

**PORTSMOUTH LOCAL DEVELOPMENT FRAMEWORK**

**Reducing Crime Through Design  
Supplementary Planning Document**

**SUSTAINABILITY APPRAISAL  
REPORT**

**Adopted March 2006**



**If you need this information in large print, Braille or tape,  
call: 023 9283 4334**

**For translated information please call:  
Bengali answerphone service: 023 9284 1651 or  
Cantonese answerphone service: 023 9284 1652**

আপনি পোর্টসমাউথ সিটি কাউন্সিলের সকল তথ্যের অনুবাদ, বড় অক্ষরে অথবা  
কেসেটে পেতে পারেন। দয়াকরে বিস্তারিত জানার জন্য এই নাম্বারে যোগাযোগ  
করুন 023 9284 1651

**樸茨茅斯市政府的一切資料，均備有翻譯本、大字書刊或  
映音帶，如有需要，請致電... 023 9284 1652**

# **PORTSMOUTH LOCAL DEVELOPMENT FRAMEWORK**

## **REDUCING CRIME THROUGH DESIGN SUPPLEMENTARY PLANNING DOCUMENT (Adopted March 2006)**

### **SUSTAINABILITY APPRAISAL REPORT**

**John Slater**

Head of Planning Services  
Directorate of Environment and Transport  
Civic Offices  
Guildhall Square  
Portsmouth  
PO1 2AU

# **Sustainability Appraisal Report – Reducing Crime Through Design SPD**

## **1. Introduction**

### **1.1. Purpose of the Sustainability Appraisal and this report**

1.1.1 The process of undertaking sustainability appraisal (SA) is now mandatory under the 2004 Planning & Compulsory Purchase Act for local development documents in the Local Development Framework (LDF). There is also an EU Directive which requires a ‘Strategic Environment Assessment’ (SEA) of plans and programmes, including development plans. The Office of the Deputy Prime Minister has issued guidance on how to incorporate the two processes. In this report, SA should be taken to mean SA incorporating SEA.

1.1.2 The purpose of sustainability appraisal is to promote sustainable development through the better integration of sustainability considerations into the preparation and adoption of plans. It is an iterative process that identifies and reports on the likely significant effects of the plan, and the extent to which its implementation will achieve the social, environmental and economic objectives by which sustainable development can be defined.

1.1.3 This document is the sustainability appraisal report that sits alongside the Reducing Crime Through Design Supplementary Planning Document (SPD), which forms part of the Portsmouth Local Development Framework. It sets out how a sustainability appraisal (SA) has been undertaken on the SPD and what the results of this process were.

1.1.4 Crime, and the fear of crime are both big issues in a city such as Portsmouth. Portsmouth saw a 23% increase in comparator crimes between 2001 and 2005. This, coupled with the fear of crime, meant that Community Safety was defined as the key priority area in the Portsmouth LSP’s Community Strategy, published in 2004.

1.1.5 Good design is a key factor in the determination of development applications. It is the intention of the Reducing Crime Through Design SPD to include the consideration of crime prevention and safety design measures in developers’ submission process. Just as it is commonplace to create a proposal which is aesthetically pleasing, the aim is for all proposals to consider how they could make the surroundings safer or reduce the likelihood of anti-social and criminal behaviour. Portsmouth City Council Planning Policy E2 of the Portsmouth City Local Plan adopted in 1995 and policy DC1 – ‘Design Principles’, of the Proposed Modifications to the Portsmouth City Local Plan Review, published in August 2005, both require the design and layout of all proposals to incorporate design principles which deter crime and reduce the fear of crime. It is hoped that safety and security issues will be addressed at the initial design stage of development. To this end, the SPD sets out design advice to substantiate criterion (m) of policy E2 and criterion (xv) of policy DC1. The purpose of the sustainability appraisal is to investigate the social, economic and environmental effects of the Reducing Crime Through Design SPD.

1.1.6 Readers should refer back to the general scoping report published September 2005 incorporating revisions following consultation, in order to gain a fuller understanding of the approach to SA the city council is taking for all the documents in the Local Development Framework. That document contains much of the background work that has informed the appraisal of the Reducing Crime Through Design SPD and some of the requirements of the SEA Directive have been met in that work. As it is not considered useful to repeat all of that information for the assessment of each LDF document, the general framework is available on the Local Development Framework pages of the Portsmouth City Council website at [www.portsmouth.gov.uk/living/4238.html](http://www.portsmouth.gov.uk/living/4238.html)

1.1.7 It may also help readers of this report to read first the Supplementary Planning Document, in order to gain a better understanding of the content of that document, as this has informed the scope of the appraisal itself. A Supplementary Planning Document by its very nature only has limited weight and influence over and above the policies it relates to, and the sustainability appraisal is tailored to reflect this.

## **1.2. Non-technical summary**

1.2.1 The initial stages of the sustainability appraisal included a document review to gain a fuller understanding of the sustainability issues that the SPD should address. Data was collected to set out the current situation in relation to a number of sustainability related topics including crime. After assessing whether the objective of the SPD could be met without seriously compromising the overall aim of achieving sustainable development, and considering ways in which the SPD could do so, the appraisal of the Reducing Crime Through Design Supplementary Planning Document focussed on assessing the effects of the SPD over and above the policies to which it relates. As was to be expected, it was found that the SPD would generally have a positive impact on safety, security and crime related issues. Further, it would positively influence indicators related to attractiveness, and the indicators on the vitality and viability of town centres. Two issues were shown potentially to be impacted both positively and negatively by the SPD: the density of development as well as the quality/appearance of the built environment. Density was thought to be very minimally impacted overall and no changes were proposed, whereas the issues with regard to the appearance of the built environment were addressed through changes to the SPD. The same was true for issues surrounding type and tenure mix of dwellings, which was scored as neutral initially until changes to the SPD allowed a more positive scoring of contribution to this factor.

As no issues were found to be negatively affected by the SPD, there was no need to make provision for mitigation against the effects of the SPD.

## **1.3. Compliance with the SEA Directive/Regulations**

1.3.1 The SA has been prepared in accordance with the draft guidance set out in the OPDM publication 'Sustainability Appraisal of Regional Spatial Strategies and Local Development Frameworks' (September 2004). In following the guidance, it is deemed that the appraisal meets the requirements of European Union Directive 2001/42/EC. The table in Appendix 1 sets out how the requirements for the environmental report set out in that Directive have been met in this sustainability appraisal report. The published general sustainability appraisal work for the whole LDF is considered to be part of this report (see paragraph 1.1.4).

## **1.4. When and how the SA was carried out**

1.4.1 Work on the general scoping report, the collection of baseline data and the document review was undertaken during the first half of 2005 by officers in the planning policy team with input from other city council divisions and outside agencies. This influenced the early stages of the SPD preparation. The appraisal of the contents of the SPD was undertaken in a workshop held on 10 October 2005. The appraisal was undertaken by a group of Portsmouth City Council officers, with a range of expertise and interests covering planning, crime prevention, landscape architecture and strategy. The process was devised and led by planning officers, as it was considered important for those responsible for drafting the SPD to be actively involved in the appraisal rather than just reviewing the results at the end of the process.

## **1.5. Consultation arrangements**

1.5.1 Throughout the process, the city council considered it important to involve directly those bodies with a clear interest in sustainability matters, while retaining the opportunity for a wider audience to comment on the proposed methodology. To this end, and in accordance with the Statement of Community Involvement, the generic scoping documents were made available on the city council website and the four statutory consultees (English Nature, the Environment Agency, English Heritage and the Countryside Agency), as well as the Local Strategic Partnership and selected interest groups (RSPB, the Hampshire Wildlife Trust, the Portsmouth Environmental Forum, Portsmouth Friends of the Earth, the local Chamber of Commerce, the Portsmouth City PCT and the Portsmouth Society) were directly consulted during May 2005. Following this round of consultation, revisions were made to the generic framework and the supplementary scoping report for the SPD was published. The statutory consultees as well as those that had made representations on the generic scoping report were consulted directly on the scoping report for the SPD. Again, it was also made more widely available on the City Council website.

1.5.2 The draft SPD was produced in December 2005 and subject to six weeks of public consultation. Alongside the SPD the Sustainability Appraisal Report was also made available for public consultation. No responses were received at this stage which were specific to the Sustainability Appraisal report, therefore no changes have been made to the document which alter its content.

1.5.3 This report sits alongside the Supplementary Planning Document. If you have any questions regarding the Reducing Crime Through Design Supplementary Planning Document please call Gemma Jephcott on (023) 9283 4699 or Simon Bottom on (023) 9284 1348. If you have queries regarding this sustainability appraisal report, please call Jacqueline Boulter on (023) 9284 1276.

## **2. Appraisal Methodology**

### **2.1. Approach adopted to the SA – the general framework**

2.1.1 As Sustainability Appraisal has become mandatory for all Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs), the city council has devised a generic sustainability appraisal framework for all of its Local Development Framework Documents. A scoping report setting out 15 sustainability objectives (See Appendix 2) and the general methodology was published and consulted on in May 2005. As individual LDF documents come forward, supplementary scoping documents will be published, which set out in more detail which elements of the generic approach will be taken on board. The approach for the Reducing Crime Through Design SPD was set out in a supplementary scoping report published in September 2005. Some minor changes were made to the framework set out in the scoping report before the Reducing Crime Through Design SPD was appraised. Section 3 of this report sets out in more detail how the assessment was undertaken.

