



Design and Crime Supplementary Planning Document

October 2009



Local Development Framework

1	Introduction	1
	Purpose of the Document	1
	Aims and Objectives	1
2	Policy Context	3
	National Context	3
	Regional Context	4
	Local Context	4
	Links to Other Plans	5
3	How to apply this Guidance	6
	Pre-application stage	6
	Planning applications	6
	Planning decisions	7
	Planning conditions	7
	Planning obligations	8
4	Design Principles	9
	Access and movement	9
	Activity and natural surveillance	11
	Public realm and private spaces	14
	Landscaping and boundary treatments	16
	Car parking and servicing	17
	Public Transport	20
	Historic Environment	21
	Technical Issues	21
	Management and maintenance	24
5	Further Information	26
■	Appendices	
	Appendix 1	27
	Appendix 2	28
	Appendix 3	30
	Appendix 4	32
	Appendix 5	33

1 Introduction

1.1 Crime and the fear of crime can have a negative effect on the quality of life of residents in the Borough. Crime also affects the success of new development proposals and the vitality of town centres and employment areas often hindering economic growth and prosperity. Planning can play an important role in reducing and designing out crime.

1.2 Between April 2007 and March 2008, 15,274 crimes were recorded in St Helens, compared to 18,149 the previous year (a fall of 15.8%). This equates to a rate of 86.0 per 1000 population which is lower than the corresponding Merseyside figure of 93.7 and the national figure of 92.1. (For further background statistics see Appendix 1). Appropriate design in new development will help in reducing this figure whilst also assisting in minimising further opportunities for crime and disorder.

1.3 This Design and Crime SPD will play an important part in making St Helens a safer and more attractive place to live and work.

Purpose of the Document

1.4 Section 17 of the Crime and Disorder Act 1998, places a statutory duty on Local Authorities to exercise their functions with regard to the likely effects of Crime and Disorder in their areas in partnership with the Police and other public bodies.

1.5 The purpose of this Supplementary Planning Document (SPD) is to set out the design principles the Council wish to see demonstrated in developments for the prevention of crime. This guidance will provide information for all those involved in the development process about what should be considered when designing schemes that are to be submitted for planning approval.

1.6 Government guidance (PPS12: Spatial Planning, 2008) states that SPDs should provide additional information to existing plan policies, assisting applicants and decision making in interpreting and applying policy. This SPD supplements policy GEN 4, Security and Crime Prevention in the St Helens Unitary Development Plan (UDP) adopted in July 1998 and informs the emerging policies in the Council's Local Development Framework. (Details of the policy is contained in Appendix 2). Once adopted, this SPD will be an important material consideration in determining planning applications.

Aims and Objectives

1.7 The overall aim of this SPD is to take account of the need for the Council to ensure that new development incorporates measures to contribute to a reduction in crime and anti-social behaviour in St Helens.

1.8 The objectives of the SPD are:

- To provide clear guidance in the determination of planning applications for development.
- To enable crime prevention issues to be considered from the earliest stages of project planning through discussions between the Council and developers.
- To encourage a high standard of design in new developments.

- To promote creative and innovative solutions in the design and layout of the physical environment.
- To improve the quality of life of residents in the Borough through reducing the incidence of crime and fear of crime.

2 Policy Context

National Context

2.1 Government guidance contained within Planning Policy Statement 1 (PPS1) Delivering Sustainable Development (2005) recognises the importance of well-designed and good quality developments. It identifies the need to ensure that places are of a high standard of design that *“...contributes positively to making places better for people”*.

2.2 Planning Policy Statement 3 (PPS3) Housing (2006) encourages Local Planning Authorities and their communities to work together on the types of residential development they wish to see and develop design policies aimed at *“creating places, streets and spaces which meet the needs of people, are visually attractive, safe, accessible, functional, inclusive and have their own distinctive identity and maintain and improve local character”*.

2.3 Planning Policy Statement 6 (PPS6) Planning for Town Centres (2006) promotes the importance that *“town centres provide an attractive, accessible and safe environment for businesses, shoppers and residents”*.

2.4 Planning Policy Guidance 17 (PPG17) Planning for Open Space, Sport and Recreation (2002) identifies that *“Local networks of high quality and well managed open space help create urban environments that are attractive, clean and safe and can play a major part in improving people’s sense of well being”*.

2.5 The Department for Communities and Local Government (DCLG) Circular 01/06: Guidance on Changes to Development Control System, highlights that design and access statements for outline and detailed planning applications should demonstrate how crime prevention measures have been considered in the design of the proposal and how the design reflects the attributes of safe, sustainable places set out in 'Safer Places - the Planning System and Crime Prevention'.

2.6 Department of the Environment Circular 5/94: Planning Out Crime, states that planning proposals can help reduce crime, particularly if they are considered as part of a strategic approach incorporating a wide range of measures, including, for example, estate or town centre management and CCTV. The Circular accepts that crime prevention is a 'material' planning consideration which can legitimately be taken into account in preparing plans and deciding planning applications.

2.7 The Building for Life Standards (CABE, 2007), are a series of twenty questions that are supported by the Government as a standard for the design quality of new homes. It deals with four main topic areas - character; roads, parking and pedestrianisation; design and construction and environment and community. It recognises that good design in new housing development can not only improve the built form, quality of life and increase property values but can also cut crime.

Regional Context

2.8 This SPD will take into account the new North West Plan (North West Regional Spatial Strategy – Proposed Changes Version - RSS), which provides a framework for the physical development of the region. The RSS was adopted on 30th September 2008 and replaces the old Regional Planning Guidance (RPG). It now constitutes part of the Development Plan for the Borough.

2.9 The RSS details relevant policy to be considered within this SPD. Notably with regards to:

- DP1 Spatial Principles
- DP2 Promote Sustainable Communities

Local Context

2.10 For the purpose of this SPD, policies referred to will be from the saved version of the St Helen's UDP (adopted in 1998), until the Core Strategy from the Local Development Framework (LDF) replaces this.

Unitary Development Plan (UDP)

2.11 St Helens Unitary Development Plan (UDP) contains a number of primary strategic aims that are relevant to the SPD, which are set out in Part 1 of the written statement. These include:

- To secure urban regeneration.
- To balance the needs of new development and protection of the environment.
- To improve the quality of the environment to make St Helens a more attractive and safer place in which to live, work, play, invest and visit.
- To promote new economic activity in order to diversify and expand the existing industrial base and provide future job opportunities.
- To take account of the need of all sectors of the community in the provision of housing, employment, transport, recreation facilities and infrastructure.
- To conserve resources and work towards the principles of sustainable development.

2.12 In addition UDP Policy S7 (Sustainable Development), highlights the need to conserve the environment through ensuring that new development is only permitted where it minimises any adverse effects on the environment.

2.13 UDP Policy Gen 4 (Security and Crime Prevention), sets out the main principles that new developments need to satisfy including natural surveillance, landscape design and site layout.

2.14 The Design Guidance SPD (Adopted October 2007) provides additional advice on the design and layout of new developments as well as outlining the process that needs to be followed to achieve these objectives.

