories from private (greatest control), semi private, semi public, to public (least control).

### Fear Generators

Places which cause a perception of fear and become abandoned to anti-social acts and behaviour through design and under use. Obvious ones are dark alleyways, underpasses, narrow unkempt paths with hiding places, and large unstaffed parking areas. Trying to establish the best use for these remote and unused garages will not be easy.

### Home Zones

This idea was originally developed during the 1970's in the Netherlands where it is known as 'Woonerf' – which literally means 'living yard'. Home Zones try to achieve a change in the way that people perceive the street. By slowing traffic speed down to around 10mph, drivers should feel that they have left the normal highway and entered an area where they can expect to find people using the whole of the street, and that they should give informal priority to those other road users. This changes the balance of use between vehicular and



pedestrian traffic, so that the impact that the car has made to the environment is reduced in favour of pedestrian and residential activities, thereby creating safer places.

Home Zones try to achieve this by:

Design:

- Replacing long straight wide roads, with shorter, meandering and narrow routes.

Physical and Psychological Features:

- Speed restrictions and overt signage;
- Using elevated planting of trees and flower beds, or street furniture such as benches, planters, lighting, and play apparatus;
- Changes in road surface colour and texture;
- The parking of the cars themselves can be used to reduce the speed of traffic, or street parking can be removed altogether in favour of courtyards.

### **Honey Pots**

These are premises which encourage people to linger in an area-places where there are takeaways, fast food shops, bookmakers, or similar premises that offer services which encourage people to congregate and remain longer in an area than they would otherwise do (especially during the late evening). A number of factors combine to make these places a 'hang out' for local youths, i.e. the fast food, telephone kiosk, hiding place, ambiguous space, escape route and poor surveillance.

### **Hot Spots**

Places where criminal activity or social misbehaviour becomes concentrated could for example be certain pubs, clubs estates or shopping precincts. Poor design can contribute to the slow spiral of decline such as at shops, where individual owners eventually began to abandon their premises, or housing estates where properties become void.

### **Layout**

Layouts deal with the arrangement of streets, buildings, and public and private spaces. The way development layouts are designed impacts on the way places function and their sense of place. Their design affects levels of activity, movement and surveillance in a positive or negative way which ultimately impacts on the safety and security of places.

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



## Out of Scale Facilities

These are large service facilities which attract a greater number of potential victims and offenders, and create problems for the surrounding area. They could be retail parks, supermarkets, or hospitals which have developed way beyond their first intended purpose.

## Surveillance

This principle is based on the notion that places are safer when people feel that they are likely to be seen in an area.

Potential offenders are less likely to commit crime and anti social behaviour if they feel they are overlooked and that those doing the overlooking will be a deterrent and take action if they witness a crime. Crime and anti-social behaviour can be deterred by ensuring that all parts of the public realm are subject to casual supervision throughout all times of the day. Designs and layouts that ensure that there are always 'eyes' give potential offenders the message that any criminal or antisocial activities will be observed. Promoting the active use of streets and public spaces throughout the daytime and evening is also one of the most effective means of restricting opportunities for crime.

Being aware of the type of legitimate persons (business personnel, delivery staff, customers, or passers through) who need/want to use or access parts of the site, or the features surrounding it, how they do so, and what times of the day/week they will do so are very relevant to the design considerations. By tackling these points at the earliest stages, influence and control can be applied to all persons within these areas, and opportunities for unexpected and unwanted visitors can be minimised, thereby reducing the need to add 'aggressive' secondary measures at a later stage.

A crucial benefit, which may be achieved by developments being:

- Overlooked by habitable room windows and front doors of surrounding buildings;
- Having open landscaping with good sightlines;
- Alongside areas of high activity;
- Having lighting which is even and white;
- Covered by (effective) CCTV.



