

Isle of Wight Council

Supplementary Planning Guidance

Design for Community Safety



September 2004

This is one of a series of Supplementary Planning Guidance Documents. The Isle of Wight Council adopted this Guide September 2004, following public consultation. It is published by Isle of Wight Council, Directorate of Environment Services.

Front Piece:

May I congratulate the Isle of Wight Council on the production of this superb Community Safety Supplementary Planning Guidance. It is without doubt one of the most comprehensive documents, dealing with designing out crime, to be produced within the Hampshire Constabulary area. It is most pleasing to be associated in this partnership process, which is ably demonstrated through this joint publication.

I have no doubt at all that this publication places the Isle of Wight at the forefront of community safety and 'designing out crime'.

**Malcolm Wilton
Force Crime Reduction Co-ordinator
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1. Introduction

Purpose

- 1.1 The purpose of this SPG is to supplement policy D11 of the Unitary Development Plan (UDP), and to set out how the Council believes planning and design can help reduce crime, anti-social behaviour and fear of crime. Community safety is a complex subject, this guidance needs to interlock with a variety of other aspects of social policy and community issues which lie beyond the scope of planning.
- 1.2 This guide suggests approaches and sets out criteria for the design and layout of the physical environment, which can help reduce crime, anti-social behaviour and fear of crime. It is intended to assist those responsible for the planning and design of the environment to achieve creative solutions that reduce crime and anti-social behaviour and provide safer places, which are also high quality environments.

The Importance of Design in Crime Prevention

- 1.3 It is now widely accepted that the nature of the physical environment influences the likelihood of criminal activity and anti-social behaviour. The reduction of crime is currently viewed as a high priority by the government and the public. Crime rates on the Island are below national rates and it is one of the safer places in England to live. The Isle of Wight Council are committed to improving quality of life, and it is in this context that the aspiration to reduce crime, anti-social behaviour and fear of crime needs to be viewed.
- 1.4 Environments that are well designed from the outset and are subsequently better maintained will foster a sense of community ownership. Active use of public space by a responsible majority is the best means of restricting anti-social behaviour. Promoting community safety by putting resources into the built environment is not only an effective long term strategy to reducing crime and anti-social behaviour, but also also makes an immediate contribution to improving quality in the built environment.
- 1.5 To reduce crime and increase community safety requires a co-operative approach. The Council encourages a variety of initiatives through the Crime and Disorder Team to engage local communities in crime prevention initiatives and recognizes the vital role of other agencies in crime prevention including the police, parish councils, housing associations, youth organisations, churches, schools etc. However, this guide is intended to supplement the UDP Policies and focuses purely on design and layout of the external environment. The main objective of this guidance is to anticipate potential problems and resolve them through design, and thus reduce the future demands on the Council, Police and other agencies in addressing the problems that occur as a result of poorly designed schemes.
- 1.6 Care must be exercised to ensure that “designing to reduce crime” does not lead to a “fortress mentality”. Crime prevention is capable of being a material consideration in the determining of a planning application that must be balanced against other important considerations. Higher fences and ever more prominent CCTV surveillance are not only instrumental in increasing fear of crime, but also create unattractive and uncomfortable places to live, work or use. In the long term, a lasting sense of community safety is better achieved through the creation and maintenance of high quality environments which are attractive, safe and actively used. This Supplementary Planning Guidance is based on

current government guidance on planning out crime and the principles of Crime Prevention Through Environmental Design (CPTED).

1.7 This document offers general principles for new development, it is not intended to produce rigid crime prevention solutions irrespective of the requirements and character of each individual site and its locality. It is intended that the principles of this document are to be applied in a flexible and creative way which preserves and enhances the existing character of conservation areas, areas of architectural or historic interest, Areas of Outstanding Natural Beauty (AONB), rural areas generally and urban areas where the existing character needs respecting.

Integrated Approach

1.8 The most important aspect of new development is ensuring that all significant components of design are considered together at an early stage so that potential conflicts can be resolved including those between security and other important objectives. Early co-ordination and effective design can eliminate potential difficulties. Effective crime prevention requires partnership between communities and the many agencies involved. Obtaining design advice at an early stage from the right people is key to a successful scheme. Sources of design advice and contacts are given at the end of this Guidance.

Crime on the Isle of Wight

The Island is in the top 25% of safe places to live in England and Wales. However, the Island is not crime free, with pockets of criminal activity in some urban areas. There is certainly room for improvement. A Breakdown of crime within the Isle of Wight are available on the Isle of Wight Crime and disorder partnership website. www.iowcrime-disorder.org This site provides information on how we will be tackling crime and disorder on the Island over the next three years. The site details the Crime and Disorder Strategy 2002/05 and it provides statistics on current crime rates as well as useful fact sheets on a wide range of community safety issues. The Crime and Disorder office is situated on South Street, Newport Isle of Wight PO30 1JS Tel 01983 822696 email: team@iowcrime-disorder.org.

Government Guidance

- 1.10 The main sources of central government policy are:
 Planning Policy Statement 1 (PPS1) Creating Sustainable Communities 2004
 Safer Places The Planning System and Crime Prevention 2004
- 1.11 The new overarching PPS1 sets out the Government's planning objectives and has at its heart the need to create sustainable safe communities. Section 17 of the Crime and Disorder Act 1998 requires the Council to function with due regard to prevent crime and disorder when exercising its function under Town and Country Planning Legislation. Planning can make a considerable contribution towards tackling crime and provide attractive environments, creating a positive sense of community safety.
- 1.12 The Government publication, By Design, summaries the objectives of urban design as:
- Character ; a place with its own identity
 - Continuity and enclosure: a place where public and private spaces are clearly defined
 - Quality of the Public Realm: a place with attractive outdoor areas
 - Ease of Movement; a place that is easy to get to and move through

- Legibility: a place with a clear image and easy to understand
- Adaptability: a place that can change easily
- Diversity a place with variety and choice

There is a selection of other design and guidance that has been published by the Government including Better Places to Live; a companion guide to PPG3 and Places, Streets and Movement: companion guide to Design Bulletin 32.