2.15 The content of this SPD needs to be considered alongside any others adopted by the Council.

The Core Strategy

2.16 When the Core Strategy is adopted by the Council in 2010, this will replace the UDP within the Borough as the Development Plan. At this point, all reference for the SPD will be made to the Core Strategy upon adoption.

2.17 Details of the UDP policies relevant to this SPD can be found in Appendix 3.

Links to Other Plans

2.18 This SPD is intended to contribute towards the overall vision of the St Helens Sustainable Community Plan 2008-2018 (April 2008), which has as one of its main objectives 'Safer Communities' which aims to reduce crime and the fear of crime. The SPD also aims to support the City Growth Strategy (2008) and any new development should be aligned with the objectives contained in both these plans.

2.19 The document will also assist in helping to reduce the levels and types of crime throughout the Borough outlined in the Crime and Disorder Reduction Partnership Strategic Assessment, which is produced on an annual basis.

2.20 The guidelines set out in this document are based on current best practice and Government guidance set out in "Safer Places: The Planning System and Crime Prevention" (ODPM, 2004), which sees designing out crime and improving community safety as the key to the delivery of safe and sustainable communities. (This is a companion document to Planning Policy Statement 1 (PPS1) Delivering Sustainable Development (2005), which sets out the importance of design in the planning process).

2.21 This SPD takes into account the requirements of the Human Rights Act (1998) in that all design principles in the prevention of crime will comply with the Articles of the Convention and Protocols of this Act, unless there is a lawful justification not to. Article 8 of this Act in particular requires public authorities to respect the right for private and family life in policies, decisions and service delivery.

2.22 The guidelines set out in The Disability Discrimination Acts (1995 and 2005) provides advice on the need to ensure access for disabled people in all development proposals. The Merseyside Code of Practice on Access and Mobility is an advisory document that offers guidance on best practice in designing environments not only to meet the needs of disabled people but also of those who may otherwise be restricted by the design of buildings, structures, highways or transportation. The principles of designing out crime will comply with these requirements.

2.23 For information on resources and further reading see Appendix 3.

3 How to apply this Guidance

3.1 Development control is key to ensuring that all proposals incorporate designs and layouts that reduce crime, fear of crime and anti-social behaviour within St Helens. From the earliest stages of the development process, the Council will work with developers to ensure that the design and layout of their proposals have incorporated the principles of designing out crime as contained within this document.

3.2 The following stages of the development control process may be used to help deliver a safe and sustainable St Helens.

Pre-application stage

3.3 **Developers should enter into pre-application discussions early on in their development proposals.** This will be with a range of interested parties including planning officers, Merseyside Police and the local community (as detailed in the Council's Statement of Community Involvement). The Council have adopted the Development Team Approach (DTA) on major schemes, which co-ordinate all the relevant Council departments through meetings.

3.4 Where planning applications may be referred to Merseyside Police's Architectural Liaison Officer (ALO) or where a Secured By Design (SBD) accreditation is sought, applicants are strongly advised to contact the ALO before the planning application is submitted.

3.5 This will ensure that the design and layout of any development proposals have incorporated the principles of designing out crime contained in this SPD and any other objectives.

Planning applications

3.6 All development proposals should have regard to the designing out crime principles set out in this SPD in order to meet the requirements of Policy GEN 4 (Security and Crime Prevention) of the adopted UDP. The Council will expect that all design and access statements (for both minor and major applications) should demonstrate how the design and layout of the proposal has had regard to the guidelines in this document (see checklist, Appendix 5) taking into account the existing local context including:

- Current crime levels and antisocial behaviour in the area and any other known or perceived threats (using the most recent St Helens Crime and Disorder figures which are updated on a regular basis).
- Perceptions of crime and urban environmental quality amongst the local community (particularly where a Crime Impact Statement is required to be undertaken).
- Activity levels in streets and public safety at all times of the day and night.
- The extent of natural surveillance in buildings, spaces and streets.

3.7 Other planning applications such as those in conservation areas may also need to show how their proposals relate to the requirements in the SPD. This will be dependent on whether the Local Planning Authority considers crime prevention issues to be a significant factor in the development. A design and access statement that addresses crime enables

the applicant to demonstrate to the Council an awareness of the crime and disorder problems in the area of the application and importantly shows precisely what measures are being taken to alleviate these problems.

Designing Out Crime Advice (DOCA) Report

3.8 Where the Council feels it is relevant, planning applications for major development will need to be accompanied by a Designing Out Crime Advice (DOCA) Report. A major development is a proposal for more than ten dwellings or a scheme with floorspace of 1000 square metres or more. This can be undertaken by either the developer or through an agreement with Merseyside Police.

3.9 A DOCA Report will advise a developer on the design of a scheme to reduce its impact on and susceptibility to crime and disorder. It will be used by the Council to assess the scheme submitted for planning permission and help to deal with any issues raised by the public about a development. **A DOCA Report should be undertaken prior to the detailed design of the site to ensure that its findings can be incorporated into the final development.**

3.10 The DOCA Report should include an analysis of the crime and disorder issues in the vicinity of the development site. Reference should be made to the latest Crime and Disorder Statistics for the Borough (visit the Council's website for more information). The DOCA Report should also carry out an assessment of the development proposals in terms of its likely impact on crime and disorder and suggested design solutions that will help reduce the development proposal's vulnerability to crime including design, layout, management and maintenance.

Planning decisions

3.11 Government Guidance in PPS1 - Delivering Sustainable Development (2005) and Safer Places: The Planning System and Crime Prevention" (ODPM, 2004), make it clear that crime prevention is a material consideration in determining planning applications. Where the Council considers that a proposed development would not meet the requirements of this SPD or UDP Policy GEN 4, it may refuse permission unless amendments can be made or planning conditions imposed to reduce the likelihood of crime and disorder.

3.12 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. A balance will need to be struck between the relevant policies in the UDP and the specific circumstances of each case.

Planning conditions

3.13 Where crime prevention issues are relevant to the proposed development, the Council may consider imposing planning conditions as part of the planning permission to ensure that the proposal does not compromise community safety objectives. Any crime prevention measures introduced through the use of planning conditions must be necessary, relevant to

planning and the proposal, enforceable and reasonable in all other respects. Government Guidance in 'Safer Places: The Planning System and Crime Prevention' provides examples of the type of planning conditions that may be used in appropriate circumstances.

3.14 In some cases, the Council may consider it necessary to include informatives on planning permissions, drawing the applicant's attention to best practice guidance or technical publications that deal with security measures. (see Appendix 3 for further information).

Planning obligations

3.15 In circumstances where crime prevention issues are material to a proposal and they cannot be overcome by setting conditions, the Council may negotiate a financial contribution from developers, in order to create a safer environment within the area of the proposed development e.g. additional street lighting, CCTV cameras. As with all planning obligations, these financial contributions must fairly and reasonably relate in scale and kind to the proposal.

4 Design Principles

4.1 The following section explores the main principles of designing out crime, which have been broken down into a number of topic areas.