## Appendix: 3 Useful Websites

### Overarching:

Association of Chief Police Officers: [www.acpo.police.uk](http://www.acpo.police.uk)

City and County of Swansea Council: [www.swansea.gov.uk](http://www.swansea.gov.uk)

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

South Wales Police Force: [www.south-wales.police.uk](http://www.south-wales.police.uk)

Welsh Government: [www.wales.gov.uk](http://www.wales.gov.uk)

### General:

British Parking Association: [www.britishparking.co.uk](http://www.britishparking.co.uk)

Cleaner, Safer, Greener; re public spaces: [www.cleanersaferegreener.gov.uk](http://www.cleanersaferegreener.gov.uk)

CCTV. Home Office Scientific Development Branch (HOSDB):  
[www.scienceandresearch.homeoffice.gov.uk/hosdb/cctv-imaging-technology](http://www.scienceandresearch.homeoffice.gov.uk/hosdb/cctv-imaging-technology)

CCTV. Operational Requirements Manual:  
[www.crimereduction.gov.uk/cctvminisite25.htm](http://www.crimereduction.gov.uk/cctvminisite25.htm)

Counter-Terrorism. The Centre for the Protection of National Infrastructure:  
[www.cpni.gov.uk](http://www.cpni.gov.uk)

Crime Reduction: [www.crimereduction.gov.uk](http://www.crimereduction.gov.uk)

Design Against Crime Research: [www.designagainstcrime.com](http://www.designagainstcrime.com)

Designing Out Crime Association: [www.doca.org.uk20](http://www.doca.org.uk20)

‘Lighting Against Crime – A Guide for Crime Reduction Professionals’:  
[www.securedbydesign.com/pdfs/110107\\_LightingAgainstCrime.pdf](http://www.securedbydesign.com/pdfs/110107_LightingAgainstCrime.pdf)

‘Manual For Streets’: <http://www.dft.gov.uk/pgr/sustainable/manforstreets>

MI5 Security Advice: [www.mi5.gov.uk](http://www.mi5.gov.uk)

Park Mark: [www.britishparking.co.uk/index.php?path=2,6421](http://www.britishparking.co.uk/index.php?path=2,6421)

Policing policy, anti-social behaviour, alcohol, community safety:  
[www.homeoffice.gov.uk](http://www.homeoffice.gov.uk)

‘Safer Schools and Hospitals Toolkit’: [www.crimereduction.gov.uk/toolkits/ssh00.htm?n44](http://www.crimereduction.gov.uk/toolkits/ssh00.htm?n44)

Sustrans: [www.sustrans.org.uk](http://www.sustrans.org.uk)

The Design Council’s – Design Against Crime Initiative: [www.designagainstcrime.org](http://www.designagainstcrime.org)

Urban Engineering – Cycle Sheds etc: [www.urbanengineering.co.uk/index.php](http://www.urbanengineering.co.uk/index.php)



## Appendix: 4 Acronyms

ACPO – Association of Chief Police Officers

ALO – Architectural Liaison Officers

CCTV – Closed Circuit Television Systems

CSTED – Community Safety Through Environmental Design

LDP – Local Development Plan

SBD – Secured By Design

SPG – Supplementary Planning Guidance

UDP – Unitary Development Plan

WHQS – Welsh Housing Quality Standard





## Appendix: 5 Contact Points

In all major developments, developers are encouraged to enter into pre-application discussions on their proposals with a range of interested parties, including planning officers, Police and the local community, to identify and resolve any potential conflicts between meeting Designing Out Crime principles and planning objectives. Pre-application advice should be sought from the Police's Crime Prevention Design Advisors on all aspects of crime prevention within the context of existing local circumstances, and the guidelines set out in this document along with wider planning objectives.

**For more information please contact:**

### City and County of Swansea Council

Planning Section,  
Regeneration and Planning Department,  
Civic Centre,  
Oystermouth Road,  
Swansea,  
SA1 3SN.

**Telephone:** 01792 635701

**E-mail:** [planning@swansea.gov.uk](mailto:planning@swansea.gov.uk)

### South Wales Police

Crime Prevention Design Advisor,  
Justice and Partnerships,  
Port Talbot Police Station,  
Station Road,  
Port Talbot,  
SA13 1JB

**Telephone:** 01639 889719

**E-mail:** [swansea@south-wales.pnn.police.uk](mailto:swansea@south-wales.pnn.police.uk)



**City and County of Swansea Council,  
Civic Centre,  
Oystermouth Road,  
Swansea,  
SA1 3SN.**

[www.swansea.gov.uk](http://www.swansea.gov.uk)



**South Wales Police Headquarters,  
Cowbridge Road,  
Bridgend,  
CF31 3SU.**

[www.south-wales.police.uk](http://www.south-wales.police.uk)