

Designing Out Crime

Supplementary Planning Document

March 2026



SCIENCE MUSEUM



THE ROYAL BOROUGH OF
KENSINGTON
AND CHELSEA





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1. Introduction

The Council’s commitment to crime prevention is set out in the Council Plan (2023-27) and the Community Safety Plan (2022). The Council Plan (2023-27) sets out its strategy within three overarching priorities – a Greener, Safer and Fairer Kensington and Chelsea. Crime, anti-social behaviour (ASB) and the fear of both, have a considerable impact on both the life of individuals and their wider community.

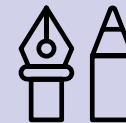
Crime is a material planning consideration and a determining factor in gaining planning consent. It is a requirement of Local Plan Policy CD2 for all development to be secure, by designing out crime. Policy TR1 amongst other things requires new streets to be designed to be safe while reducing crime in line with the Healthy Streets approach. With careful design, an attractive and secure environment can be achieved, creating safer and stronger communities.

Crime patterns change over time and place. It is therefore important to consider the local crime profile for each development and how crime and fear of crime may affect the lives of those living in and using future developments.

The purpose of this document is



To set out RBKC’s commitment to crime and ASB prevention in the built environment.



To provide clear guidance for applicants to ensure that all development proposals in RBKC incorporate the principles of designing out crime at all stages of the design process in line with the Local Plan Policies CD2 and TR1.



To help assess and determine planning applications with the aim of achieving best design practice that mitigates against crime and the fear of crime.

1.1 Finding a suitable solution

The application of designing out crime principles must be contextual, proportional, holistic and considered at the earliest possible opportunity. Care needs to be taken to avoid interventions resulting in unintended negative consequences such as creating a fear of crime. A balance needs to be struck between maintaining an attractive environment whilst achieving effective crime prevention.

What does this mean?

Contextual

Designing Out Crime should be specific to the site it is intended for, taking into consideration the constraints and opportunities as well as the intended use and aim.

Proportional

A risk assessment should be undertaken to understand the potential crime risks associated with any new development. The appropriate interventions should align with the risk level identified.

Holistic

Interventions can be successful as one-off measures. However, when developing a scheme these principles should be built in from the start and co-ordinated. Interventions can be combined successfully to achieve more than one outcome.

1.2 The planning process

Where relevant, designing out crime principles should be applied at the earliest stage of the planning and design process. Good design should be at the heart of seeking to limit the potential for crime and the fear of crime.

The design interventions recommended in this SPD should be implemented only where contextually appropriate and proportional. Image (1) shows how proportionality may

affect the response to designing out crime principles at the planning application stage.

Where appropriate, proposals should demonstrate how crime prevention measures have been considered from the outset of the design process. Applications should include a risk assessment in line with the JASPAR (Justifiable-Achievable-Sustainable-Practical-Affordable-Reasonable) principles.