4.2 Appendix 5, is a checklist of key points to be considered in designing out crime in development proposals.

Access and movement

4.3 The layout and permeability of development, the streets, buildings and spaces has an important effect on the levels of crime in an area. Layouts can provide clear, direct routes that are well overlooked, spaces that are interconnected, and places and buildings that link in with adjacent areas. It can also promote social interaction and a greater sense of place.

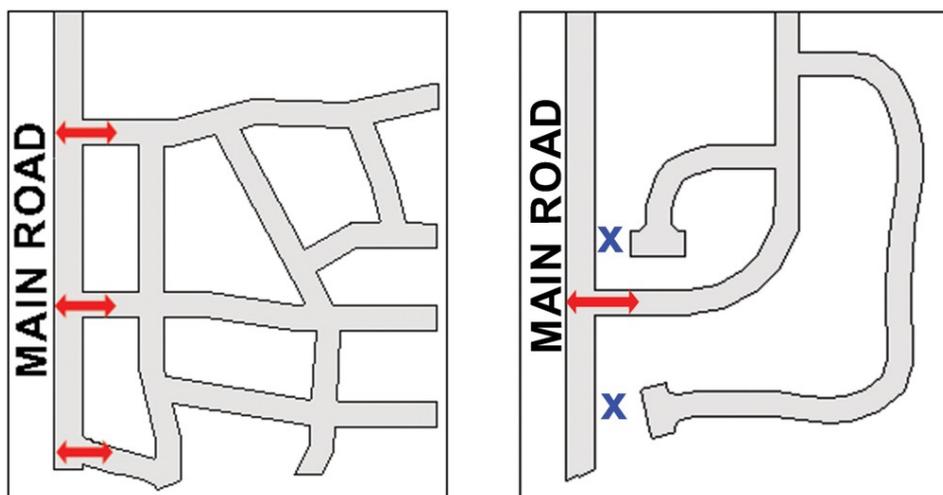
Layout

4.4 Poorly planned development can increase the fear of crime and provide opportunities for theft, burglaries and damage. New development should be well connected and secure and should incorporate the following principles:

- Residential development should have a good network of direct routes for pedestrians and cyclists and to public transport.
- Any cul-de-sacs proposed should be shallow and short to allow ease of pedestrian use and passers by some natural surveillance. This will ensure that it is well connected to the main points of pedestrian activity.
- Primary streets and footways should not provide access to the rear of buildings.
- Any rear access should be avoided and all gardens should be back-to-back. Any rear access required (**which would only be permitted in exceptional circumstances and would have to be justified**) should be controlled using gates as close to the building line as possible.
- Service yards should be back to back (where possible) to ensure mutual overlooking.
- All entrances should be directly from the street wherever possible. All access routes and service areas should be overlooked by the development or adjacent properties, be well secured after hours and be adequately lit.



Rear alleyways should be avoided.



Different types of road layouts can result in good and poor connections with the main road.

Footways and Cycleways



Footpaths and cycleways should be straight and wide.

4.5 Any new development that includes new streets, should ensure that all footways and cycleways make reference to the following principles and those contained in the Council's Street Design Guide: Highways for Adoption and the Department for Transport's Manual for Streets:

- Are well overlooked by buildings,
- Are straight and wide with good visibility,
- Are direct and convenient to use,
- Are lit and have appropriate landscaping,
- Are adjacent to areas of activity.

Bridges and subways

4.6 The use of bridges and subways, which segregate pedestrians, cyclists and vehicles, should be avoided except in exceptional circumstances. Efforts should be made to keep all modes of transport together on one level to ensure activity throughout the day and adequate natural surveillance. Any footways and cycleways which run underneath bridges or are in subways **must** be properly lit.

Passageways and alleyways (gating of)

4.7 Any new developments will be expected to avoid layouts that use alleyways or pedestrian passageways. Where alleyways already exist, the Council will encourage the implementation of "alley-gating" which involves the erection of self-locking gates at either end to restrict access and give responsibility to the occupants of the buildings it serves. The gating of existing rear alleyways can only be undertaken following a legal process, backed up by substantial crime evidence of need. It is only proposed as a justified and proportionate response to the levels of crime and anti-social behaviour being experienced. This process can only be done by the Local Highway Authority. Often, alleygates will require planning permission and applicants should contact Development Control to confirm this.

Activity and natural surveillance

4.8 Ensuring a high level of activity in communal and public areas is essential in creating a sense of safety and providing natural surveillance. Natural surveillance is ensuring that people are able to view all external areas so that the potential for criminal activity is discouraged.

4.9 New development proposals should where appropriate, have a mix of uses that create levels of activity to help reduce the opportunity for crime and improve natural surveillance. A limited use or single user can lead to places feeling deserted and can result in crimes being unable to be detected.

Residential development

4.10 Good natural surveillance both to and from the street, on public routes and on open spaces is the key to reducing crime in residential areas. Developers should have regard to the following guidelines in all residential proposals:

Dwelling types and tenures

4.11 A mix of dwelling types and tenures can help increase the levels of natural surveillance during the day as it encourages a mix of occupants who have differing patterns of employment and activity.

Orientation of dwellings

4.12 The layout and orientation of dwellings (including apartments) should make reference to the following:

- It must face onto the most public areas by fronting streets, footpaths and public spaces.
- Internal layouts and the positioning of habitable room windows should ensure that there is a good level of natural surveillance both to and from the street and any passageways.
- There should be at least one main habitable room at ground floor level fronting onto the street to enable residents to oversee access points to their property.
- Private gardens should be positioned to the rear of the property and should be back-to-back with other gardens.
- Private gardens should not where possible, back onto street frontages or footpaths as this reduces the level of natural surveillance, increases the risk of crime whilst also representing a poor street scene/design solution for the site.
- Only in **exceptional circumstances will rear access be allowed**, and in these instances the use of lockable gates to reduce the potential for access to rear gardens should secure any passageways.
- Any communal facilities such as lounge areas and kitchens should be located adjacent to entrances and lobby areas.



Buildings fronting onto public spaces ensure a safe environment.



Blank walls result in no natural surveillance of the street.



Buildings overlooking the street.



Lack of habitable room windows at ground floor.

Gable ends

4.13 Blank gable ends adjacent to public spaces are unnecessary and should be avoided. At least one habitable room window at ground level should be provided where possible. Also, a minimum of a 1-metre landscape buffer zone of defensible planting should be created to soften its impact and deter graffiti. (For more information on defensible planting see Appendix 4).

Social housing/Sheltered accommodation

4.14 Development of this type often caters for vulnerable groups of people and therefore should not be isolated. It should be sufficiently close to other housing to optimise natural surveillance yet sensitive to other users. Also, the design of buildings should not be distinguishable, as this may also lead to isolation or becoming a target for crime.