### **2.2. Links to other strategies, plans and programmes and sustainability objectives**

2.2.1 The General Scoping Report contains a comprehensive review of all plans, strategies, guidance and legislation which relate to sustainability and which will influence the preparation of the LDF in general terms. These documents range from international guidance and legislation at the highest level, through UK government policies and guidance, to corporate policies and strategies at the local level. They also include targets and objectives of regulatory and advisory organisations (for example the Environment Agency and English Nature). The main sustainability objectives from these documents have been recorded in a database. This database is updated as and when documents are superseded and/or new documents are published.

2.2.2 Although all of the documents have implications for sustainability, not all of them are relevant to the preparation of the Reducing Crime Through Design SPD. Those plans and programmes, which are of particular relevance were extracted from the database and are set out at Appendix 3. The main implications for this SPD are summarised against each entry and were taken into account in preparing the SPD.

### **2.3. The social, environmental and economic baseline**

2.3.1 As part of the preparation of the General Scoping Report, a wide variety of information relating to a number of different sustainability issues was collected. Most of this was presented at city-wide or ward level, in order to provide a broad overview of the key sustainability issues affecting the city as a whole, in order to inform the preparation of the both the LDF and the LTP. This information is set out in the 'Portsmouth 2005' Baseline Report in detail. That report can be viewed on the Local Development Framework pages of the Portsmouth City Council website at [www.portsmouth.gov.uk/living/4238.html](http://www.portsmouth.gov.uk/living/4238.html). As the SPD is of citywide relevance, it was not deemed necessary to collect any further baseline data relating to specific areas of the city.

### **2.4. The SA framework, including objectives, targets and indicators**

2.4.1 The general scoping report also set out a framework for undertaking the sustainability appraisal of all the documents in the LDF. It sets out the baseline data in tabular form, along with associated targets, grouped together in 15 sustainability objectives and more narrowly defined sub-objectives. It sets assessment criteria and indicators, which will form the basis of all sustainability appraisal exercises

for the LDF. For each local development document (LDD) the general framework has to be adapted to relate to the scope of the LDD to be assessed. In all cases, this involves 'scoping out' those issues not relevant to that particular document, leaving a 'slimmed down' framework. That framework for the Reducing Crime Through Design SPD is attached at Appendix 4.

2.4.2 In determining how to apply the framework for the Reducing Crime Through Design SPD it was not deemed appropriate to the scale of the document to model in detail the effect it would have on the baseline. An SPD is limited in scope and will only ever have a minor impact on actual baseline figures. The assessment was therefore broad and directional. The following section sets out how the SPD was assessed. Section 3.4 in particular sets out how the framework was used for the assessment of the contents of the SPD.

### **3. Assessment of the Sustainability Impacts of the Reducing Crime Through Design Supplementary Planning Document**

#### **3.1. Plan objectives and their compatibility with sustainability objectives**

3.1.1 The purpose of the Reducing Crime Through Design SPD is to provide guidance to developers on how crime prevention measures can be designed into developments from the outset. The SPD therefore has a single plan objective: *'To promote good design in order to reduce crime and the fear of crime'*.

3.1.2 The initial stage of the sustainability appraisal of the SPD was a compatibility assessment of the plan objective against the 15 sustainability objectives to determine whether there are any inherent tensions between the objectives. Appendix 5 shows the full results of this assessment. A number of sustainability objectives had already been scoped out as having no significant link with the SPD. One additional objective (climate change & emissions) was also found not to have any significant link with the SPD objective. The remaining objectives (land; landscape & townscape quality; homes for everyone; employment & economy; leisure & recreation; quality of life; and community satisfaction & involvement) were all seen to be compatible with the objective of the SPD. It was therefore noted that there are no inherent tensions between the objectives of the SPD and the sustainability objectives.

#### **3.2. SPD options considered, and why these were rejected**

3.2.1 Secondly, options for achieving the plan objective had to be considered and it is recommended that sustainability appraisal is carried out on these options. The supplementary planning document seeks to give guidance to developers as to how best to design in crime prevention measures in order to meet criterion (m) of policy E2 of the adopted plan and criterion (xv) of policy DC1 of the City Plan Review 2001-2011. As such it was considered that the broad strategic issues have already been addressed: the principle that developers should take into account safety and security in designing schemes has already been established in the policies. The only option to be considered then was whether or not to produce an SPD.

3.2.2 No formal assessment of the options was undertaken, as the best approach was predetermined by practical considerations. An SPD was needed in order to ease the implementation of the existing policies. Deciding not to produce an SPD would have meant that the principles of reducing crime through design would have to be discussed individually with each developer. This would be a time consuming process, which is neither resource effective nor in line with the Government's aim of speeding up the planning system.

#### **3.3. The base policy**

3.3.1 An SPD has to be linked to a policy in an adopted plan, in this case E2 of the 1995 plan. However, policy DC1 of the Review Plan, seeks to achieve much the same thing, namely good design. This policy will replace policy E2 as soon as the Review Plan is adopted and the SPD therefore relates to both policies. It is anticipated that the Review Plan will be adopted in spring/summer 2006.

3.3.2 There is a requirement to appraise the base policy of an SPD to determine its sustainability impacts. Given the very limited life span left of the adopted plan, it has not been considered constructive

to appraise policy E2. Policy DC1 underwent SA in April 2002. That assessment is attached at Appendix 6. Although that appraisal preceded the new guidance, it did assess the sustainability issues relating to the policy in a similar way, by setting out the effects of the policy on a number of sustainability objectives. Given the existence of this prior assessment and the fact that the policy cannot be altered at this stage of the plan making process, it was not deemed useful to undertake a full assessment of that base policy using the new methodology. The sustainability appraisal of the Reducing Crime Through Design Supplementary Planning Document therefore focused on assessing the effects of the SPD over and above the provisions of the policy, using the assessment criteria set out in the general scoping report and the supplementary scoping report.

### **3.4. Significant social, environmental and economic effects of the SPD**

3.4.1. Appendix 7 sets out the assessment answers, including reasons for each assessment, arrived at during the SA workshop. As the base policy is taken as a given, the emphasis of the assessment was on whether the SPD would have an effect over and above the provisions of that policy.

3.4.2 All impacts were considered to be permanent. They all have an immediate effect on the site or the surrounding area, which will accrue over time and across the city. The scores were allocated on the basis that the effect was likely to occur as a result of the operation of the SPD rather than other changes likely to happen to the baseline over time.

3.4.3 As was to be expected, it was found that the SPD would generally have a positive impact on safety, security and crime related issues. Further it would positively influence attractiveness related indicators, and vitality and viability of town centres

3.4.4 No issues were found to be negatively affected by the SPD, while two issues were shown to be impacted both positively and negatively by the SPD: The SPD's design advice could both increase or decrease density of development as well as the quality/appearance of the built environment, depending on the scenario in question. In terms of density it was not felt necessary to make changes to the SPD as a result of this assessment, as the impact on individual developments would be very minimal and the overall effect across the city almost certainly would be neutral. In terms of the appearance of the built environment, the issue of visible physical safety measures such as alley gates was highlighted as the possible negative impact, and the SPD was consequently changed to clarify that such measures should only be considered as a last resort where redesign of schemes is not a feasible option.

3.4.5 Another key change to the SPD as a result of the SA was with regard to mix of dwelling types and mix of tenures particularly at neighbourhood level. At the time of the assessment, the SPD was silent on this issue. However, as both tenure and type mix are considered good principles in reducing crime through design, information regarding this was added to the SPD.

### **3.5. Proposed mitigation measures**

3.5.1 As any potential negative impacts as a result of the SPD were addressed by making changes to the SPD it has not been necessary to work up mitigation measures against those impacts.

## **4. Monitoring**

### **4.1. Proposals for monitoring**

4.1.1 The sustainability effects of implementing the plan will be monitored to identify unforeseen adverse effects and to enable remedial action to be taken. Monitoring work will help assess in more detail the impact of the SPD on the baseline and whether the effects predicted during the assessment are indeed occurring. A monitoring framework for the Local Development Framework has been devised and will form the basis of all monitoring work. This framework takes into account the need to monitor what significant effects the implementation of policies is having on the social, environmental and economic objectives by which sustainability is defined and whether these effects are as intended. It is not proposed that monitoring will take place specifically for the Reducing Crime Through Design SPD on its own. Rather, it will form part of wider monitoring work for the LDF and will be addressed in the



annual monitoring report. In doing so, key sustainability indicators from the SA framework will be used in order to meet the requirements for SA monitoring.