2. General Principles

The general principles set out in this section should be adopted when designing development proposals. The various factors need to be balanced through the planning and design process to achieve a solution that satisfies the needs of the development and those of the wider community.

2.1 Environmental Quality and Ownership

- 2.1.1 Creating a sense of ownership by providing opportunities to clearly define 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 private domain where space is respected more. Areas to the front of properties are semi-private by being visually and physically accessible to passing public but still can project a more private situation. New developments need to make provision for personalisation and existing dispersed developments can benefit from allocating public space back to private ownership.



The public and private domain should be clearly defined.

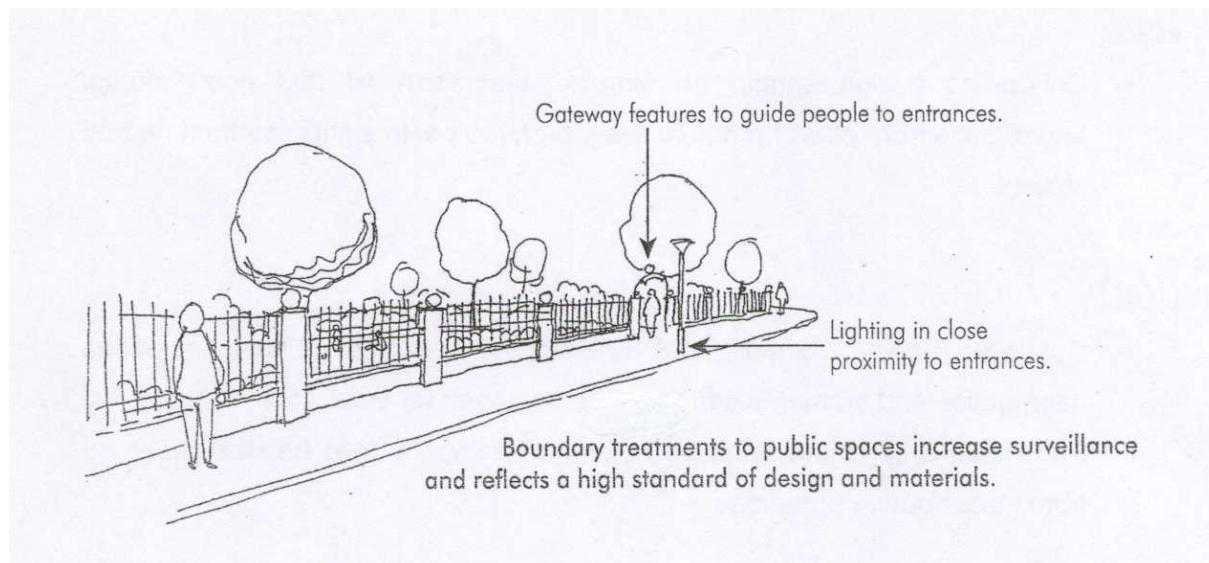
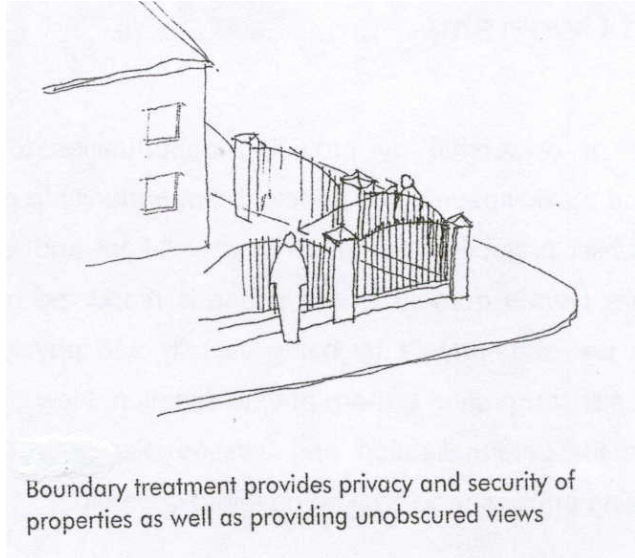
Residential Layout

General guidance for the design and layout for residential layouts is given in a separate Supplementary Planning Guidance Document called Residential Layouts.

- 2.1.2 Residential layouts should be simple linear form so that good natural surveillance from other homes is easy, preferably with sight lines from habitable rooms.
- 2.1.3 Residential layout should not encourage long routes that increases segregation and an over reliance on the car, particularly for short trips.
- 2.1.4 Pedestrian only connections should be well observed from neighbouring properties.

Boundary Treatments

- 2.1.5 Treatment of enclosures must convey a positive image through quality of materials and design yet providing adequate security. Hostile and defensive security measures are capable of affecting the wider perception of an area/town and could increase the fear of crime.
- 2.1.6 Boundary treatments should allow for transparency of enclosures to ensure views inside and out of the site. Boundaries should not obscure views and hinder surveillance of the street and public spaces.
- 2.1.7 Good quality, attractive boundary treatment and gated entrances give the impression of a safer and more private situation increasing the potential for criminals to feel more vulnerable.
- 2.1.8 Minimise the use of negative design measure such as razor and barbed wire.



Rear Garden Access

- 2.1.9 Rear gardens should be strongly private territory, as should access, servicing and private vehicular parking arrangements. Rear gardens should generally not back onto side roads, service roads and footpaths.

2.2 Access and Movement

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

Connected Network Of Streets And Public Spaces

2.2.2 The Council is committed to making our communities safer as well as easier and more enjoyable to move around. Good design principles, should be employed to all developments 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.

2.2.3 A connected network of streets contributes to personal safety and security of property, by encouraging pedestrian activity that helps to provide natural surveillance and a degree of self-policing. The degree of connectivity in a new development is often the key to its success. Areas that are well connected to other areas increase the opportunity and choice of users to socially interact, which assists in the development of neighbourhood identity and affinity.