Refurbishments

4.15 Refurbishments are usually the improvements of existing dwellings and apartment blocks and also the conversion of commercial properties into residential use. Many refurbishment projects should also include external works to the curtilage of the building, for example side or rear access points via an alleyway, gates and fencing. It is recognised that it sometimes may be difficult to incorporate all the requirements regarding natural surveillance (as well as the rest of this SPD). However, applicants are encouraged to apply as much of the relevant parts of this SPD as possible and to provide supporting explanatory statements where this has not been possible to achieve (i.e. within a Design and Access Statement).

Non-residential development

4.16 Non-residential areas such as industrial estates, business parks and town centres are often subject to crime and anti-social behaviour in the evening and weekends due to a lack of activity. It is important that effective crime reduction methods are designed into the development at the earliest stage of the planning process. This will reduce the likelihood of future problems and the need for retrospective applications for security measures. It will also enable security features to be integrally designed into the public realm rather than unsightly additions.



Offices should ensure that they provide natural surveillance of the street.

Town centres/local centres

4.17 Town centres which lack any activity in the evening after the shops have closed, are often vulnerable to criminal and anti-social activity. The evening and late night economy should try to provide for a mix of uses including restaurants, bars, leisure facilities, shops and galleries etc. Any external areas for gardens, terraces or smoking should be appropriately positioned, designed and segregated from the street.

Use of upper floors

4.18 Incorporating residential accommodation in upper storeys above ground floor shops and offices can provide some level of natural surveillance and activity in the evening. Where residential uses are proposed in these circumstances, they should have separate entrances onto the main street. The living rooms of upper floor dwellings should face onto the main street and rooms such as bedrooms and studies should overlook accesses to maximise natural surveillance.



Conversion of upper floors into residential accommodation should be encouraged.

Shop front security

4.19 Proposals for new shopping frontages, or changes to existing, should where possible, use internal, latticed/perforated/transparent shutters that are carefully integrated with the shopfront in terms of colour, materials and design. This will help to open up the street after closing time as it encourages window-shopping and allows some additional illumination of the street and surveillance of the retail unit when it is closed by passers-by.

4.20 External shutters may be considered, provided they are appropriately positioned, do not project out from the frontage of the building, are recessed into the fascia of the premises and relate to the openings in the elevation in terms of size and mountings. They must also be perforated/latticed. Solid roller shutters will not be granted planning permission as they create an unattractive shopping frontage, which increases the perception of/opportunity for crime, antisocial behaviour and graffiti. New shop frontages should also avoid recessed entrances, which create the potential for hiding places and anti-social behaviour.

ATMs

4.21 ATMs should only be installed where they front onto main streets that are well lit, so that users are not isolated. In the case of freestanding machines, they should be appropriately positioned and secured to avoid vandalism and the opportunity for removal and unauthorised vehicle access. Reflective surfaces around the ATM will allow the user to see who is around them when they use the machine. Placement of street furniture near ATMs should be carefully considered to avoid providing any vantage points or opportunities for hiding.

Out of town developments

4.22 These types of buildings are characterised by their scale, remoteness and lack of continuous activity during the evening and at weekends. The introduction of a variety of compatible uses into an area can increase activity at different times enabling more consistent levels of natural surveillance. Measures to mitigate this increased vulnerability such as physical protection should be designed to enhance the environment. Active frontages should face public streets and be visible to users and those passing by.



Example of a security point at the entrance to an industrial site.

4.23 Where possible, large industrial developments and business parks should incorporate a security point near the entrance to the site. This could be through a separate gatehouse or the positioning of buildings, which allow for natural surveillance of the entrance/exit.

Schools and community centres

4.24 Any proposed new schools, community centres or other similar uses, where possible should be visible from public areas and the street. In most cases, user security should be achieved through having a single point of entry into the building and a central reception area, with similar provision for out of hours access. Buildings should be designed so that they are compact and avoid recesses thereby ensuring a greater degree of natural surveillance.

Public realm and private spaces

4.25 There needs to be a clear relationship between public, private and communal spaces. This promotes safety and also helps create an attractive urban environment, as there will be areas of clear maintenance and personalisation of space. It is important that open spaces serve a function and their design, future management and maintenance is carefully considered throughout the development process.

Private spaces

Front gardens

4.26 Defensible space is the area of land between the building and public spaces that act as a buffer zone between the two. These should be clearly delineated and separate the users inside the building to what is happening outside but allow for a degree of passive surveillance. This could be through boundary treatments, landscaping and changes in materials. Where patio or French doors open out, the area of defensible space should include a boundary wall and/or railings to deter intruders. Front gardens also allow for ownership and customisation, which helps to increase the attractiveness of the environment.



Example of defensible space, that has been personalised and allows for passive surveillance.

Communal spaces

4.27 All private and semi-private communal spaces should not be located on street frontages, footpaths or service roads. Rather they should be enclosed back-to-back with other gardens. Access to private/communal gardens and parking areas should be located within residential blocks and be restricted to residents only through controlled gates and doors. In the case of public squares, these should be centrally located and overlooked by the dwellings to which they serve.

Public spaces

4.28 All public spaces (whether parks, play areas or sports pitches) should be designed with clear, legible layouts that benefit from high levels of natural surveillance and incorporate boundary treatments, which do not obscure views in and out of the site. All routes (including footpaths, bridleways and cycleways) and designated areas of activity, should be well secured with controlled access and appropriately laid out. This will provide for a safe and welcoming environment for all age groups and ensure that opportunities for anti-social behaviour are minimised. The layout of the public open space should also incorporate through routes, which recognise desire lines and link in with the surrounding area.



Entrances to public spaces should be clear. Information boards can help with orientation.

4.29 In the case of primarily residential developments, careful design is needed to ensure that dwellings front onto and overlook areas of public open space and not backed onto by private rear gardens.

Responsibility

4.30 It is important that ownerships and responsibilities for external spaces such as public, private and semi-private are clearly identified. Where spaces have a clear sense of ownership and are well maintained, the likelihood of crime and anti-social behaviour is significantly reduced.

Landscaping and boundary treatments

4.31 Good landscaping and boundary treatments can play an important part in new developments as it can enhance community safety and the sense of pride. However, poor landscaping can compromise the safety and security of buildings and people. Developers should have regard to the following principles in all landscaping proposals.

Natural landscaping

Sightlines

4.32 Trees and shrubs can help soften harsh urban areas and can have a positive impact on the environment whilst also reducing the fear of crime. Planting adjacent to public footpaths and highways, should be designed to allow for natural surveillance and landscaping features should not obscure windows and doors. Clear sightlines should be maintained in these areas particularly between low level planting and trees – low level planting should not exceed one metre in height and trees should generally not have a foliage growth below a level of two metres from the ground. Although this does not apply to all specimens and whips and areas such as woodlands and the countryside. The planting of shrubs and their species should be appropriately positioned so as not to hinder maintenance of the highways. (See Appendix 4 for examples of suitable species).



Landscaping should maintain clear sightlines.

Positioning of trees

4.33 Trees and other landscaping features should not be positioned where they may obscure lighting, CCTV or provide opportunities for hiding or climbing. Planting schemes should take into account growth rates, heights and spread to avoid causing problems in the future.