## **Appendix 1: Compliance with the requirements for the environmental report under the SEA Directive**

Information referred to in Article 5(1)	Where has this requirement been addressed
a) an outline of the contents, main objectives of the plan or programme and relationship with other relevant plans and programmes	Sections 1.1 and 3.1 of this report
b) the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme	Baseline report "Portsmouth 2005" (includes trends) and Appendix 4 of this report
c) the environmental characteristics of areas likely to be significantly affected	Baseline report "Portsmouth 2005" and Appendix 4 of this report
d) any existing environmental problems which are relevant to the plan or programme, including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC	Baseline report "Portsmouth 2005", Figure ii) of general scoping report and Appendix 4 of this report
e) the environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way in those objectives and any environmental considerations have been taken into account during its preparation	Section 2.2 and Appendices 2 & 3 of this report
f) the likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above	Section 3.4 and Appendix 7 of this report
g) the measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme	Section 3.5 of this report
h) an outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information	Section 3.2 of this report
i) a description of the measures envisaged concerning monitoring in accordance with Article 10	Section 4 of this report
j) a non-technical summary of the information provided under the above headings	Section 1.2 of this report

## **Appendix 2: Sustainability Objectives**

- 1 To minimise the emission of 'greenhouse gases' and other pollutants in order to create a cleaner city, to contribute towards a reduction in pollution, and to minimise the effects of global warming and climate change (*Climate Change & Emissions*)
- 2 To conserve the use of finite natural resources including minerals, and to preserve the quality of other valuable natural assets (*Natural Resources*)
- 3 To manage coastal flood risk, to promote the efficient management of the surface and groundwater system, and to safeguard water quality (*Coast & Water*)
- 4 To make sure that the city's most important wildlife species and habitats are protected, including those of international, national and local importance (*Biodiversity*)
- 5 To maximise the use of the city's finite land supply and encourage urban renaissance (*Land*)
- 6 To preserve and enhance the character and appearance of the city and its surroundings, including its built-up areas and its open spaces (*Landscape & Townscape Quality*)
- 7 To protect and conserve Portsmouth's historic, cultural and maritime heritage (*Heritage*)
- 8 To ensure that good quality housing is readily available and attainable to all those who need it (*Homes for Everyone*)
- 9 To ensure that there are sufficient jobs within the city for those of working age, and that the city's economy is buoyant and diverse (*Employment & Economy*)
- 10 To ensure that everyone in the city has access to education and learning at all stages of life, to raise educational attainment levels and to help everyone to achieve the necessary skills to acquire and retain fulfilling employment (*Education & Lifelong Learning*)
- 11 To promote and improve standards of health within the city's population (*Health & Wellbeing*)
- 12 To ensure that there are opportunities for everyone to participate in fulfilling, healthy and rewarding leisure and recreational activities to suit a full range of needs and interests (*Leisure & Recreation*)
- 13 To make Portsmouth a safe, comfortable and friendly place where people want to live, work and visit (*Quality of Life*)
- 14 To make sure that, as far as possible, people within the city have equality of access to facilities and services, and to minimise unfair disadvantage or discrimination (*Social Inclusion*)
- 15 To create a sense of ownership and pride within the city as a whole and within its different neighbourhoods, and to ensure that everybody has the opportunity to have their say and be involved in the future planning of the city (*Community Satisfaction & Involvement*)

## **Appendix 3: Relevant Plans and Programmes – Reducing Crime Through Design SPD**

### **EU legislation**

<b>Title of Plan, Programme or Document:</b>	<b>Summary of Key Objective:</b>	<b>Target (if applicable):</b>	<b>Reducing Crime Through Design:</b>
<b>EC Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment</b>	To provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes, with a view to promoting sustainable development.		This SPD must be subject to sustainability appraisal, incorporating strategic environmental assessment.
<b>Author</b> European Union (then EC) <b>Publication Date:</b> June 2001			
<b>Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment</b>	Authorities with relevant environmental responsibilities and the public are to be consulted during the assessment of plans and programmes and appropriate time frames for consultation should be set.		Consultation on the sustainability appraisal will need to be undertaken at the relevant stages in the SPD preparation process as defined in the ODPM's SA guidelines and PPS12.
<b>Author</b> European Union (then EC) <b>Publication Date:</b> July 2001			
<b>Environment 2010: Our Future, Our Choice (The Sixth Environment Action Programme of the EC)</b>	Achieving sustainable development. Document sets out 5 key methods (incl. making better use of land and putting the environment at the heart of policy making) and 4 priorities for action (incl. tackling climate change and protecting nature and wildlife).		There is a key relationship between creating sustainable communities and making safer communities through crime prevention measures.
<b>Author</b> European Communities <b>Publication Date:</b> 2001			
<b>The South East Plan- Draft for Public Consultation</b>	To balance substantial economic and housing development with rising standards of environmental management and resource use and reduced levels of social exclusion and natural resource consumption.	25 objectives and associated indicators and targets set out within the Integrated Regional Framework which provides the context for the plan as well as the basis for undertaking sustainability appraisal.	Proposals for reducing social exclusion should be promoted through this SPD, in order to create harmony in the community
<b>Author</b> SEERA <b>Publication Date:</b> January 2005			
<b>Seafront Management Strategy</b>	To protect, maintain and where necessary improve Southsea Seafront as a seaside resort and as an important leisure and recreational area for both visitors and residents, and to balance the pressures of usage, development and natural processes.		Safety along the seafront at Southsea is important to its visitors. Any proposals for this area will be considered against the principles set out in this SPD>
<b>Author</b> Portsmouth City Council <b>Publication Date:</b> April 1999			

## **Appendix 3: Relevant Plans and Programmes – Reducing Crime Through Design SPD**

### **PCC Corporate policy / strategy**

<b>Title of Plan, Programme or Document:</b>	<b>Summary of Key Objective:</b>	<b>Target (if applicable):</b>	<b>Reducing Crime Through Design:</b>
<b>Somerstown &amp; North Southsea Project Initiation Document</b>	To create a sustainable urban community in Somerstown, in order to improve quality of life and foster local pride and act as a springboard for social and economic regeneration.		Reducing crime through design measures should be used in any new proposals in Somerstown and North Southsea.
<b>Author</b> Portsmouth City Council <b>Publication Date:</b>			
<b>Proud of Our Past: Ambitious for Our Future: Portsmouth Community Strategy 2004-2009</b>	Community Safety: To create a city that enables us to value and respect each other and our environment, enjoying lives free from the fear of crime.	Detailed targets sets out within the accompanying Delivery Strategy and Six Monthly Monitoring Reports.	This SPD will complement the first aim of the Community Strategy, and will constitute a delivery mechanism for those aspects that can be influenced by land-use planning. Relevant targets in the Delivery Strategy will need to be reflected in the SPD.
<b>Author</b> Portsmouth LSP <b>Publication Date:</b> 2004			
<b>Portsmouth Cycling Strategy</b>	Continually improve cycling infrastructure and the safety and security of cyclists/bicycles; maintain/develop a strong cycling culture in Portsmouth and improve health by promoting projects involving cycling and health.	Triple proportion of cycling trips by 2010 (2001 base). Reduce the number of cyclists killed/seriously injured by 40% by 2010. Reduce reported cycle thefts by 30% by 2011. Complete strategic cycle routes in Portsmouth by 2011.	The safety of cycling infrastructure will be improved through contributions or by the principles set out in the SPD.
<b>Author</b> PCC <b>Publication Date:</b> December 2003			
<b>Crime and Disorder Strategy 2002-2005</b>	To reduce levels crime in the city (particularly violent crime; anti social behaviour; burglary and vehicle crime); to reduce the number of young offenders and support young victims of crime.	A significant improvement in people feeling safe in the city (as measured through MORI poll).	Suggest use of crime impact assessments and crime reduction officer
<b>Author</b> Portsmouth Crime & Disorder Strategic Partnership <b>Publication Date:</b>			
<b>City Centre Masterplan</b>	To create the best quality integrated city centre, to create the best possible environment for all users, to identify key issues and problem areas, to prioritise improvements, to create an attractive platform for business and to enhance existing assets.		Reducing crime through design measures should be used on any new proposals for the city centre, to create the best possible environment for its users.
<b>Author</b> Portsmouth City Council <b>Publication Date:</b> June 2002			