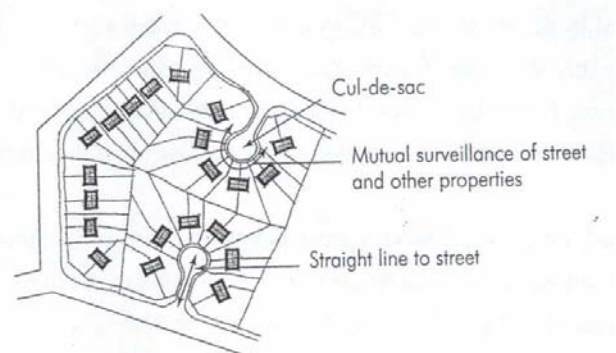
2.2.4 The appropriate movement network for a place depends upon the local context and land-use. For example industrial areas require different kinds of connections to town centers.

2.2.5 Routes for pedestrians, cyclists and vehicles should in most cases run along side each other. Keeping pedestrians and vehicles at the same level will avoid creating intimidating spaces such as sub ways or foot bridges. Where these are unavoidable they should be wide, as short as possible and well lit.

Fewer Connected Streets

2.2.6 Disconnected street patterns reduce choice, interaction and activity and so reduces the potential for natural surveillance.

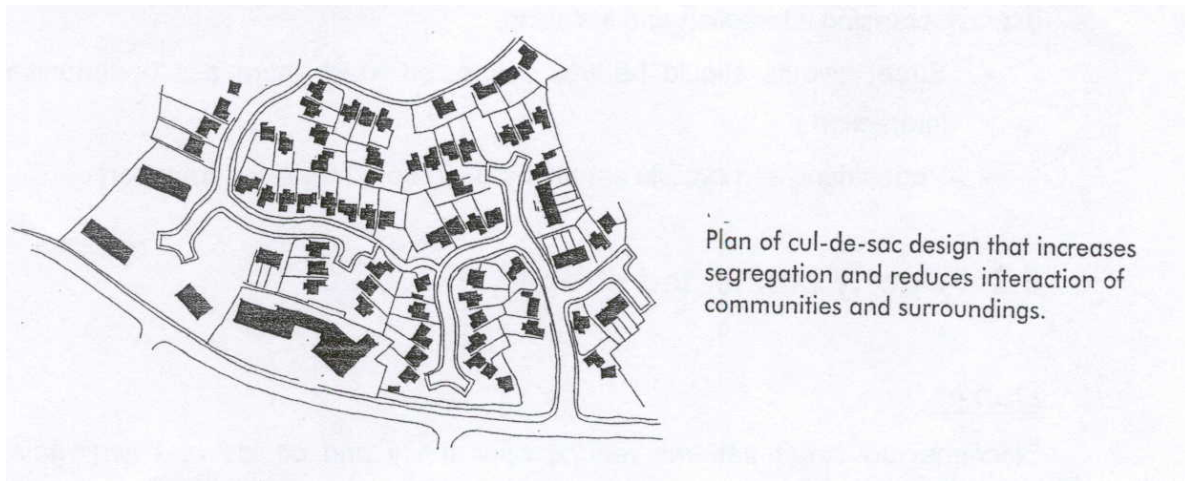
2.2.7 However, there may be circumstances when a layout with fewer connections will have advantages of crime prevention by creating 'defensible space' making it easier for residents to monitor and exercise control over the area. Cul-de-sacs can have benefits but only as part of a network of adequately linked streets.



Cul de sac design should be short and simple

Cul-De-Sac Design

- 2.2.8 Generally Cul-de-sac design should only be adopted where topographical, natural landscape or historical elements make it undesirable to make through connections.
- 2.2.9 When used Cul-de-sac design should be simple, short, linear form so that good mutual surveillance from other homes is easy, preferably with sight lines from nearby streets.
- 2.2.10 Cul-de-sac design should not encourage long routes that increases segregation and an over reliance on the car, particularly for short trips.

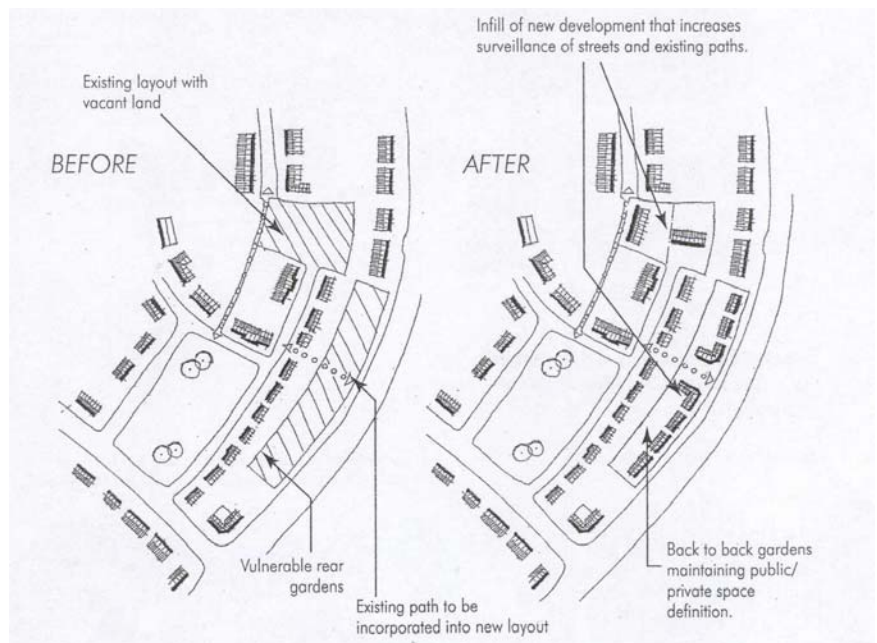


Cul de Sac design should not involve long routes

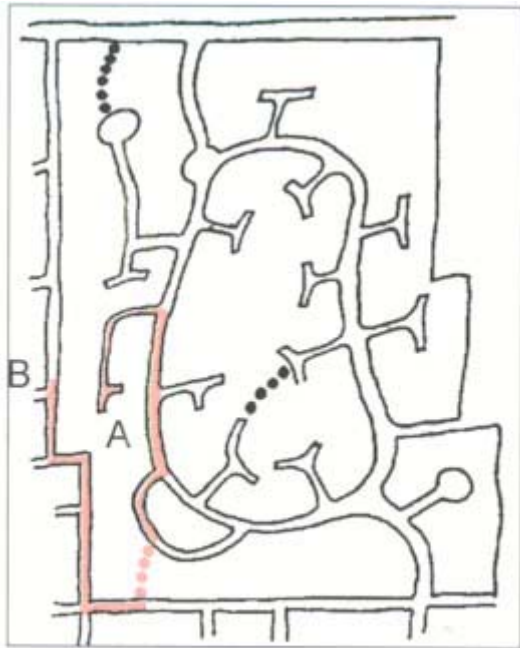
- 2.2.11 Pedestrian only connections between cul-de-sacs should be well observed from neighbouring properties.