Shrub planting

4.34 Physical landscaping and boundary treatments can often have a negative impact on the development giving it a fortress like appearance. Where a green edge to a development is required, but one which can offer some security benefits as well, then planting shrubs with thorns or sharp spines in front of vulnerable boundaries or buildings can help deter intruders and also reduce the incidence of graffiti (e.g. on gable walls).

Physical landscaping

Street Furniture

4.35 Poorly designed and positioned street furniture can contribute to an increase in crime and a fear of crime and can also lead to street clutter. Any proposed street furniture (such as bus shelters, seating, phone boxes and signage) should be carefully placed in the street scene so as not to obscure views of users or those entering private property, obstruct pedestrian movement or encourage anti-social behaviour. Street furniture should not provide opportunities for loitering and where this is a problem, seating and bollards for example should be positioned and designed in a way to avoid incidences of antisocial behaviour. Street furniture in pedestrian areas can also be used to block or slow down service vehicles. The number of signs and barriers should be minimised as these can also promote the fear and incidence of crime.



Example of carefully positioned street furniture.

Designs and materials

4.36 Street furniture and public art should be constructed in robust and attractive materials that are appropriate to their context and can easily withstand any vandalism. Innovative and contemporary designs are encouraged. Entrance features and differing surface treatments can help delineate ownership and privacy of space.



Example of the use of robust materials.

Boundary treatments

4.37 Boundary treatments should incorporate high standards of design and materials to contribute towards an attractive development. High solid walls and fences fronting onto the street should be avoided as should the use of razor wire and palisade fencing. Not only does this have a negative effect on the street scene but also reduces the level of natural surveillance onto public areas. For example, on housing schemes, front garden walls should be a maximum of one metre high with railings on top as this will allow unobscured views into and out of the site and also makes potential intruders feel vulnerable.



Example of good visibility with a boundary fence on a business park.

Car parking and servicing

4.38 The main forms of criminal activity in car parks are theft of and from motor vehicles. New development should provide safe and convenient parking and servicing that is secure whilst also not having a negative impact on the street scene. Public car-parking operators are encouraged to aim to achieve the Park Mark Safer Parking Award status.

Surface parking

4.39 Surface car parks should be positioned away from main street frontages where possible. They should promote a pedestrian-friendly environment and be level to cater for those with limited mobility. Routes should be direct, well defined and adequately lit. They should be located away from densely planted areas, high walls and lead straight to the building they serve. Dead ends, blind corners and solid walls should be avoided. Street furniture such as lighting and signage should be positioned to ensure that routes are clearly visible and does not provide opportunities for crime and anti-social behaviour. There should also be adequate planting to break up large areas of single surface treatment that does not compromise surveillance/visibility.



Surface car parking can have a negative effect on street frontages.

Residential parking

4.40 Parking should be within the curtilage and if this cannot be provided then a justification needs to be made. Parking for residential use should be located close to and be visible from the owner's property. Any driveways must be visible from the adjacent building and be located where possible, behind the existing building line to avoid a sea of car parking on street frontages. Dwellings with integral garages should have a front door and habitable room windows to the front elevation, which provide a degree of natural surveillance. Garages that are set away from the dwelling to which it is associated will not be encouraged as there will be a lack of surveillance. Any garages that are positioned to the rear of a property's garden should have controlled access via a private gate for extra security. If no in-curtilage parking is possible, then it should be provided where the cars can be seen but where they do not detrimentally impact on the street scene. Any garages proposed should be big enough to accommodate a car.

Courtyard/communal parking

4.41 Communal parking areas for example are those that relate to plots of residential use i.e. internal courtyards, garages and parking areas for flats. Without careful design, (residential) communal parking areas can have a negative impact on the street scene and suffer from problems associated with lack of ownership, poor maintenance or natural surveillance. Courtyard parking areas will only be acceptable where they are located away from main street frontages and are visible from, accessible and are enclosed by the properties they serve. They should be well lit and usually have only one point of entry and exit. In addition they should incorporate gated access control dependent on their location.



Parking should relate to the properties they serve.

4.42 Larger communal parking areas should be subdivided into smaller sections using appropriate planting to soften its impact. Any landscaping should be carefully positioned with appropriate species planting to ensure natural surveillance.

Multi-storey, underground/undercroft car parking

4.43 The design and layout of multi-storey, underground and undercroft car parks should minimise the opportunity for crime through taking into account the following design principles:

- Ensuring that support pillars are as slim as possible.
- Arranging parking spaces in straight rows, where possible.
- Avoid blind spots and recesses.
- Ensuring external pedestrian entrances and routes have good natural surveillance.
- Maximise natural surveillance into and out of lifts that lead to the car parks.
- Ensure that stairwells are open to ensure good visibility across the car park and onto landing areas.
- Maximise the use of natural daylight.
- Artificial lighting should achieve a minimum standard of BS.5489 and the appropriate European Standard.
- Any emergency lighting for means of escape should be to BS.5266.
- Walls and ceilings should be treated with a light colour and be easily maintained.
- Use appropriate security measures e.g. CCTV, patrol wardens etc.
- Vehicle access points should be separate from pedestrian entrances, in order for staff to manage and monitor pedestrian and vehicle movements;
- Where possible, multi-storey car parks should incorporate a suitable mix of ground level uses such as shops and offices to ensure that there is an active frontage on the streets.



Pedestrian entrances should have natural surveillance.

Business parks and industrial areas

4.44 In addition to the above criteria, parking within business parks and industrial areas should be located adjacent to entrances and offices wherever possible to maximise natural surveillance. Access to the rear service areas and external storage points should be fully secure with lockable gates and doors to prevent unauthorised access.

Servicing and storage areas

4.45 Service areas to commercial properties are often poorly located and unobserved. Design and layout of these areas should seek to maximise natural surveillance and include the use of lighting and CCTV. They should be easily accessible from the building to which it serves and are overlooked from the surrounding properties in a back-to-back fashion. Views into and from the site should be maintained to maximise natural surveillance and to deter intruders.

4.46 Refuse storage areas and cycle stores to both residential and non-residential buildings should be designed to be within the curtilage of the building must be secure and also be subject to natural surveillance. Any areas of external storage should not be physically or visually intrusive and should not prevent passive surveillance. They should not be seen from the main road frontage, be located so that they are visible from the building they serve, be

appropriately screened with secure lockable access (e.g. a gate to a garden on a residential property or a secure compound on an industrial estate) and constructed from robust materials to reduce opportunities for vandalism.

Public Transport

4.47 The main issues facing public transport facilities is public perception and feelings of personal safety when waiting at stations and shelters. Any new facilities should have regard to its context and have clear lines of vision both on entrances and exits and waiting areas. They should be adequately lit with CCTV surveillance both in stations and on any approaches. Any stations should be adequately secured through the use of fencing, lockable doors and regular inspection and maintenance. Road layouts should be designed to accommodate desire lines to these places and shelters should be placed where optimum visibility is achievable.



Public transport facilities should have clear lines of vision.