## **Appendix 3: Relevant Plans and Programmes – Reducing Crime Through Design SPD**

### **PCC Corporate policy / strategy**

<b>Title of Plan, Programme or Document:</b> <b>Portsmouth City Local Plan First Review 2001-2011 (Proposed Modifications)</b>	<b>Summary of Key Objective:</b> To create an accessible city, free from unnecessary traffic congestion and with a choice of integrated, safer and more reliable public transport systems and alternatives to the car.	<b>Target (if applicable):</b> For the south west quadrant of Portsea Island to secure no growth in car trips during the morning peak (7-9am) by 2006 (relative to 1999) and a target mode share of 65% trips car and 35% by other modes (currently 72%/28%)	<b>Reducing Crime Through Design:</b> Safety around public transport interchanges and infrastructure will be secured through principles within this SPD and also contributions from related planning applications. This will encourage people to use public transport more frequently.
<b>Author</b> Portsmouth City Council <b>Publication Date:</b> July 2004			
<b>Proud of Our Past: Ambitious for Our Future: Portsmouth Community Strategy 2004-2009</b>	Environment & Transport - to create a city that treasures and sustains a safe, healthy and attractive environment.	Detailed targets sets out within the accompanying Delivery Strategy and Six Monthly Monitoring Reports.	This SPD should look to creating environments which discourage crime and anti-social behaviour.
<b>Author</b> Portsmouth LSP <b>Publication Date:</b> 2004			
<b>PPG13: Transport</b>	To promote more sustainable transport choices for both people and for moving freight; to promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling and to reduce the need to travel, especially by car.		Safety on footpaths and cycle ways must be considered in order to encourage more people to leave their cars at home in favour of 'greener' methods.
<b>Author</b> DETR <b>Publication Date:</b> March 2001			
<b>PPG3: Housing</b>	To ensure that everyone has the opportunity of a decent home through ensuring a mix of type and size of dwellings is provided and that the housing requirements of the whole community are met i.e. affordable housing or special housing.		Providing a mix of dwelling types will aid social inclusion and community cohesion, therefore reducing discord between people.
<b>Author</b> ODPM <b>Publication Date:</b> March 2000			
<b>PPG17: Open Space, Sport and Recreation and its Companion Guide (Assessing Needs and Opportunities)</b>	To develop well designed and implemented planning policies for open space, sport and recreation in order to meet the wider objectives of an urban renaissance, social inclusion and community cohesion, health and well-being and sustainable development.		Pay attention to the design of open spaces to protect security and personal safety particularly for children
<b>Author</b> ODPM <b>Publication Date:</b> 2002			

## **Appendix 3: Relevant Plans and Programmes – Reducing Crime Through Design SPD**

### **Planning Policy Statement**

**Title of Plan, Programme or Document:**

**PPS1: Delivering Sustainable Development**

**Summary of Key Objective:**

Good design is indivisible from good planning. Planning policies should promote high quality inclusive design in the layout of new developments and individual buildings in terms of function and impact. Inferior design should be rejected.

**Target (if applicable):**

**Reducing Crime Through Design:**

Designs which do not encourage criminal activity/behaviour will be favoured and promoted by this SPD.

**Author** ODPM

**Publication Date:** February 2005

**PPG3: Planning for Mixed Communities (consultation draft)**

To provide for a mix of decent housing of different types and tenures to support a wide range of households of different sizes, ages and incomes.

Providing a mix of housing types and tenures will aid social inclusion and community cohesion, therefore reducing discord between people.

**Author** ODPM

**Publication Date:** January 2005

**PPS1: Delivering Sustainable Development**

Development plans should promote social inclusion and cohesion. They should contain clear and comprehensive access policies, in respect of both location and physical access, which consider people's diverse needs and break down unnecessary barriers.

Promoting social inclusion will help to encourage different communities to co-exist together, thereby reducing anxiety between differing sections of society. This should be encouraged by the SPD.

**Author** ODPM

**Publication Date:** February 2005

**PPS1: Delivering Sustainable Development**

LPAs should adopt a spatial approach to planning through the integration of land use policies with other policies and programmes which influence the nature of places and how they function, including transport and regeneration.

Considering reducing crime through design principles through the land use planning process will seek to achieve spatial planning.

**Author** ODPM

**Publication Date:** February 2005

**PPS1: Delivering Sustainable Development**

Development plans should ensure that sustainable development is pursued in an integrated manner in line with the principles outlined in the UK strategy.

The consideration of crime in developments will contribute towards the overall goal of sustainable development.

**Author** ODPM

**Publication Date:** February 2005

## **Appendix 3: Relevant Plans and Programmes – Reducing Crime Through Design SPD**

### **Planning Policy Statement**

**Title of Plan, Programme or Document:**

**PPS6: Planning for Town Centres**

**Summary of Key Objective:**

To promote the vitality and viability of town centres by planning for the development of existing centres, promoting existing centres by focusing development there and encouraging a wide range of services in a good environment accessible to all.

**Target (if applicable):**

**Reducing Crime Through Design:**

Crime and the ways to reduce it through design, in city and town centres shall be considered by this SPD.

**Author** ODPM

**Publication Date:** March 2005

**A better quality of life in the South East: The Regional Sustainable Development Framework**

This document translates the national objectives for sustainable development to a regional level. See entry under "A better quality of life: A Strategy for Sustainable Development for the UK (1999)" for more details.

This SPD should work to reduce crime and the fear of crime, an aim of the Strategy for Sustainable Development.

**Author** SEERA, SEEDA, GOSE, EA & NHS

**Publication Date:** June 2001

**Circular 5/05 - Planning Obligations**

To enhance development and enable proposals to go ahead which might otherwise be refused (to be used subject to five tests).

SPD may refer to contributions to crime reduction measures

**Author** ODPM

**Publication Date:** July 2005

**Draft revised circular on Planning Obligations**

Planning obligations provide a means to ensure that proposed development contributes to the creation of sustainable communities, particularly by securing contributions towards the provision of necessary infrastructure and facilities.

SPD may refer to contributions to crime reduction measures

**Author** ODPM

**Publication Date:** November 2004

**Traffic Network Management Act 2004**

To do all that is reasonably practicable to manage the road network effectively so as to keep traffic (including pedestrians / cyclists) moving. To take account of the needs of all road users, and to take actions to minimise, prevent or address problems.

Seek to promote safe routes for those wishing to use sustainable transport methods.

**Author** DfT

**Publication Date:** November 2004



## **Appendix 3: Relevant Plans and Programmes – Reducing Crime Through Design SPD**

### **UK policy / strategy**

**Title of Plan, Programme or Document:**

**Quality of Life Counts - update 2004**

**Summary of Key Objective:**

Update of indicators from 1999 'Quality of Life Counts' document, which set out indicators to provide a baseline assessment from which progress might be judged. Indicators based on objectives in 'A Better Quality of Life' (1999)

**Target (if applicable):**

15 headline indicators; around 150 sub-indicators.

**Reducing Crime Through Design:**

Crime and the fear of crime are indicators which are considered in this update report. This SPD will look to implement measures which will help to reduce actual crime and the fear of crime in the community.

**Author** UK Government

**Publication Date:** April 2004

**Transport 2010 - The 10 Year Plan**

To promote modern and integrated transport for the public and industry and to reduce the impact of transport on the environment, particularly in respect of highway congestion..

To reduce road congestion on the inter-urban network & in the large urban areas in England below current levels by 2010 (DETR PSA Target).

Considering safety from crime will help to encourage more people to leave their cars at home in favour of greener methods.

**Author** DETR

**Publication Date:** July 2000

**By Design: Urban Design in the Planning System - Towards Better Practice**

Provides a companion guide to the PPG series and provides guidance on how to deliver better quality urban design through the planning system.

The principles of safety through reducing crime through design will be encouraged by this SPD.

**Author** DETR / CABE

**Publication Date:** May 2000

**Urban Design Compendium**

Provides a check-list of fundamental principles which will need to be adhered to throughout the development process in order to create better and well-designed places for people. Key emphasis on detail as well as general design principles.

The principles of safety through reducing crime through design will be encouraged by this SPD.

**Author** English Partnerships / CABE

**Publication Date:** August 2000

**Towards an Urban Renaissance**

To regenerate the UK's towns and cities by establishing the principles of design excellence, economic strength, environmental responsibility, good governance and social well-being, with emphasis upon developing mixed communities and sustainable transport.

The concept of urban renaissance is founded on creating environments that work, including taking account of issues relating to safety and security.

**Author** Urban Task Force

**Publication Date:** 1999

## **Appendix 3: Relevant Plans and Programmes – Reducing Crime Through Design SPD**

### **UK policy / strategy**

<b>Title of Plan, Programme or Document:</b>	<b>Summary of Key Objective:</b>	<b>Target (if applicable):</b>	<b>Reducing Crime Through Design:</b>
<b>Sustainable Communities Plan</b>	The main objective is to create sustainable communities which involves ensuring there are enough decent homes, access to jobs and services, that the local environment is protected and enhanced, crime is reduced and there is better health and education.	60% of homes to be built on brownfield sites.	To reduce crime and the fear of crime to create safe environments.
<b>Author</b> ODPM <b>Publication Date:</b> Feb 2003			
<b>Sustainable communities: People, Places and Prosperity</b>	More effective community engagement and involvement in decisions taken at a local level.		Community involvement and consultation will be an integral part of preparing the SPD.
<b>Author</b> ODPM <b>Publication Date:</b> January 2005			
<b>Sustainable Communities: People, Places and Prosperity</b>	To ensure that everyone has a share in the nation's prosperity and a pleasant, safe and green place to live with excellent local services.		Help to create a safe environment where people want to live.
<b>Author</b> ODPM <b>Publication Date:</b> January 2005			
<b>Planning and Affordable Housing</b>	To encourage mixed and balanced communities in order to avoid areas of social exclusion. Therefore where there is evidence of need for affordable housing a policy should be in the development plan seeking affordable housing.		The provision of mixed communities, through mixing housing types is essential to providing a socially inclusive community. This will help to reduce discord in the area and should be considered by the SPD.
<b>Author</b> ODPM <b>Publication Date:</b> 1998			
<b>The Town and Country Planning (residential density) (London, South East England, South West England, East of England and Northamptonshire) Direction 2005</b>	To use land efficiently and seek greater intensity of development at places with good public transport in order to tackle housing shortages and meet housing targets. The Government will intervene where densities are less than 30 dwellings per hectare.	Minimum density of 30 dwellings per hectare.	There may be conflict between infilling vacant or low density sites with high densities, as this may have a negative effect on crime. The recommendations of this SPD shall seek to find the best solution in these situations.
<b>Author</b> ODPM <b>Publication Date:</b> 2005			