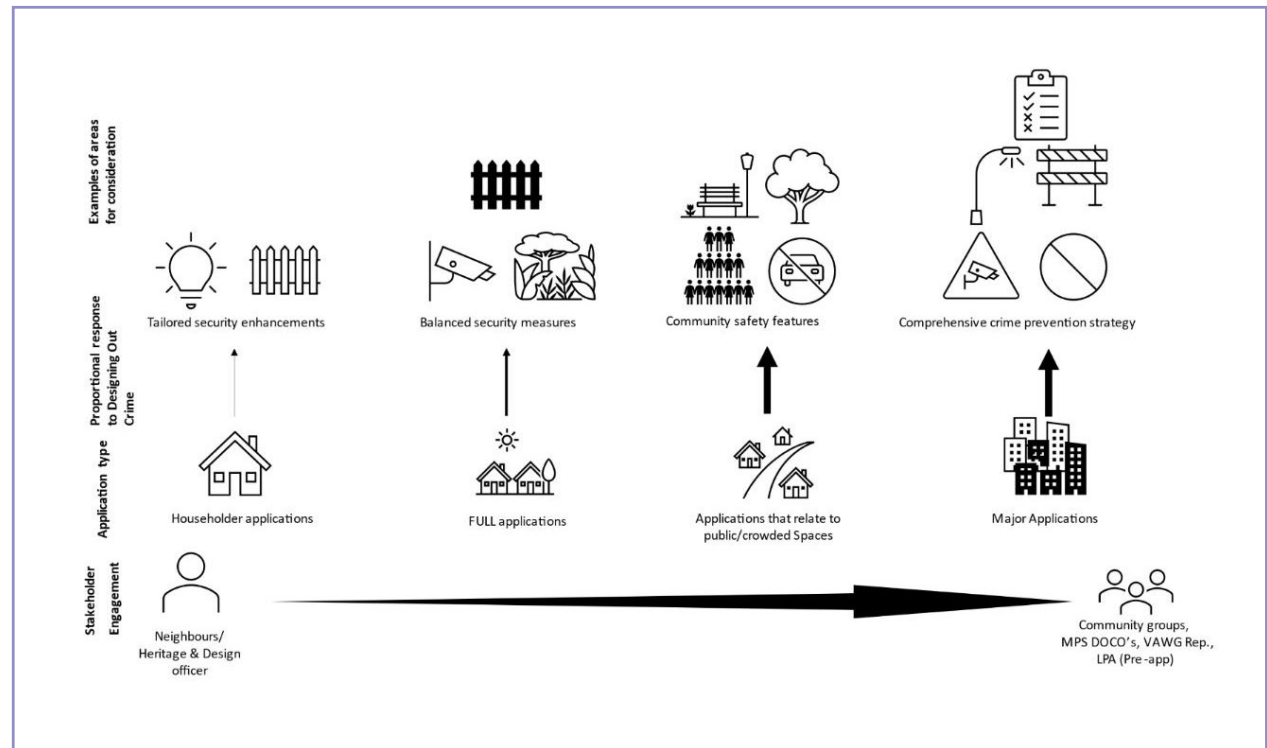


Image (1): Proportional examples of DOC measures and expected engagement levels by application type.

1.3 Pre-application advice

In relation to proposals where crime prevention issues are likely to be significant (likely, but not limited to major applications and schemes that include potential public space/crowds), developers are strongly encouraged to enter into pre-application discussions. This will involve early discussions with planning officers and MPS Designing Out Crime Officers (DOCOs) to identify and resolve any potential conflicts positively and from the outset. In applying the principles of designing out crime, the Council will expect development to:

- Design out opportunistic crime, anti-social behaviour, violence and the fear of crime.
- Ensure that materials and construction details are robust, durable and resistant to malicious damage.
- Include appropriate management and maintenance plans.

Crime prevention objectives are a material planning consideration, and play an important part in deciding planning applications. As set out in this SPD, the Council expects that thought is given right from the outset to designing an attractive and welcoming development. However, where appropriate the Council may impose planning conditions or, require measures that support a safer environment via a legal agreement.

Example condition



Prior to the commencement of development, details of measures to minimise the risk of crime and meet the specific security needs of the development (informed by the principles and objectives of Secured by Design) shall be submitted to, and approved in writing by, the Local Planning Authority. The development shall be carried out only in accordance with the approved details and shall be retained and maintained for the lifetime of the development.

Reason: *In order to achieve the principles and objectives of Secured by Design to improve community safety and crime prevention in accordance with the Development Plan, in particular Local Plan Policy CD2 and London Plan Policy D11, as well as the National Planning Policy Framework and Section 17 of the Crime and Disorder Act 1998.*

1.4 Secured by design and designing out crime officers

Secured by Design is a Police initiative that improves the security of buildings and their surroundings. It should be considered for all developments at the earliest design stage and is a requirement for all major schemes. It provides:

- Design guides for all types and sizes of development, including homes, commercial, schools and hospitals.
- Site specific advice from the Police Designing Out Crime Officers (DOCOs) to ensure that designing out crime principles are applied at all stages of development and help develop tailored strategies specific to context.
- Advice on security equipment, including door and window design and locking systems for all scales of development.
- Register of tested and certified security products.
- Secured by Design accreditation for the security level of a development which lasts for the lifetime of the development: Gold, Silver and Bronze awards.

Where Secured by Design accreditation is achieved by a development this can be added to the publicly accessible case file upon request.

1.5 Crime profile for Kensington and Chelsea

Kensington and Chelsea is a diverse, central London borough with the smallest population of any London borough outside the City of London. It is home to communities from across the world with half its population born outside the UK. It is a borough of contrasts; many employed residents are in high-skilled work and well-paid professions. At the same time, one in four children are living in poverty. It is home to iconic attractions, shopping centres, schools

and universities that bring in hundreds of thousands of visitors each day. These characteristics and more, make considering the crime, the experiences of crime and the fear of crime complex when considering the built environment.

The crime profile for the borough, like for all areas, is constantly changing and we urge all using this guidance to refer to the latest crime data available from the Metropolitan Police. There are, however, some consistencies in the crime profile that are worth considering:

- In line with other central London boroughs, theft is the highest-volume crime in the borough. This includes pickpocketing and, theft from shops and businesses.

- Violence, including violence against women and girls, youth violence, gang-related violence, and violence associated with the night-time economy are consistent concerns.
- Burglary, both commercial and residential. The built environment, with over 80 per cent of homes sharing a communal front door, contributes to comparatively high residential burglary rates.
- Anti-social Behaviour (ASB). This is defined as 'behaviour by a person which causes, or is likely to cause, harassment, alarm or distress to persons not of the same household as the person' (Anti-social Behaviour, Crime and Policing Act 2014). This includes:
 - Personal ASB – directed towards an individual or specific group
 - Nuisance ASB – directed towards a community
 - Environmental ASB – affecting public spaces and buildings

Anti-social behaviour can have devastating effects on the lives of residents and businesses.