Railway stations

4.48 The Government, British Transport Police and Crime Concern have a secure stations scheme that encourages rail companies to improve security at stations and to reassure customers of their commitment to passenger safety. This national scheme covers all overground and underground railway stations, which are policed by British Transport Police. It has established national standards of good practice in security and accredits individual stations, which have worked with the British Transport Police and other local partners to implement a package of security measures. Any new station or redevelopment of a station should comply with these standards.

Historic Environment

4.49 The Council has a statutory register of 145 listed buildings and ten conservation areas. Strict rules exist to preserve the historic and architectural features of and enhance/remove any negative aspects of such buildings and areas. In such instances, original and often less secure elements such as doors and windows will have to be retained and any external features such as fencing, CCTV, intruder alarm boxes and lighting will have to be appropriate to their context.

4.50 Early discussion with the Council's Conservation Officer is encouraged to ensure that a solution is reached that helps maintain the quality of the historic environment whilst also dealing with any security issues which may have arisen. Applicants should always check to see whether listed building consent may be required before any works are carried out.



The historic environment needs special consideration.

Technical Issues

Accessibility

4.51 The requirements of the Disability Discrimination Acts 1995 and 2005 should be taken into account in the design of new developments and when implementing the requirements of this SPD.

Building shell

Doors and windows

4.52 The number of entrances/exits into a building should be minimised so as to be compatible with the use of the building, residents' convenience, service provision and fire safety.

4.53 British Standard BS8220 sets out how to secure buildings against crime and includes securing doors, windows and other openings. This should be considered in new development including residential, commercial and industrial with regard to fire safety in compliance with Building Regulations. In instances where recommended standards cannot be applied for example in Conservation Areas and on listed buildings, the applicants should consult the Council's planning department or Conservation Officer, where relevant. (For contact details see Chapter 5 of this SPD).

External features

4.54 New development should not create ‘blind spots’ or recesses which are largely hidden from view as such areas can attract crime and anti-social behaviour. External features such as chutes, service ducts, panelling, pipes, canopies, garages, flat roof areas and rainwater goods should be designed and positioned to eliminate opportunities for unauthorised access and climbing.



Example of porch roof and side extensions providing opportunities for climbing and access.

4.55 Enclosure to balconies at all levels should be designed to exclude handholds and to eliminate the opportunity for climbing up, down or across/between balconies.

4.56 The siting of waste bins should be carefully considered to reduce the incidence of vandalism and fire.

Mail access

4.57 In the delivery of mail, 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.

Physical protection

4.58 Designing environments that give a “fortress” appearance can be counter-productive as it implies an area is unsafe and heightens people’s fear of crime. Where extra elements of physical protection are required careful design is required to avoid it having a negative visual impact. Barbed/razor wire, steel palisade fencing and grills on windows are considered unacceptable and alternative security measures should be provided.

Building materials

4.59 High quality materials in developments not only contribute towards the creation of pleasant environments but also make a major contribution to the security of a place. Poor quality materials are susceptible to damage from vandalism and are unlikely to stand the test of time. Materials that are sustainable and developments which have a pro-active maintenance programme, are encouraged as it increases the attractiveness of an area, encourages the use of buildings and spaces around them and also fosters greater respect towards the environment.



Poor materials are prone to vandalism.

Fire safety

4.60 Care should be taken to ensure that security measures do not conflict with fire regulations with regards means to escape. If in doubt, consultation with the Council’s Building Control service is advised.

Secured by Design

4.61 Developers will be required to demonstrate that their proposals have taken into account the principles of Secured By Design. A requirement to achieve a Secured By Design Award will be decided through the pre-application discussion process and will be based on the location of the site, local crime rates and the advice of Merseyside Police Architectural Liaison Officer (ALO). Such an outcome will highlight the need for different measures to be put in place that are specific to the locality.

4.62 Developers who have gained Secured By Design Pre-Build agreement, benefit from a significant marketing opportunity, as they are entitled to use the Secured By Design logo in their literature and advertising, thereby enhancing the development.

Lighting

4.63 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. The following guidelines should be taken into account in development proposals.

Lighting characteristics

4.64 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.

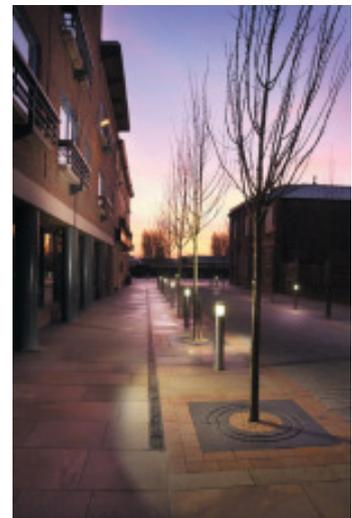
4.65 Developers should favour white lighting and avoid the use of low and high-pressure sodium lamps, which are either orange or give a limited colour rendering ability.

Uniformity

4.66 The lighting of spaces should have a level of uniformity to ensure adequate coverage and where possible should be co-ordinated with other street furniture and the location of trees and other planting.

Avoidance of glare

4.67 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.



Lighting can improve security whilst also making a positive contribution to the street scene.

Light pollution

4.68 Proposals should minimise light pollution in their development proposals by avoiding luminaries 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.

Conflict with trees and shrubs

4.69 Lighting columns should be carefully sited to take into account the position and future growth of trees and shrubs. Pre-application discussions with the Council should take place at an early stage to ensure that these issues are taken into account in any landscaping proposals put forward.



Lighting columns should not be obscured by trees.

CCTV

4.70 CCTV plays an important role in improving people's sense of security and also reduces the level of crime in an area. However, the presence of cameras can also add to the perception that crime is an issue in an area. Therefore, cameras should be sensitively positioned to maximise effectiveness, to take into account context, ensuring clear visual sightlines and reduce visual clutter in the street scene. All proposals for CCTV should be implemented to Merseyside Police standards. CCTV should be in compliance with Article 8 of the Human Rights Act which states that everyone has a right to respect for private and family life and his home.

Crime prevention systems

4.71 The use of crime prevention systems especially in shopping areas is encouraged. This should compliment any Local Authority systems to facilitate the exchange of information and provide additional assistance in reducing criminal activity.

Planning for terrorist incidents

4.72 Terrorist attacks have become an increased possibility in recent years. In a small number of cases, usually where a significant major development is proposed, there will be a requirement to consider the implications of terrorist attacks within the design process. Such sites or schemes will be decided on a case-by-case basis following consultations with relevant parties including Merseyside Police.

Management and maintenance

4.73 The management and maintenance of buildings and spaces is an important consideration in new development proposals as it can discourage the incidence of crime and the levels of damage.

Maintenance

4.74 The maintenance of landscaping and buildings needs to be considered throughout the development process. Planting, lighting and CCTV will all need to be looked after to avoid future problems such as for example, trees obscuring CCTV columns and lighting.

4.75 Where appropriate, developers will need to demonstrate to the Council that adequate provision has been made to ensure the long-term maintenance of buildings, public spaces, highways, footpaths and landscaped areas as well as street furniture and lighting.