## **Appendix 3: Relevant Plans and Programmes – Reducing Crime Through Design SPD**

### **UK policy / strategy**

<b>Title of Plan, Programme or Document:</b>	<b>Summary of Key Objective:</b>	<b>Target (if applicable):</b>	<b>Reducing Crime Through Design:</b>
<b>Our Towns and Cities: The Future (The Urban White Paper)</b>  <b>Author</b> DETR <b>Publication Date:</b> November 2002	To create places which offer a high quality of life and opportunity for all, not just the few (people shaping their future; attractive well-kept places; sustainable location & design.; creation and sharing of prosperity; good quality services).		Cutting crime is an aim of this report. This SPD will introduce measures to realise this aim.
<b>Walking and Cycling: an action plan</b>  <b>Author</b> DfT <b>Publication Date:</b> June 2004	To increase levels of walking and cycling in order to promote a healthy lifestyle, encourage sustainable travel, improve public space and increase levels of social inclusion.		Safer footpaths and cycle routes will be sought as part of planning applications which require such transport infrastructure to be built.
<b>The Future of Transport - A Network for 2030</b>  <b>Author</b> DfT <b>Publication Date:</b> July 2004	Balancing the need to travel with the need to improve quality of life by improving safety and respecting the environment.	Improve air quality by meeting National Air Quality Strategy targets for CO, lead, NO2, particles, sulphur dioxide, benzene, 1-3 butadiene. Reduce GHG emissions by 12.5% from 1990 & move towards 20% CO2 reduction by 2010.	Safety of the public is paramount and reducing crime through design will contribute towards encouraging more people to choose sustainable methods of travel.
<b>Transport 2010 - The 10 Year Plan</b>  <b>Author</b> DETR <b>Publication Date:</b> July 2000	To promote modern and integrated transport and to reduce the impact of transport on the environment, particularly by encouraging cycling.	Treble the number of cycling trips from their 2000 level by 2010 (rebasng of National Cycling Strategy target-this target will also be retained see record 86).	The provision of safe cycle routes and footpaths which are well lit and overlooked should be included in this SPD.
<b>Bike for the Future, The NCS Board for England's Strategic Action Plan- "More People Cycling, More Safely, More Often"</b>  <b>Author</b> NCSB <b>Publication Date:</b> September 2004	To get more people cycling, more safely, more often by encouraging central government departments, led by the DfT, to establish a coordinated programme that will cater for all road users.	Original target of quadrupling cycling 1996 levels of cycling by 2012 is not unrealistic in the longer term but it requires an increase of 19% per annum, which is. Therefore local targets should inform a national target.	The provision of safe cycle routes which are well lit and overlooked should be included in this SPD.

## **Appendix 3: Relevant Plans and Programmes – Reducing Crime Through Design SPD**

### **UK policy / strategy**

**Title of Plan, Programme or Document:**

**A Better Quality of Life: A Strategy for Sustainable Development for the UK**

**Summary of Key Objective:**

Social progress which recognises the needs of everyone - to improve access to services, tackle social exclusion, and reduce the harm to health caused by poverty, poor housing, unemployment and pollution.

**Target (if applicable):**

Specific indicators set out in 'Quality of Life Counts'.

**Reducing Crime Through Design:**

This SPD should work to reduce crime and the fear of crime, an aim of the Strategy for Sustainable Development.

**Author** UK Government

**Publication Date:** May 1999

**Accessibility Planning Guidance (Summary)**

Accessibility planning aims to promote social inclusion by helping people from disadvantaged groups or areas to access jobs and essential services (specifically health care, learning and food shops).

LTP will need to set local targets for accessibility improvements.

This SPD should cover aspects of safe design surrounding transport infrastructure, as crime and accessibility are covered by the Accessibility Planning Guidance.

**Author** Department for Transport

**Publication Date:** September 2004

**Sustainable Communities: Homes for All**

To offer greater choice and opportunity in housing across the country. To ensure that there are enough decent homes, at prices people can afford together with good access to jobs and services and in a clean, green and safe environment.

All social homes to reach the decent homes standard by 2010.

Safety in housing developments is paramount and methods for reducing crime through design will be implemented.

**Author** ODPM

**Publication Date:** January 2005

**Appendix 4: Reducing Crime Through Design Supplementary Planning Document - Sustainability Appraisal Framework**

No.	ISSUE	SUSTAINABILITY OBJECTIVE	DEFINED SUB-ISSUES	SEA DIRECTIVE ISSUES	CURRENT BASELINE / RECENT TRENDS (& source)	TARGET (quantify or directional)	ASSESSMENT CRITERIA: "what impact does the policy / proposal have upon ..."	POSSIBLE SUSTAINABILITY INDICATORS
1	Climate Change & Emissions	To minimise the emission of 'greenhouse gases' and other pollutants in order to create a cleaner city and to contribute towards a reduction in pollution and global warming.	To reduce the level of emissions generated by private cars.	Climatic Factors Air Material Assets	Peak mode share of 7.8% for cycling (1998); this has declined in the number of cycling trips as to 5.5% by 2004.	Current Cycling Strategy target is to <b>treble cycling by 2010 based on 2001 levels</b> . LTP2 will set a new appropriate target (PCC).	The overall level of cycling? The ability to cycle safely?	Annualised index of cycle trips (PCC). 'Levels of cycling' is a mandatory LTP indicator – no.3.
					74% of secondary school children and 52% of primary school children walk to school.	<b>Maintain</b> and if possible <b>increase</b> the percentage of children walking to school (SA).	The percentage of children walking to school? The ability to walk to school safely?	Continued monitoring of journeys to primary and secondary schools (PCC).
					37 schools have green travel plans and 8 schools have safer routes engineering.	<b>Increase</b> the number of schools with green travel plans and safer routes engineering (SA).		Continued monitoring of school travel plans and safer routes to school (PCC)
5	Land	To maximise the use of the city's finite land supply and encourage urban renaissance.	To make the best use of previously developed land	Material Assets Population	Over the past five years, the average density of development for approved schemes of over 10 units has been 135 dwellings per hectare.	<b>Minimum</b> residential development density of 30 dwellings per hectare (UK Government target, PPG3).	The density of development?	PCC to investigate ways of more accurately assessing the density of recent housing developments.
6	Landscape & Townscape Quality	To preserve and enhance the character and appearance of the city and its surroundings, including its built-up areas and its open spaces.	To ensure the highest quality of design in the built environment.	Landscape Cultural Heritage	No quantitative method of assessing the design quality of the built environment at present.	<b>Maintain</b> and <b>improve</b> the overall quality of new-build development (SA). <b>Develop an indicator</b> for assessing the quality of the built environment (SA/PCC corporate).	The quality / appearance of the built environment?	Possible MORI or Residents' Panel Survey question (MORI/PCC).
			To protect and enhance the city's valuable greenspaces.	Landscape	923 hectares of publicly accessible open space in the city - 20% of city's land area (PCC survey 1998/1999) although this is unevenly distributed through the city.	<b>Maintain</b> and <b>increase</b> where possible / appropriate (SA).	The quality and appearance of existing open spaces? Areas that are deficient in open space?	Monitor the loss / gain of open space year on year (LDPS monitoring – PCC/HCC).
			To foster positive perceptions of the city's attractiveness.	Landscape Population	36% of residents agree that the city is attractive (PCC Residents' Panel Survey 2004).	<b>55% by 2008</b> (Portsmouth Community Strategy 2004-2009).	The overall attractiveness of the city?	Percentage of residents that agree the city is attractive via the CS target (MORI/PCC).
			To ensure the city is clean and tidy.	Landscape Population	10% of relevant land and highways has combined deposits of litter & detritus (BVPI 199 – 2003/04)	<b>Currently 24%</b> (or lower); <b>7%</b> (or lower) by <b>2006/07</b> (Portsmouth City Council Corporate Plan 2005)	The amount of litter / detritus dropped and deposited within the city's streets and spaces?	Continued monitoring of litter / detritus to inform BVPI 199 (PCC).
				Landscape Population	1,489 reported incidents of flytipping (2003/04 City Help Desk Data).	<b>15% reduction by 2008</b> (Portsmouth Community Strategy 2004-2009)	The potential for flytipping and / or the number of instances of flytipping?	Continued monitoring of flytipping through Help Desk data (PCC).
Landscape Population	71% of residents identify litter as a problem (Portsmouth Citizens' Panel, Winter 2001)	<b>50% reduction by 2008</b> (Portsmouth Community Strategy 2004-2009)		The overall cleanliness and tidiness of the city's environment?	Continued monitoring of residents' perceptions of litter problem via Citizen's Panel (MORI/PCC).			
Landscape Population	62% of residents satisfied with the way PCC kept land clear of litter and refuse - upward trend (2003 – BVPI 89).	Continue to improve levels of satisfaction with performance (SA).	The overall cleanliness and tidiness of the city's environment?	Continued monitoring of residents' perceptions of PCC performance re. litter to inform BVPI 89 (PCC).				