Existing Essential Footpaths And Networks

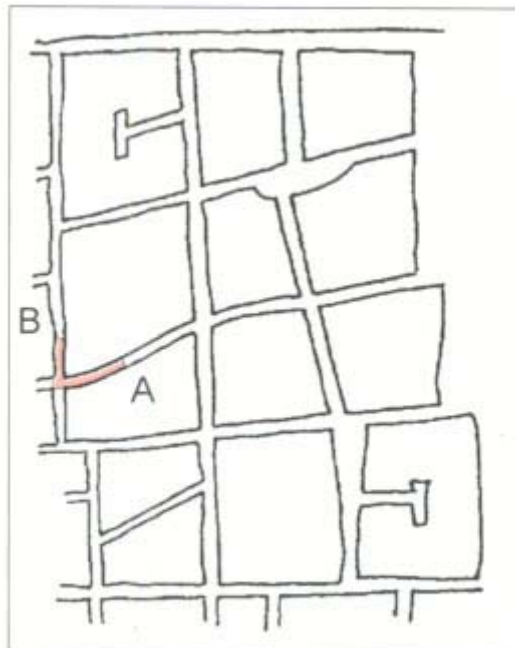
- 2.2.12 Retaining existing well-used and essential footpaths and public rights of way will help maintain direct access for existing residents and users. Existing well used pedestrian routes need to be preserved and designed into layouts at an early stage.



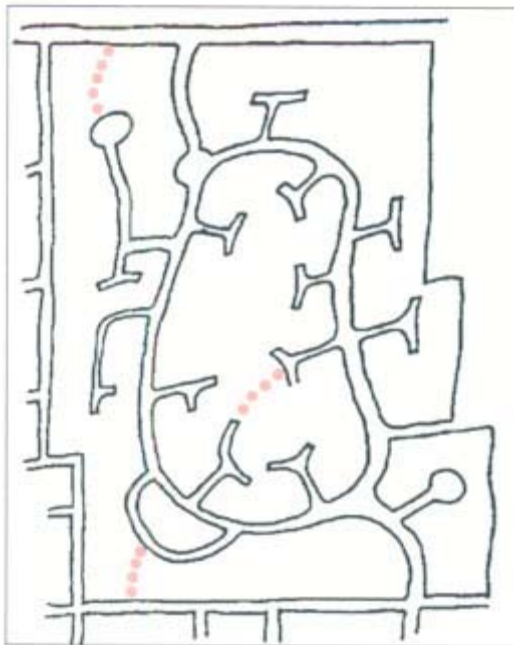
Minimise long detours on foot with no natural surveillance, as this will reduce the presence of people in the streets making places less hospitable and safe.



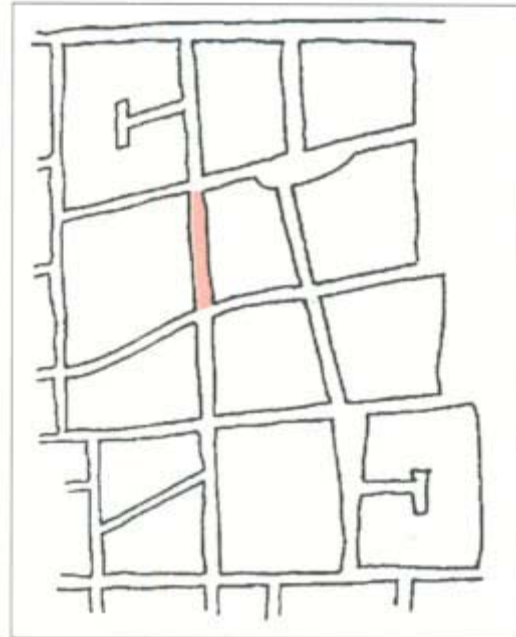
In this layout the journey from A to B is long and convoluted. It does not allow for easy pedestrian journeys.



In this layout the journey from A to B is short legible and direct. It encourages pedestrian journeys.



Pedestrian only routes which are not overlooked are not safe and attractive to pedestrians.



Pedestrian and cycle routes should be designed as an integral part of a street network.

Public Rights Of Way

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

2.2.14 Footpaths and bridleways may be closed or diverted in some areas under certain circumstances to reduce crime. When considering closure or diversion, the Council will consider the advice of local and national policy making bodies to encourage walking.

Walking And Cyclist Access

2.2.15 Public footpaths and cycleways provide an important part of 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.

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

2.2.17 Walking and cycle routes should be part of the connected network of streets and footpaths that should be clear and direct. Their provision is strongly encouraged, but awareness is needed of the potential problems that poorly designed footpaths can have.



2.2.18 Key consideration when designing footpaths and cycleways are:

- Provide good visibility along paths and cycle routes.
- Provide generous width of footpath (as appropriate to site context) and space on either side of the path, direct and well lit.
- Where appropriate, public footpaths should be complemented by parallel cycleways.
- Ensure vegetation is well maintained close to paths.
- Ensure natural surveillance from neighbouring properties.