Poor maintenance leads to lack of respect for the environment.

Management – long term

4.76 Development needs to create a sense of ownership and pride not only directly by the occupiers and users of the buildings and spaces but also the area in which it is situated. Developers should give full consideration to long term management objectives, maintenance specifications, responsibilities and funding requirements from the earliest stage of the development process, to ensure that crime reduction measures, environmental quality and amenity benefits are safeguarded for future generations. This can be further enhanced through the promotion of the interests of different parties such as local businesses, community groups and residents associations. The formation of groups such as ‘Neighbourhood Watch’ can help instil this sense of ownership and responsibility.



Good management ensures areas remain attractive.

this sense of ownership and responsibility.

5 Further Information

St Helens Council

5.1 For advice on development and pre-application discussions please email contactcentre@sthelens.gov.uk or contact the following:

Development Control East

(settlements of Sutton, Bold, Marshalls Cross, Billinge, Seneley Green, Garswood, Haydock, Newton-le-Willows, Parr, Sutton Manor, Broad Oak and Clock Face).

General enquiries: (01744) 676218

Development Control West

(settlements of Rainhill, Rainford, Moss Bank, Eccleston, Blackbrook, Windle, Haresfinch, Pocket Nook, Grange Park, Thatto Heath and Dentons Green).

General enquiries: (01744) 676217

Design and Conservation Team

Urban Designer: (01744) 676185

Conservation Officer: (01744) 671687

Highways

Transport Team (Development): (01744) 676187

Trees and Woodland

Trees and Woodland Officer: (01744) 676221

Building Control

General enquiries: 01744 676240

Appendix 1

Background Crime Statistics

Total Recorded Crime

	2006/07	2007/08
England & Wales	5,427,559	4,950,671
Merseyside	155,208	126,934
St Helens	18,149	15,274

Population Figures

	2006/07	2007/08
England & Wales	50,762,900	53,728,830
Merseyside	1,353,600	1,353,596
St Helens	177,600	177,591

Crime Rate per 1000 Population

	2006/07	2007/08
England & Wales	101.6	92.1
Merseyside	113.2	93.7
St Helens	102.9	86.0

Appendix 2

St Helens UDP Policy Gen 4 – Security and Crime Prevention

The Council will encourage the adoption of best practice, to ensure that new built developments enjoy the benefits of natural surveillance and other strategies that can be designed into layouts to provide a sense of security and well-being, as well as to actively deter criminal activities, including vandalism.

As a general rule, such developments and changes of use should:

- i. Provide means of enclosure chosen for their robustness, appearance, quality and security purpose;
- ii. Utilise changes of road or pavement surface and other features to define gateways to more private areas where natural surveillance will apply;
- iii. Accommodate private vehicles within individual cartilages, or where they can be directly overlooked, and apply similar principles to car park design, including proper attention to lighting;
- iv. Ensure that necessary though routes for pedestrians and cyclists are well-defined, direct, generous in width, suitably lit, overlooked by nearby houses or other premises, barriered to use by motorists and motor-cyclists, enjoy through vision and do not provide hidden corners to encourage loitering;
- v. Incorporate choices of trees and shrubs which contribute to security by their density of growth, hostility to climbing and natural suitability for the purpose (notably thorny species);
- vi. Adopt approaches to landscape design, including suitable temporary fencing, which are resistant to vandalism and do not lead to the present or future creation of hiding places for anti-social activities;
- vii. Build in active security features, such as lighting and cameras, shutters and janitorial facilities commensurate with perceived problems, without causing unnecessary apprehension, loss of amenity, or encouragement of criminal activity through poor siting, inappropriate design or over-emphasis on such measures.

Whilst neighbourhood watch and similar schemes have a part to play, there are dangers attached to designing with only physical security in mind. Proper facilities for public transport within developments, good access for emergency and other services and spaces for healthy social contact (REC 2, GEN 6) are also important; directly and indirectly, they may provide the conditions in which crime, vandalism and other forms of antisocial activity are least likely to take hold. An unduly overt approach to bolt-on, deterrent security measures can create a ghetto-like atmosphere which, far from allaying concern, may actually invite the very bad behaviour that heavy shutters, loud alarms and stark security lights seem to anticipate.

Security is not necessarily well-served by creating high concrete post and panel fences surmounted by coils of razorwire even where such a choice is visually acceptable. A combination of railings and appropriate landscaping may provide better overall conditions for supervision of premises, as well as a more prestigious appearance.

Appendix 3

Resources and Further Reading

St Helens

Relevant policies - St Helens UDP (adopted 1998)

GEN 1 - Primacy of the Development Plan
GEN 2 - Good Environments
GEN 4 - Security and Crime Prevention
GEN 5- Design and Layout of New Housing
GEN 6 - Incidental Open Space Provision
GEN 12 - Lighting and Security Apparatus
RET 6 - Alterations and New Shop Fronts
ENV 24B - Development in Conservation Areas
ENV 25 - Listed Buildings

Supplementary Planning Documents/Notes

Fire escapes (Note)
New farm buildings and roads (Note)
Site of community wildlife interest (Note)
Hazardous installations and pipelines (Note)
Householder development (Note)
Garaging, parking and servicing (Note)
Advertising in St Helens (Note)
Cycle parking and provision (Note)
St Helens Design Guidance SPD (2007) Street Design Guide: Highways for Adoption (2009)
Trees and Developments SPD (2008)
Telecommunications SPD (2008)

Other strategies

St Helens Sustainable Community Plan 2008-2018 (2008)
City Growth Strategy (2003)
Crime and Disorder Reduction Partnership Strategic Assessment
Merseyside Codes of Practice on Accessibility and Mobility

National Guidance

Planning Policy Statement 1 (PPS1) Delivering Sustainable Development (ODPM, 2005)
Planning Policy Statement 3 (PPS3) Housing (DCLG, 2006)
Planning Policy Statement 6 (PPS6) Planning for Town Centres (ODPM, 2006)
Planning Policy Guidance 17 (PPG17) Planning for Open Space, Sport and Recreation (DCLG, 2002)
Department for Communities and Local Government: Circular 01/06: Guidance on Changes to the Development Control System (DCLG, 2006)
Department for the Environment: Circular 5/94: Planning Out Crime (DoE, 1994)
Safer Places: The Planning System and Crime Prevention (ODPM, 2004)
By Design: Urban Design in the Planning System (DTLR, 2001)
Better Places to Live: A Companion Guide to PPG3 (DTLR and CABE, 2001)

Disability Discrimination Acts (1995 and 2005)
The Human Rights Act (1998)

Good Practice Guidance

Urban Design Compendium (English Partnerships, 2007)
Car Parking – What Works Where (English Partnerships, 2008)
Preventing Anti-Social Behaviour in Public Spaces (CABE, 2004)
Manual for Streets (DfT, 2007)
Start with the Park (CABE Space, 2005)