No.	ISSUE	SUSTAINABILITY OBJECTIVE	DEFINED SUB-ISSUES	SEA DIRECTIVE ISSUES	CURRENT BASELINE / RECENT TRENDS (& source)	TARGET (quantify or directional)	ASSESSMENT CRITERIA: "what impact does the policy / proposal have upon ..."	POSSIBLE SUSTAINABILITY INDICATORS
8	Homes for Everyone	To ensure that good quality housing is readily available and attainable to all those who need it.	To ensure an appropriate mix and balance of housing types and tenures across the city and within particular neighbourhoods.	Population Material Assets	48% of residents live in terraced housing, 21% in detached / semi-detached and 31% in flats.	No specific targets – <b>maintain an appropriate balance</b> of housing types (SA).	The overall mix of dwelling types?	Annual report on type of new housing delivered (LDPS monitoring – PCC/HCC).
					65% of housing stock is owner-occupied, 19% social rented / shared ownership and 17% rented.	No specific targets – <b>maintain an appropriate balance</b> , including <b>sufficient social rented</b> (SA).  Ensure a <b>mix of tenures</b> within neighbourhoods (SA).	The overall mix of tenures, especially at neighbourhood level?	Annual report on tenure of new housing delivered (LDPS monitoring – PCC/HCC).
			To remove the barriers which are currently impeding the ability of some of the city's residents to acquiring their own home.	Population Material Assets Human Health	60 'super output areas' in Portsmouth are in the 10% most deprived in respect of barriers to housing in England, (Index of Multiple Deprivation).	<b>Improve</b> the city's performance in this IMD domain (SA).	The provision of sufficient housing numbers and an adequate balance of type and tenure?	Future IMD ranking (ODPM).
9	Employment & Economy	To ensure that there are sufficient jobs within the city for those of working age, and that the city's economy is buoyant and diverse.	To maintain the role of the City Centre as a sub-regional centre and to ensure its continued vitality and viability.	Population Material Assets	Prime rents at £175 psf Yields 91% comparison shopping Overall ranking 73 out of 1,500. (Colliers CRE 2005 study)	<b>Maintain / improve</b> the robustness and competitiveness of the city centre's economy (SA).	The vitality and viability of the city centre?	City centre 'healthchecks' and annual retail monitoring (PCC).  Possible future update of CRE study.
			To maintain the role of the Southsea as a town centre and to ensure its continued vitality and viability.	Population Material Assets	Prime rents at £50psf Yields 10% 89% comparison shopping Overall ranking 404 out of 1,500 (declining). (Colliers CRE 2005 study)	<b>Maintain / improve</b> the robustness and competitiveness of Southsea's economy and if necessary seek to <b>diversify</b> that role (SA).	The vitality and viability of Southsea centre?	City centre 'healthchecks' and annual retail monitoring (PCC).  Possible future update of CRE study.
			To maintain Gunwharf Quays' role as a specialist shopping and leisure destination.	Population Material Assets	97% comparison shopping Overall ranking 565 out of 1,500 (new entrant). (Colliers CRE 2005 study)	<b>Maintain / improve</b> the robustness and competitiveness of the city centre's economy (SA).	The continued attractiveness of Gunwharf as a specialist destination?	City centre 'healthchecks' and annual retail monitoring (PCC).  Possible future update of CRE study.
			To maintain Fratton's role as a district shopping centre.	Population Material Assets	53% comparison shopping High vacancy rates (Colliers CRE 2005 study)	<b>Improve</b> the robustness of this district shopping centre (SA).	The vitality and viability of Fratton district centre?	City centre 'healthchecks' and annual retail monitoring (PCC).  Possible future update of CRE study.
			To maintain North End's role as a district shopping centre.	Population Material Assets	Yields 9.5% 74% comparison shopping Below average vacancy rates Overall ranking 685 out of 1,500 (declining) (Colliers CRE 2005 study)	<b>Improve</b> the robustness of this district shopping centre (SA).	The vitality and viability of North End district centre?	City centre 'healthchecks' and annual retail monitoring (PCC).  Possible future update of CRE study.
			To maintain Cosham's role as a district shopping centre.	Population Material Assets	Yields 9% 64% comparison goods Below average vacancy rates Overall ranking 421 out of 1,500 (improving) (Colliers CRE 2005 study)	<b>Maintain and improve</b> the robustness of this district shopping centre (SA).	The vitality and viability of Cosham district centre?	City centre 'healthchecks' and annual retail monitoring (PCC).  Possible future update of CRE study.

No.	ISSUE	SUSTAINABILITY OBJECTIVE	DEFINED SUB-ISSUES	SEA DIRECTIVE ISSUES	CURRENT BASELINE / RECENT TRENDS (& source)	TARGET (quantify or directional)	ASSESSMENT CRITERIA: "what impact does the policy / proposal have upon ..."	POSSIBLE SUSTAINABILITY INDICATORS
12	Leisure & Recreation	To ensure that there are opportunities for everyone to participate in fulfilling, healthy and rewarding leisure and recreational activities to suit a full range of needs and interests.	To ensure that everyone has access to pleasant, multi-functional amenity parks and gardens across the city.	Population Human Health	86% of the city's residents live within 1,000 metres (1km) of a significant park or garden as the crow flies (PCC catchment analysis). In a parks user survey, 95% of respondents were either satisfied or very satisfied with the city's parks and gardens (PCC user survey, 2004/05)	Increase the proportion of people who live within these catchments where possible (SA). <b>Maintain</b> this level of satisfaction, and if possible <b>improve</b> to include the remaining 5%.	The quality and coverage of children's play areas in the city? The accessibility of residents to children's play areas? The provision of safe pedestrian routes to these facilities?	Ongoing monitoring of people's accessibility to greenspace via catchment area analysis (PCC). Further PCC parks user surveys.
			To ensure that all the city's children have access to a high quality play area.	Population Human Health	80% of the city's residents live within 500 metres of a children's play area as the crow flies (PCC catchment analysis). 98% are within a 15 minute walk of a play area (PCC Play 2000 catchment definition).	<b>Increase</b> the proportion of people who live within these catchments where possible (SA).	The quality and coverage of children's play areas in the city? The accessibility of residents to children's play areas? The provision of safe pedestrian routes to these facilities?	Ongoing monitoring of people's accessibility to greenspace via catchment area analysis and Play 2000 standards (PCC).
			To ensure that there is an adequate supply of high quality outdoor sports pitches to cater for the city's needs.	Population Human Health	12 sports pitch sites owned and maintained by PCC. A further 9 pitch sites owned by other organisations to which there is some public access (PCC Sports Pitches Assessment).	<b>Maintain</b> and where possible <b>improve the quality</b> of these facilities (SA).	The overall supply of sports pitches? The quality of these pitches (including drainage and changing facilities)? Public accessibility to these facilities?	Future Playing Pitch Assessment in accordance with Sport England methodology (PCC).
			To ensure that there are sufficient, accessible sports / fitness and swimming facilities well distributed across the city.	Population Human Health	14 significant sports halls 13 minor sports halls (PCC Facility Strategy 2003)	<b>Maintain</b> existing provision and <b>increase</b> in accordance with the proposals in the Facility Strategy (SA).	The provision of indoor sports facilities? Public accessibility to these facilities?	Overall provision and quality of sports / fitness facilities - Leisure Service annual performance monitoring (PCC).
					4 public swimming pools along with 2 shared school facilities.	<b>Retain</b> an adequate provision of <b>well-maintained</b> facilities (SA).	The provision of swimming facilities? Public accessibility to these facilities?	Overall provision and quality of swimming facilities Leisure Service annual performance monitoring (PCC).
13	Quality of Life	To make Portsmouth a safe, comfortable and friendly place where people want to live, work and visit.	To reduce crime, in particular violent crime and anti-social behaviour	Population	Increase in comparator crimes from 11,679 in 2001 to 14,337 in 2005 – a 23% increase (Hampshire Constabulary).	<b>Reduction</b> of 20-22.5% (Portsmouth Community Safety Strategy 2005-2008).	The potential for crime and violence?	Monitoring of comparator crimes year on year (Hampshire Constabulary). Further future MORI surveys to ascertain perceptions of crime (MORI / PCC). Further future MORI surveys to ascertain perceptions of crime (MORI / PCC). Future IMD ranking (ODPM). Difficult to monitor effectively, apart from via a future HNS.
					9% of people think there is less crime (slight increase) 24% think there is more crime (decrease) - (MORI 2005)	<b>Increase</b> to 18% thinking there is less crime by 2008 (Portsmouth Community Safety Strategy 2005-2008).		
					30% say they are not fearful of crime anywhere in the city (increase) - (MORI 2005)	<b>Increase</b> in the number who say they are not fearful of crime anywhere in the city (SA).		
					9 'super output areas' in Portsmouth are in the 10% most crime-deprived in England, (Index of Multiple Deprivation).	<b>Improve</b> the city's performance in this IMD domain (SA).		
			To make Portsmouth the home of residents' choice.	Population Material Assets	75% of residents moved to their current Portsmouth home from elsewhere in the city (Housing Needs Study, Fordham Research, 2004).	Not applicable.	People's choice of location for their next home? The attractiveness of the city as a	Difficult to monitor effectively, apart from via a future HNS.