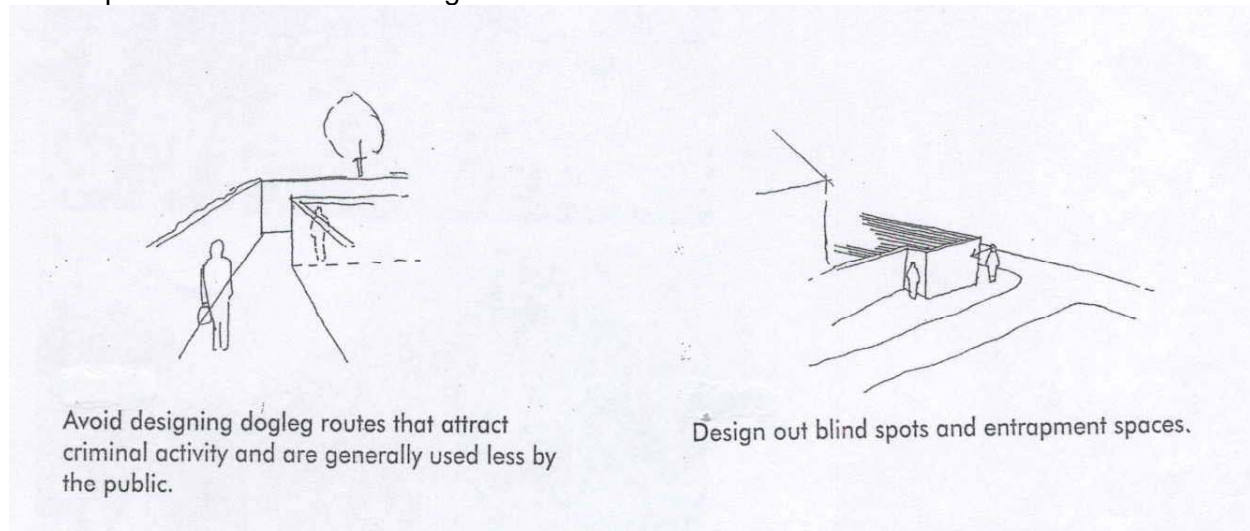
2.2.19 Pedestrian and cycle routes should not be located along the backs of properties as observation is limited and they are generally used less by the public due to the increased risk and fear of attack. Foot paths and



cycleways positioned at the rear of buildings also provides means of escape for criminals.

2.2.20 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.

2.2.21 Narrow corridor designs are not acceptable and create potential hiding places. Footpaths should not be of a tortuous, dogleg manner as they create blind spots and are perceived to be threatening.



2.3 Structure

Arrangements Between Buildings, Streets And Gardens

2.3.1 This section deals with the layout and inter-relationships with buildings, streets and gardens. The structure of the built and unbuilt environment is fundamental to ensuring the safety and security of any area.

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

Defining Public, Private And Communal Space

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

2.3.4 Wherever possible, seek to design defined development blocks that encloses (internally) essentially private activity whilst providing a clear interactive frontage to public routes. Backyards, rear gardens or inner courtyards that are private or communally shared are best enclosed by the backs of buildings.

Public Communal Areas

2.3.5 Communal areas should have a variety of uses for all age groups. Public communal areas are seen as essential communication tools and placed correctly 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.

2.3.6 When designing public communal areas the key considerations are:

- Design communal facilities so that nearby dwellings can provide supervision of the space.
- Provide a safe route for users to come and go.
- Boundaries between public and private space should be clearly defined.
- Open spaces should prevent unauthorised vehicular access.
- Parks and open spaces should be fronted by development to increase observation of the space.
- Toddlers play areas should be designed so that they can be secured.
- Private rear boundaries should not back onto a public park or open space.
- Play areas should not be located so close as to increase noise pollution to nearby properties but should be sufficiently close enough to ensure observation.

Street Furniture

2.3.7 The appearance and organisation of street furniture in streets and public spaces is essential in creating a positive, memorable and much-loved environment. The public realm is frequently cluttered up by poorly sited signage, street furniture, service and phone boxes where the car orientated environment has become dominant resulting in less pedestrian friendly environment.

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

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

2.3.10 This will ensure that:

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

- Phone and service boxes are positioned so not to obstruct pedestrian movement or obstruct visual linkages.
- Signage and barriers are minimised through design layouts that are clearer and enables users to find their way around the place more easily.
- Street furniture responds to context such as landscape, buildings and floorscape.
- Higher quality design is encouraged creating amore innovative and contemporary designs not always relying on the heritage image.
- High quality products are used that are visually attractive and longer lasting.

Watercourse Corridors

2.3.11 Watercourses have the potential to provide some of the most attractive areas within our urban environment. Past developments have in general turned their backs on watercourses and as a result have attracted antisocial behaviour and criminal activity to these places.

2.3.12 Development proposals should face onto watercourses. This will increase activity and surveillance along watercourses making them safer and more enjoyable to use.

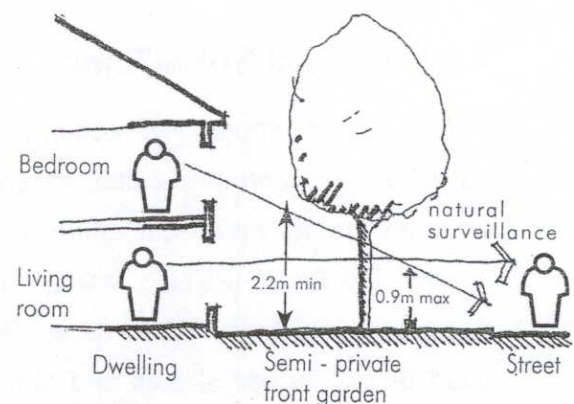
2.4 Surveillance

Natural Surveillance

2.4.1 Safety of the street and security of dwellings can be improved by providing surveillance opportunities both to and from the street. A survey found movement through streets could cut crime where there is strong natural surveillance from nearby dwellings (PSLG, March 1999, p8). The government's Good Practice Companion Guide to DB32 'Places, Streets and Movement', (1998), states that well-used or overlooked streets and spaces make the criminal feel uncomfortable and exposed.

2.4.2 New housing layouts large or small play a major part in preventing crime and reducing the fear of crime by increasing natural surveillance and activity. Community spirit is increased through regular sightings of neighbours, family members and individuals. This principal is not only for residential but a general principle beneficial in all areas of development. Safety should be maintained inside and outside the home of the new development and the adjoining existing developments. Residential developments should acquire 'Secured By Design' awards to maintain high standards of physical security.