Police Guidance

Secured By Design www.securedbydesign.com

Technical Guidance

Institute of Lighting Engineers <http://www.ile.org.uk/>

Websites

www.sthelens.gov.uk
www.crimereduction.homeoffice.gov.uk/cpindex.htm
www.communities.gov.uk
www.cabe.org.uk
www.buildingforlife.org
www.naturalengland.org.uk
www.dft.gov.uk

Appendix 4

Defensive Planting

The following are a list of species of shrubs that can be used for defensive planting. The first list is a list of plants for general garden use and the second is for a more native, wildlife friendly mix: -

Defensive Planting Species Options

- berberis buxifolia
- berberis darwinii
- berberis julianae
- berberis gagnepainii
- berberis ottawensis superba
- berberis stenophylla
- chaenomeles x superba 'Crimson and Gold'
- crataegus monogyna
- hippophae rhamnoides
- ilex aquifolium Ferox Agenta
- mahonia media 'Winter Sun'
- pyracantha 'Orange Glow'
- rubus thibetanus
- rosa rugosa 'Rubra'
- ulex europeus 'Plena'

Defensive Planting Native Species Mix

- crataegus monogyna 80%
- prunus spinosa 5%
- rosa canina 5%
- ilex aquifolium 5%
- rosa rugosa 5%

Appendix 5

Checklist of Design Principles

In preparing designs for development including refurbishment and extensions, the following principles should be considered:

1. Access and movement

- Does the development have a good network of direct routes for pedestrians and cyclists?
- Are all routes necessary, well connected and lead to a specific place?
- Do all buildings front onto primary streets?
- Are all footpaths and cycleways appropriately lit and landscaped?
- Are any new alleyways justified with controlled access?
- Are new streets well overlooked by buildings?
- Are streets straight and wide with good visibility?
- Are routes adjacent to areas of activity?

2. Activity and natural surveillance

- Does the development have a mix of dwelling types and tenures and/or a mix of uses to promote differing levels of activity throughout the day? Is any sheltered housing/social housing not isolated but integrated throughout the development?
- Does the development face onto public areas such as streets, footpaths and spaces?
- Are all rear gardens and service yards away from street frontages and are back to back where possible?
- In residential schemes is there at least one habitable room window at ground floor level overlooking the street?
- Are communal facilities such as lounge areas and kitchens located adjacent to entrances and lobby areas?
- Does the development avoid the use of blank gables? Where proposed do they include at least one ground floor window and/or a 1-metre landscape buffer zone?
- Have the principles of this SPD and the use of specific local crime statistics been used as much as possible in any refurbishments of buildings?
- Have the upper floors of retail/commercial buildings in town centres been converted into residential use? Do they have living rooms facing onto main streets?
- Are shop fronts appropriately secured with internally mounted transparent shutters that are of a colour, materials and design appropriate to its context? Has illumination been considered?
- Are ATMs whether freestanding or installed in the front of buildings appropriately positioned and secured? Are they well lit and away from freestanding street furniture? Do they include reflective material around the base?
- In schools and community centres, is there a single point of entry and a central reception area? Are they visible from the street?

3. Public realm and private spaces

- Is the defensible space necessary?

- Are public and private spaces clearly delineated with boundary treatments/ landscaping and changes in materials?
- Are communal garden areas/spaces enclosed, away from street frontages and controlled with gates and doors?
- Have any public spaces been designed to be legible with a high level of natural surveillance?
- Are routes necessary and lead to a designated area of activity?
- Do any routes have regard to desire lines and link in with the surrounding areas?
- In residential areas, do dwellings front onto areas of open space and not rear gardens?
- Is there a clear sense of ownership and responsibility between public semi-private and private areas?

4. Landscaping and boundary treatments

- Is any planting proposed of a species appropriate to its context?
- Has the planting not obscured sightlines and natural surveillance?
- Does any proposed trees not obscure lighting or provide opportunities for hiding and climbing?
- Are boundary treatments of a high quality in design and detailing, and are appropriate to the locality?
- Are front walls/fencing a maximum of 1 metre in height with railings to allow for natural surveillance?
- Has the need for negative features such as barbed and razor wire and palisade fencing been avoided?
- Is any street furniture carefully placed so as not to obscure views and sightlines, obstruct pedestrian movements and encourage anti-social behaviour/loitering?
- Are the materials proposed robust and attractive?
- Are the designs appropriate to its context?
- Do they avoid contributing to street clutter?
- Can any landscaping, boundary treatments, signage and street furniture withstand any vandalism?

5. Car parking and servicing

- Are parked cars highly visible and secure?
- Are pathways direct, secure and adequately lit?
- Are surface car parks positioned away from street frontages? Are they adjacent to the building they serve?
- Is residential parking located close to and visible from the owner's property?
- Are driveways positioned behind the existing building line to avoid a sea of car parking on streets?
- Are garages located adjacent to the dwelling close to the front door and habitable room windows to allow for natural surveillance?
- Are areas of courtyard/communal parking enclosed by the properties they serve? Are they well lit and landscaped? Do they have gated access control? Is there one point of entry and exit?
- Has the design and layout of multi-storey, undercroft and underground car parking been appropriate designed to maximise natural surveillance? Are vehicle and pedestrian

access points segregated? Is there clear visibility? Does it avoid large support pillars, the use of blind spots, recesses, dark ceilings and walls?

- Are service areas and external storage points fully secure with lockable gates and doors to prevent unauthorised access?

6. Public Transport

- Have new or refurbished public transport facilities been designed to take into account its context with regards design and use of materials?
- Are there clear lines of vision both on entrances and exits as well as waiting areas?
- Do they include lighting and CCTV surveillance?
- Are stations adequately secured with fencing and lockable doors?

7. Historic environment

- Have early discussions taken place with the Council's Conservation Officer regarding proposals affecting listed buildings and conservation areas?

8. Technical issues

- Does the development meet British Standard BS8220 with regards windows and doors?
- In conservation areas and listed buildings, do windows and doors comply with either the British Standard Institute (BSI), the British Board of Agreement (BBA), BM Trada or the Building Research Establishment (BRE)?
- Has the building and any external features such as chutes, rainwater goods, service ducts, garages, balconies and canopies been designed and positioned to eliminate opportunities for climbing access?
- Has the delivery of mail been considered in the layout of any communal buildings?
- Are high quality material proposed that can withstand vandalism and can stand the test of time?
- Do any security measures no conflict with fire regulations?
- Has the development taken into account the principles of Secured By Design?
- Has security lighting been positioned to illuminate vulnerable areas and entrance/exits? Are they controlled by sensors and timers?
- Has lighting been positioned at a height to allow good coverage and reduce the opportunity for vandalism?
- Has white light been proposed rather than orange lamps?
- Will there be adequate CCTV coverage that has clear sightlines and is not affected by lighting and landscaping?
- In major development proposals, has the implications of terrorist attacks been considered in the design process?

9. Management and maintenance

- Are appropriate long-term management techniques in place for the buildings, spaces, lighting, highways, footpaths, CCTV and street furniture?
- Is there a maintenance programme in place?
- Is there enough funding to maintain landscaping and buildings?
- Are users, businesses and residents involved in management?



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