No.	ISSUE	SUSTAINABILITY OBJECTIVE	DEFINED SUB-ISSUES	SEA DIRECTIVE ISSUES	CURRENT BASELINE / RECENT TRENDS (& source)	TARGET (quantify or directional)	ASSESSMENT CRITERIA: "what impact does the policy / proposal have upon ..."	POSSIBLE SUSTAINABILITY INDICATORS
					59 % of existing households and 50% of potential households would like to move within Portsmouth. 67% of existing households expect to stay in Portsmouth when they next move.	Reduce the gap between the number of households that expect to stay in Portsmouth and the number that would like to stay (SA).	place to live?	
15	Community Satisfaction & Involvement	To create a sense of community, ownership and pride within the city as a whole and within its different neighbourhoods, and to ensure that everybody has the opportunity to have their say and be involved in the future planning of the city.	To encourage and promote a sense of belonging in the city.	Population	In a Citizens' Panel survey, 66% of respondents definitely agreed, or tended to agree, that their local area is a place where people get on well together. 51% of black and ethnic minority respondents state that race relations in Portsmouth are good. This compares with 42% of all respondents.	Increase to 70% of residents stating that their local area is a place where people get on well together by 2009 (Portsmouth Community Strategy 2004-2009). Targets and indicators are currently being developed by PCC on this issue.	People's sense of belonging and likelihood of social interaction? Race relations between residents in Portsmouth?	Continued monitoring of residents' perceptions of their sense of belonging through further MORI surveys (PCC). Targets and indicators are currently being developed by PCC on this issue.



## **Appendix 5: Assessment of the compatibility of the Sustainability Objectives with the Objective of the Reducing Crime Through Design SPD**

**Plan Objective: To promote good design in order to reduce crime and the fear of crime**

	There are inherent tensions between the objectives
	Both tensions and compatibility are possible between the objectives
	The objectives are compatible
	No significant link between the objectives

Sustainability Objective (see Appendix 2)	Compatibility with Reducing Crime Through Design SPD Objective	
Climate Change & Emissions		No significant link
Natural Resources		No significant link – issue scoped out
Coast & Water		No significant link – issue scoped out
Biodiversity		No significant link – issue scoped out
Land		Safety is a key element of a good quality housing development
Landscape & Townscape Quality		The aim of the SPD is to encourage good design. While the main aim of this is to reduce crime and the fear of crime, landscape & townscape quality are the result of good design.
Heritage		No significant link – issue scoped out
Homes for Everyone		Well designed safe environments are key to the provision of good quality housing and residential environments
Employment & Economy		Well designed safe environments will encourage investment, whereas areas where crime is prevalent will deter investment
Education & Lifelong Learning		No significant link – issue scoped out
Health & Wellbeing		No significant link – issue scoped out
Leisure & Recreation		People will generally only take part in leisure activities outside the home if they feel safe. The SPD seeks to create safe environments, which will enable this.
Quality of Life		The quality of life objective seeks to make Portsmouth a safe, comfortable and friendly place, which the SPD seeks to achieve by promoting good design
Social Inclusion		No significant link – issue scoped out
Community Satisfaction & Involvement		Well designed, safe places engender a sense of ownership and pride. People are also more likely to interact with each other and feel part of a community if their environment is safe.

## Appendix 6: Explanation of Scores used in Assessment of Base Policy

<p style="text-align: center;">✓</p> <p><b>Direct positive effect</b></p>	Where a policy <b>directly</b> aims to encourage / promote one of the sustainability criteria.
<p style="text-align: center;">(✓)</p> <p><b>Indirect positive effect</b></p>	Where a positive effect on one of the criteria may arise from a policy even though this is not a direct aim of the policy.
<p style="text-align: center;">x</p> <p><b>Negative effect</b></p>	Where a policy is likely to have an adverse effect on one of the sustainability criteria.
<p style="text-align: center;">?</p> <p><b>Uncertain overall effect</b></p>	Where there is relationship between a policy and one of the criteria but where the effect is uncertain. Also, where there may be some positive and some negative effects on the different tests, thereby making the overall effect uncertain.
<p style="text-align: center;">?✓</p> <p><b>Possible positive effect</b></p>	Where there is a possibility of a policy having a positive effect on a criterion, but this is uncertain, or the impact is minimal.
<p style="text-align: center;">?x</p> <p><b>Possible negative effect</b></p>	Where there is a possibility of a policy having a negative effect on a criterion, but this is uncertain, or the impact is minimal.
<p style="text-align: center;">∅</p> <p><b>No direct relationship</b></p>	Where there is no direct relationship between a policy and a criterion.

## Appendix 6: Appraisal of Base Policy DC1: Design Principles

CRITERION		PREDICTED IMPACT	COMMENTARY
1	<b>HOUSING</b>	∅	Policy is not specific to housing, therefore no impact on housing provision.
2	<b>EMPLOYMENT &amp; ECONOMY</b>	∅	Policy is not specific to employment, and has no impact on employment or economy.
3	<b>EQUITY</b>	(✓)	<i>Policy includes criterion relating to accessibility when considering design and layout of development.</i>
4	<b>COMMUNITY FACILITIES</b>	∅	Unlikely to impact on community facilities.
5	<b>LAND</b>	?	Layout of schemes could determine densities of development. Policy could lead to higher density development, but would also restrict over-development.
6	<b>NATURAL RESOURCES</b>	?	Requirement for high quality materials may reduce the opportunity to use recycled materials.
7	<b>TRAFFIC IMPACTS</b>	∅	No specific impact on traffic generation.
8	<b>LOCAL AMENITY</b>	∅	Design policy has no direct impact on local amenity.
9	<b>ENERGY EFFICIENCY</b>	(✓)	Policy includes criterion relating to energy efficiency concerns in design and layout of buildings.
10	<b>WASTE MANAGEMENT</b>	∅	No impact on waste management (visual design only).
11	<b>NATURE CONSERVATION</b>	?✓	Policy requires developers to examine the site as a whole, and specifically to take into account existing mature trees and planting.
12	<b>OPEN SPACE</b>	∅	No direct impact on open space.
13	<b>LANDSCAPE &amp; TOWNSCAPE QUALITY</b>	✓	<i>Seeks to improve townscape and landscape quality through better design of schemes. Also includes specific landscaping criterion.</i>
14	<b>CULTURE &amp; HERITAGE</b>	(✓)	Design could reflect local environmental and historical interest, particularly in conservation areas.
15	<b>SAFETY &amp; SECURITY</b>	(✓)	<i>Policy includes reference to 'Secured by Design' and the council's responsibilities under S.17 of the Crime &amp; Disorder Act 1998.</i>

### Conclusions:

This first development control policy is aimed at ensuring that design issues are at the forefront of the issues to be considered when determining planning applications. This accords with the strong emphasis placed upon design in PPG1.

## Appendix 7: Reducing Crime Through Design Supplementary Planning Document - Sustainability Appraisal

No	ISSUE	SUSTAINABILITY OBJECTIVE	DEFINED SUB-ISSUES	ASSESSMENT CRITERIA: "what impact does the SPD have upon ..."	SA SCORE	REASON FOR THIS SCORE
1	Climate Change & Emissions	To minimise the emission of 'greenhouse gases' and other pollutants in order to create a cleaner city and to contribute towards a reduction in pollution and global warming.	To reduce the level of emissions generated by private cars.	The overall level of cycling?	(√)	While it is not a direct aim of the SPD to increase cycling, a safer environment might encourage people to cycle more
				The ability to cycle safely?	√	The SPD includes advice on the layout of cycleways to make them safer
				The percentage of children walking to school?	(√)	While it is not a direct aim of the SPD to increase cycling, a safer environment might encourage parents to let their children walk to school
				The ability to walk to school safely?	√	The SPD includes advice on the layout of footpaths to make them safer
5	Land	To maximise the use of the city's finite land supply and encourage urban renaissance.	To make the best use of previously developed land.	The density of development?	?	Calls for the inclusion of defensible space may slightly reduce densities, while the requirement to encourage overlooking and greater activity levels could be met through higher densities. In any case, the SPD will only have a minimal effect on the issue of density.
6	Landscape & Townscape Quality	To preserve and enhance the character and appearance of the city and its surroundings, including its built-up areas and its open spaces.	To ensure the highest quality of design in the built environment.	The quality / appearance of the built environment?	?	The SPD seeks to encourage well designed developments, which should have a positive impact on the quality/appearance of the built environment. However, as the SPD focuses on safety, some measures may not result in an attractive environment, eg alleygating → the SPD needs to make clear that 'visible' safety measures such as alleygating should be used only where other design and layout based measures cannot be built in
			To protect and enhance the city's valuable green spaces	The quality and appearance of existing open spaces?	∅	The SPD will mainly deal with new development and is therefore unlikely to have an impact on the quality and appearance of <i>existing</i> open space.
				Areas that are deficient in open space?	∅	The SPD is unlikely to affect the amount of open space in the city.
		To foster positive perceptions of the city's attractiveness	The overall attractiveness of the city?	√	The SPD encourages good design and should therefore improve the attractiveness of the city.	