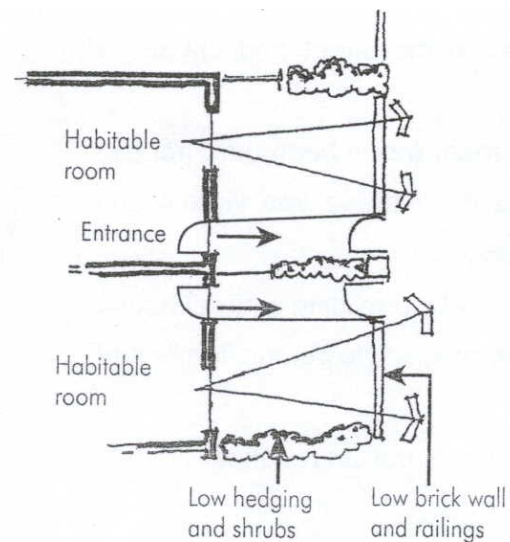
2.4.3 Buildings should provide visual recognition of the street whilst creating sufficient



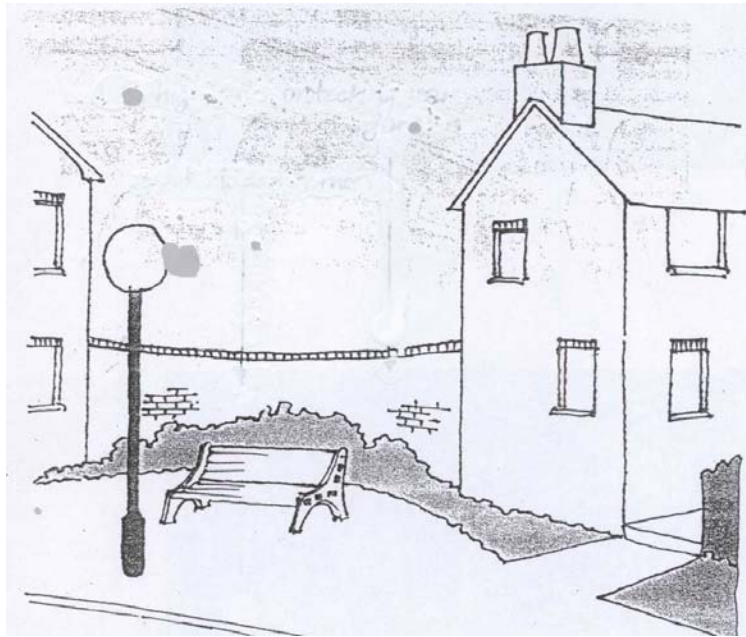
Habitable rooms such as living rooms positioned on the front of a dwelling will maximise surveillance of the street.

defensible space.

- 2.4.4 The building line should be as close as possible to the front boundary without compromising a person's right to privacy.
- 2.4.5 Main entrances of dwellings should open onto the street and entrances located so that they can be visually observed.
- 2.4.6 Dwellings should have at least one habitable room (not a bedroom), fronting the street at ground floor level. This enables residents to see visitors and tradesmen and control access to their properties.
- 2.4.7 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.
- 2.4.8 Ensure design solutions for corner sites maintain natural surveillance. Development should not present blank gable facades on corner sites.
- 2.4.9 Development should not turn its back onto the street or public spaces. Unattractive and highly defensible facades are highly damaging to the character and appearance of an area.



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



Design solutions for corner sites maintain natural surveillance

Closed Circuit Television (CCTV) Systems

2.4.10 CCTV has a place in the dissuasion and monitoring of crime in town centres, car parks and sensitive areas where crime rates are high. The Council views CCTV as an integrated approach in crime prevention along with other design measures such as high quality hard and soft landscaping. Natural surveillance and presence of people in public places with well-designed public spaces will always be the best form of crime deterrent.

2.4.11 Where CCTV equipment is required it should be installed in locations that are obvious but doesn't compromise the visual amenity of a place.

2.4.12 In the case of listed buildings the installation of CCTV requires listed building consent and may require planning consent, the positions of equipment to be agreed with the local planning authority. CCTV installation should not be detrimental to the integrity of a building. PPG 15, 'Planning and the Historic Environment', Annex C recommends that only less harmful and visually unobtrusive positions should be agreed where CCTV equipment is to be attached to a listed building.

2.5 Activity

Achieving Safer Town Centres, Local Shops And Businesses

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

- 2.5.2 The key to bringing back life into our towns particularly at night is to maximise the range of uses in towns to extend the time that people are present in the streets so that people can provide active and passive surveillance of places.

Mixed Use

- 2.5.3 Mixed use solutions can help to increase the presence of people in the streets. Increasing the diversity of land uses can do this. By overlying various elements there is an opportunity for people to be in places over a broader part of the day. Combining a mix of activities and higher densities would increase the presence of people, which helps to make safer streets and spaces.
- 2.5.4 Planning guidance recognises the contribution of mixed use particularly in town centres and other areas that are in close proximity to public transport, which reduces the over reliance on private car use that contributes to a cleaner and more sustainable environment. This design approach is not only more sustainable, but also increases richness, vitality and diversity much needed to combat safety and security issues.
- 2.5.5 Key considerations when designing a mixed use development are:
- Position mixed use development close to public transport and nearby shops reducing the need to travel by private transport.
 - Provide mix of uses for a range of people with different incomes, family size, ages, gender and mobility.
 - Convert and retain old buildings to reduce the need to redevelop areas.
 - Mixed use blocks should be of a variety of compatible uses including a residential component.

Mixed Use Buildings

- 2.5.6 A mixed use building contains a number of activities. This is usually a change of use horizontally where the ground floor is commercially dominated and the upper floors are residential. Providing living accommodation over retail can often secure the better use, maintenance and survival of a building.
- 2.5.7 Key considerations when designing a mixed use buildings are:
- Separate entrances to the ground and upper floors onto the public street.
 - Living rooms of a residential upper floor should face the public street to increase natural surveillance.
 - A proportion of active rooms to face private rear access to increase natural surveillance.
 - Private rear parking and gardens should have controlled access.
 - Provide natural surveillance of bin storage areas.

Industrial Estates And Business Parks

- 2.5.8 These types of developments are prone to vandalism and theft. Due to the nature of the land use formation and the zoning of uses. Most industrial estates do not face the street, have vulnerable backs and poor surveillance and are often in remote locations.

Most places are uninhabited after dark, making these types of development particularly vulnerable to crime.

2.5.9 Key considerations when designing industrial estates and business parks are:

- Ensure building entrances are directly accessed from the street.
- Access routes should be well lit.
- Ensure rear access is well overlooked above ground floor and easily secured after hours.
- A portion of parking to be located close to main entrances.
- Ensure clear unobstructed views into the site.
- New developments should not create a cul-de-sac environment that reduces potential passive surveillance, which increases opportunities for vandalism and theft.
- Hard and soft landscaping, street furniture and signage should not obscure safe routes.
- Service areas should not be positioned in close proximity to footpaths and cycleways where unsightly, bulky rubbish emitting unpleasant odours can make its way onto the routes.

Car Parking

2.5.10 Car parks where vehicles are left temporarily or overnight provide opportunities for criminal activity such as theft and attack. Good design, management and maintenance of car parking areas go hand in hand, in order to create the facilities where people feel safe and secure. Car parks tend to be large spaces that can have a negative visual impact, therefore care and attention needs to be paid to their appearance.

2.5.11 All types of car park should provide for people of all abilities including, parents with young children, the elderly and people with restricted mobility and disabilities. Car parks should be convenient, efficient and economical.

2.5.12 Key considerations when designing car parks are:

- Reduce opportunities for inappropriate use, such as easy and quick escapes for criminals.
- Discharge users safely and efficiently directly to the street.
- Specify vandal resistant materials.
- Install Closed Circuit Television (CCTV).
- Maintain visual linkages across the site, internally and externally.
- Access and exit points should be clear, well signed and lit.
- Strive to achieve 'Secured Car Park' status.

2.5.13 When designing car parks the following needs to be considered in relation to crime prevention.

- Layout
- Illumination
- Enclosure

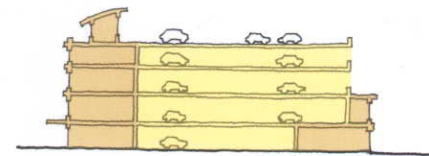
- Landscaping
- Surveillance

Multi Storey Car Parks

2.5.14 Car parks need to feel safe particularly multi-storey car parks which, in the past have often been poorly lit, poorly maintained and poorly designed. Multi storey car parks need to be attractive in order to contribute positively to the urban environment and need to be sympathetic to scale and character of nearby buildings.

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

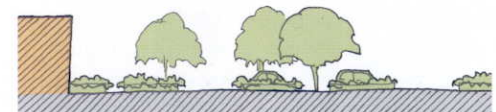
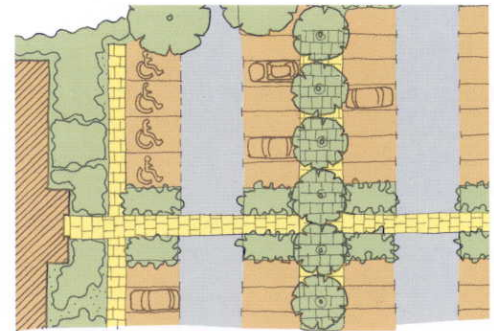
2.5.16 Do not create hiding places within a car park or on approach. Landscape should not create potential hiding places. Do not create dead ends, blind corners, long lengths of solid wall that hamper visibility.



A shielded multi storey parking structure

Surface Car Parks

2.5.17 Supermarket and business car parks tend to be large spaces that impact on visual quality of an area. Car park design should consider ways to minimise its impact and create a safe and attractive environment. Landscape design is fundamental in effectively reducing its impact but should not impact on public safety. Large parking areas should be sub divided into smaller area.



Landscaping of car parks should screen vehicles and establish direct footways connecting with nearby buildings

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

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

2.5.20 Pedestrian areas should be clearly defined by creating a more pedestrian friendly environment with level surfaced areas for all abilities.

2.6 Physical Deterrent measures

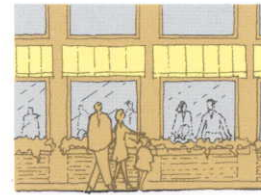
It is invariably preferable to seek to avoid problems through adoption of good design principles at the outset of a project. Where problems already exist there are however some measures which can be taken to deter criminal activity. These include fencing, planting, lighting, CCTV,

shutters and bollards. However, it is important that such measures do not degrade the quality of the environment, and increase the fear of crime. Used in abundance they can create areas which are sterile and threatening and give rise to the kind of behaviour they are intended to discourage. CCTV can be perceived as being intrusive to peoples privacy.

Shop Frontages

2.6.1 The Council does not encourage the application of external shutters as it leads to monotonous, unattractive frontages, which reinforces fear of crime and attracts criminal activity. It also reduces the potential for window-shopping having an effect to trade. Retailers are dependant on attracting passing trade not only during the day but also in the evenings. Reference should be made to a separate SPG regarding the design of shop fronts.

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



Transparent windows enable communication between inside and outside

2.6.3 The Council will encourage the construction of internal shutter boxes with strengthened glass in cases of new shop frontages.

2.6.4 All shutters whether internal or external should be as transparent as possible. Shutters when used should optimise visibility both ways and be power coated treated for durability. Shutters should not reduce window-shopping potential.

2.6.5 Where appropriate, shop fronts provided with distinctive architectural ironwork may be considered. This is an attractive alternative and appropriate for buildings in conservation areas and/or of architectural importance.

2.6.6 Entrances and frontages to shops should be well lit and the depth of door entrance recesses should not create potential hiding places.

Service Areas

2.6.7 Service areas to commercial development tend to be poorly located with minimal natural surveillance that encourages crime, vandalism and fly tipping. Where ever possible service yards should be overlooked by neighbouring developments as this deters intruders.

2.6.8 External storage areas and rear access should be contained within a secure enclosure with lockable gates and be well lit. Treatment of enclosures must convey a positive image through quality of materials and design yet providing adequate security. The boundary treatment of the enclosure should maintain views inside and out of the site.