No	ISSUE	SUSTAINABILITY OBJECTIVE	DEFINED SUB-ISSUES	ASSESSMENT CRITERIA: "what impact does the SPD have upon ..."	SA SCORE	REASON FOR THIS SCORE
			To ensure the city is clean and tidy.	The amount of litter / detritus dropped and deposited within the city's streets and spaces?	√	Dropping of litter and detritus forms part of the crime and anti social behaviour the SPD is seeking to reduce
				The potential for flytipping and / or the number of instances of flytipping?	√	Flytipping forms part of the crime and anti social behaviour the SPD is seeking to reduce
				The overall cleanliness and tidiness of the city's environment?	(√)	It is not a direct aim of the SPD to improve the cleanliness and tidiness of the city, but this could be a side effect of encouraging a safe well-designed environment
8	Homes for Everyone	To ensure that good quality housing is readily available and attainable to all those who need it.	To ensure an appropriate mix and balance of housing types and tenures across the city and within particular neighbourhoods.	The overall mix of dwelling types?	∅	The SPD is silent on the issue of dwelling mix. However, a good dwelling type mix can also help improve activity and therefore safety → a change to the SPD to encourage dwelling type mix should be considered.
				The overall mix of tenures, especially at neighbourhood level?	∅	The SPD is silent on the issue of tenure mix. However, a good tenure mix can also help improve activity and therefore safety → a change to the SPD to encourage tenure mix should be considered.
			To remove the barriers which are currently impeding the ability of some of the city's residents to acquiring their own home.	The provision of sufficient housing numbers and an adequate balance of type and tenure?	∅	The SPD will have no impact on housing numbers. It is silent on the issue of the balance of type and tenure. However, a good type and tenure mix can also help improve activity and therefore safety → a change to the SPD to encourage tenure and type mix should be considered.
9	Employment & Economy	To ensure that there are sufficient jobs within the city for those of working age, and that the city's economy is buoyant and diverse.	To maintain the role of the City Centre as a sub-regional centre and to ensure its continued vitality and viability.	The vitality and viability of the city centre?	√	Improving design and safety in the centre will increase its attractiveness as a location for business and customers and will therefore add to its vitality and viability.

No	ISSUE	SUSTAINABILITY OBJECTIVE	DEFINED SUB-ISSUES	ASSESSMENT CRITERIA: "what impact does the SPD have upon ..."	SA SCORE	REASON FOR THIS SCORE
			To maintain the role of the Southsea as a town centre and to ensure its continued vitality and viability.	The vitality and viability of Southsea centre?	√	Improving design and safety in the centre will increase its attractiveness as a location for business and customers and will therefore add to its vitality and viability.
			To maintain Gunwharf Quays' role as a specialist shopping and leisure destination.	The continued attractiveness of Gunwharf as a specialist destination?	√	Improving design and safety Gunwharf will ensure its continued attractiveness as a location for business and customers and will therefore add to its vitality and viability.
			To maintain Fratton's role as a district shopping centre.	The vitality and viability of Fratton district centre?	√	Improving design and safety in the centre will increase its attractiveness as a location for business and customers.
			To maintain North End's role as a district shopping centre.	The vitality and viability of North End district centre?	√	Improving design and safety in the centre will increase its attractiveness as a location for business and customers and will therefore add to its vitality and viability.
			To maintain Cosham's role as a district shopping centre.	The vitality and viability of Cosham district centre?	√	Improving design and safety in the centre will increase its attractiveness as a location for business and customers and will therefore add to its vitality and viability.
12	Leisure & Recreation	To ensure that there are opportunities for everyone to participate in fulfilling, healthy and rewarding leisure and recreational activities to suit a full range of needs and interests.	To ensure that everyone has access to pleasant, multi-functional amenity parks and gardens across the city.	The quality and quantity of greenspace in the city?	√	The SPD is unlikely to have an impact on the quantity of greenspaces in the city, but the quality of spaces should improve if developers take on board the design advice set out in the SPD in laying out new open spaces as part of developments.
				The accessibility of greenspaces?	∅	The SPD is unlikely to have an impact on the accessibility of greenspaces in the city.
				The provision of safe pedestrian routes to these facilities?	√	The SPD includes advice on the layout of footpaths to make them safer

No	ISSUE	SUSTAINABILITY OBJECTIVE	DEFINED SUB-ISSUES	ASSESSMENT CRITERIA: "what impact does the SPD have upon ..."	SA SCORE	REASON FOR THIS SCORE
			To ensure that all the city's children have access to a high quality play area.	The quality and coverage of children's play areas in the city?	√	The quality of play areas should improve if developers take on board the design advice set out in the SPD in laying out new play areas as part of developments.
				The accessibility of children's play areas?	∅	The SPD is unlikely to have an impact on the accessibility of play areas in the city.
				The provision of safe pedestrian routes to these facilities?	√	The SPD includes advice on the layout of footpaths to make them safer
				The overall number and distribution of children's play areas?	∅	The SPD is unlikely to have an impact on the quantity and distribution of play areas in the city
			To ensure that there is an adequate supply of high quality outdoor sports pitches to cater for the city's needs.	The overall supply of sports pitches?	∅	The SPD is unlikely to have an impact on the supply of sports pitches in the city
				The quality of these pitches (including drainage and changing facilities)?	?√	The SPD seeks to improve the safety of spaces and safety is an essential element of quality. However, it will have no impact on other aspects of quality and the positive impact on this factor is therefore minimal.
				Public accessibility of these facilities?	∅	The SPD is unlikely to have an impact on the accessibility of pitches in the city.
			To ensure that there are sufficient, accessible sports / fitness and swimming facilities well distributed across the city.	The provision of indoor sports facilities?	?√	The SPD states that a good mix of uses makes for a safer town centre. As part of redevelopment proposals, developers may therefore be encouraged to include sports facilities as part of the mix. However, many other considerations will determine the overall mix and the impact of the SPD on this issue is therefore likely to be minimal.
				Public accessibility of these facilities?	∅	The SPD is unlikely to have an impact on the accessibility of swimming facilities in the city.
				The provision of swimming facilities?	∅	The SPD is unlikely to have an impact on the supply of swimming facilities in the city

No	ISSUE	SUSTAINABILITY OBJECTIVE	DEFINED SUB-ISSUES	ASSESSMENT CRITERIA: "what impact does the SPD have upon ..."	SA SCORE	REASON FOR THIS SCORE
				Public accessibility of these facilities?	∅	The SPD is unlikely to have an impact on the accessibility of swimming facilities in the city.
13	Quality of Life	To make Portsmouth a safe, comfortable and friendly place where people want to live, work and visit.	To reduce crime, in particular violent crime and anti-social behaviour	The potential for crime and violence?	√	The SPD gives design advice to developers in order to create environments which reduce opportunities for crime and violence
			To make Portsmouth the home of residents' choice.	People's choice of location for their next home?	√	The SPD seeks to make Portsmouth a safer place – this is likely to make it a more desirable place to live.
				The attractiveness of the city as a place to live?	√	The SPD seeks to make Portsmouth a safer place – this is likely to make it a more desirable place to live.
15	Community Satisfaction & Involvement	To create a sense of community, ownership and pride within the city as a whole and within its different neighbourhoods, and to ensure that everybody has the opportunity to have their say and be involved in the future planning of the city.	To encourage and promote a sense of belonging in the city.	People's sense of belonging and likelihood of social interaction?	√	People are more likely to interact with each other if they feel safe and the SPD seeks to make Portsmouth a safer place.
				Race relations between residents in Portsmouth?	? √	People are more likely to interact with each other if they feel safe and the SPD seeks to make Portsmouth a safer place. This may mean that people from different races interact more positively, but this is not certain and the SPD will only have a very minimal impact on this issue.



## Key for Scores:

✓ <b>Direct positive effect</b>	Where the SPD <b>directly</b> aims to encourage / promote the sustainability criterion
(✓) <b>Indirect positive effect</b>	Where a positive effect on the criterion may arise from the SPD even though this is not a direct aim of the SPD
× <b>Negative effect</b>	Where the SPD is likely to have an adverse effect on the sustainability criterion
? <b>Uncertain overall effect</b>	Where there may be some positive and some negative effects, thereby making the overall effect uncertain. Also, where there is relationship between the SPD and one of the criteria but the effect is uncertain
?✓ <b>Possible positive effect</b>	Where there is a possibility of the SPD having a positive effect on a criterion, but this is uncertain, or the impact is minimal
?× <b>Possible negative effect</b>	Where there is a possibility of the SPD having a negative effect on a criterion, but this is uncertain, or the impact is minimal
∅ <b>No direct relationship or no impact</b>	Where there is no direct relationship between the SPD and the criterion or where the SPD has no additional impact over and above the provisions of the policy