2.6.9 Consider installing CCTV in high risk areas.

Lighting

- 2.6.10 In most cases lighting helps people feel more secure and reduces the fear of crime. It also increases chances of detection. Good lighting design plays an important part in creating a more comfortable and attractive environment that reduces the fear of crime.
- 2.6.11 Different types of lighting need to be considered for different situations. Lighting should be sensitive to the needs of the residents and users. It should provide security without resulting in glare or loss of privacy.
- 2.6.12 Heights of lighting columns in pedestrian areas should have a human scale. Where lighting is at low level, fittings will need to be vandal-resistant.
- 2.6.13 Historic and conservation areas need careful consideration. PPG15 suggests that high pressure sodium lamps with well controlled light spillage may be preferable in sensitive areas
- 2.6.14 The provision of lighting in rural areas may not necessarily be appropriate – the character of the local area must always be respected. Care must be taken to ensure that the environmental (including astronomical) impact of “light pollution” is kept to a minimum, particularly within AONB, where it will have a harmful effect on the rural character and ecology of the area.
- 2.6.15 Low-level lighting is not suitable in high crime vulnerable areas because they do not illuminate the face of a potential attacker, therefore reducing the chances of identification.
- 2.6.16 Lighting in places that are vulnerable to crime can also be vandalized, selection and placing of lighting fixtures in vulnerable places needs to be robust and discourage climbing.

Safer Landscape Design Solutions

- 2.6.17 Poor landscape design proposals can compromise the safety and security of people and properties. The way trees and planting shrubs are poorly positioned and species inappropriately chosen and maintained can create entrapment spaces and reduce visibility particularly at corners of spaces, access points and along routes. This ultimately impacts on the levels of use a place/route gets and makes them more vulnerable to crime and antisocial behaviour.
- 2.6.18 Where landscape proposals are close to buildings, public routes and access points to public spaces a strong maintenance regime is required. Planting elements need well-defined edges such as appropriately designed walls, kerbs and tree grilles etc. Landscape schemes are more successful when there is a suitable budget allocated to the proposal and that landscape designs are considered at the beginning of a project. The built and unbuilt environment needs to be designed together to ensure the landscape has an enduring quality and not a last minute addition to a scheme.

Natural Features

- 2.6.19 Natural features and their ecology are important as they provide shelter, support and sustain wildlife. Natural vegetation also absorbs pollutants that keep the air we breathe cleaner. Mature natural features give a sense of distinction and continuity with their surroundings. Existing trees and vegetation provide an immediate impact to a new development and is effective in defining spaces.
- 2.6.20 In all situations development proposals should seek to retain and incorporate existing trees and vegetation.
- 2.6.21 Landscape design plays an important role in creating an attractive environment that reinforces identity and enjoyment of a place. It too can provide a safe comfortable external environment for all to enjoy. Landscape schemes need to consider the following criteria for external spaces to ensure better security.
- 2.6.22 Landscape schemes need to consider the following criteria for external spaces to ensure better security.
- Improving access through natural areas.
 - Designing out overgrown shrubs and other thick barriers that are in close proximity to public footpaths.
 - Providing entrances and exits into safe high activity area.
 - Reducing hiding and entrapment spots.
 - Grading vegetation at woodland/park edges.
 - Providing clear sight lines for long distances.
 - Paths should be less than 4 metres wide when cycle and footways are combined.
 - Improving lighting.
 - Minimise the creation of hiding places.
- 2.6.23 Plant thorny or spiny shrubs species in front of vulnerable boundaries and buildings. This can help to reduce graffiti and unlawful access to properties. Landscaping should not obscure windows and doors.
- 2.6.24 Trees should not be planted in places where they may become climbing aides into properties.
- 2.6.25 Trees should not obscure lighting and close circuit television cameras. Trees in public areas such as streets, parks and open spaces should not have any foliage between 2 metres. This will maintain a clear field of vision.

2.7 Management and Maintenance

- 2.7.1 Management and maintenance embrace how a place looks and how it functions over time. Whilst getting the physical design right, management and maintenance will remain important factors in the creation of safer communities. By addressing these concerns at the design stage of development proposals it is possible to build in projected running costs and maintenance.

- 2.7.2 It is vitally important that ownership and responsibilities are clearly identified, and sufficient resources are made available to maintain buildings, communal spaces, open space, footpaths and landscaped areas. High standards of management and maintenance will encourage active use and a sense of ownership. Poor maintenance can lead to neglect, loss of quality and reduced levels of use by the community, leading to vandalism and anti-social behaviour.
- 2.7.3 Long term maintenance arrangements need to be made for amenity open space, footpaths and cycleways. Developers are required to demonstrate to the local planning authority that provisions have been made for the future maintenance of open space. The Council will normally require a developer to enter into a legal agreement covering the transfer of the land and any associated provisions. In some circumstances other arrangements may be preferred such as setting up a management company. In all cases, early consideration of management objectives, maintenance specifications, and long term responsibilities is essential to ensure that amenity benefits are fully realised and safeguarded for future generations.
- 2.7.4 A program of cleaning and maintenance, be it undertaken by public, private or voluntary organisations, is more likely to achieve sustainable environments. Cleaning and maintenance systems should include regular grass cutting, ground maintenance, litter and graffiti removal.

Summary of Contacts

The Development Control Section is part of the Council's Planning Services Department, which is located at:

Seaclose Offices, Fairlee Road, Newport, Isle of Wight, and PO30 2QS Tel: (01983) 823552

The Planning Reception is open Monday – Thursday 08:30 – 17:00 and Friday 08:30 – 16:30.

Planning Officers are available to give advice between the hours of 08:30-12:30 on Mondays, Tuesdays, Thursdays and Fridays.

The Councils Building Control Section is also located at the address above.

Crime and Disorder Partnership office can be found at

South Street

Newport

Isle of Wight

PO30 1JS

Tel 01983 822696

Further Reading

Places, Streets and Movement companion guide to Design Bulletin 32 DETR

By Design Better Places to Live ODP

Unitary Development Plan May 2001 Isle of Wight Council

Supplementary Planning Guidance –Isle of Wight Council

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