- Drugs. Drug dealing and drug use remain issues that have multiple impacts upon communities and visitors in multiple ways. The built environment can facilitate or hinder the operation of drug markets and drug-taking.
- Terrorism. The borough is home to many popular tourist attractions and high footfall locations which may be seen as a target by hostile individuals or groups.

The aim of designing out crime is to reduce the vulnerability of people and property to crime by removing opportunities that may be provided inadvertently by the built environment, and to enhance features that deter crime and promote feelings of safety.

1.6 RBKC historic context

The Borough is home to 39 conservation areas and approximately 4,000 designated assets, which include listed buildings, scheduled monuments and other heritage assets as well as a vast number of non-designated heritage assets.

Interventions should seek to ‘conserve and enhance’ the significance of heritage assets. When considering the impact of a proposed intervention in the interests of designing out crime, great weight should be given to the asset’s conservation, and any proposal should be informed from the outset by an understanding of the significance of any heritage assets potentially affected. Where heritage assets may be affected, heritage impact assessments are likely to be needed, and early engagement with the borough’s conservation officers, the Greater London Archaeological Advisory Service, Historic England and the Gardens Trust, as appropriate, should be made.

Image (2): Portobello Road.



2. Planning an attractive and safe environment

2.1 The principles of designing out crime

Crime is the product of many factors and, where necessary, tackling it requires an integrated and proportionate package of measures that respond to the specific context of a site and its proposed use. The aim of Designing Out Crime is to reduce the vulnerability of people and property to crime by minimising opportunities that may be inadvertently created by the built environment, while enhancing design features that can help to deter crime.

There are seven broad principles of Designing Out Crime. These principles should be regarded as a menu of possible considerations rather than a prescriptive or exhaustive set of requirements, as not all of them will be appropriate or necessary for every development or site. The application of any measures should be informed by local context, risk, and scale, and be proportionate to the nature of the development.

Natural surveillance

Large expanses of blank walls or hidden corners can create unwelcoming spaces. Our borough is characterised by high quality townscapes which exemplify how attractive buildings punctuated by windows can create a feeling of passive surveillance and safety without compromising on the privacy of residents. Examples of how this can be achieved in new development include:

- Ensuring that buildings, windows and entrances face onto public spaces
- Removing blind spots caused by recesses or overgrown planting
- Improving lighting
- CCTV where necessary.

Access control/movement

Depending on the site location and context limiting or managing the movement of people and access to spaces and places is appropriate. Examples of how this can be achieved include:

- Symbolic or subtle measures that define private space, such as surface detailing, landscaping or signage.
- We do not support gated developments but there may be site circumstances such as securing a communal garden within a new development where physical barriers such as walls, gates or fences can assist. These should not hinder direct public walking routes or be at odds with the overarching aim of creating an attractive and welcoming place.
- Limiting the number of entrances where appropriate.
- Utilising electronic or managed access systems, such as key-controlled entry.



Image (3): This public park has good levels of natural surveillance as it is overlooked by residential development, North Kensington.

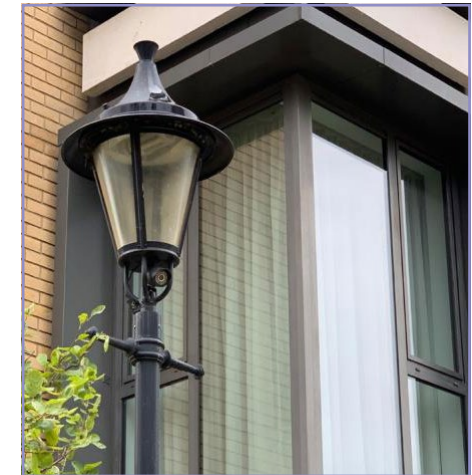
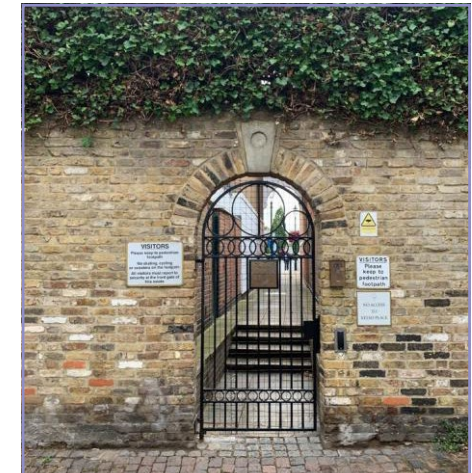
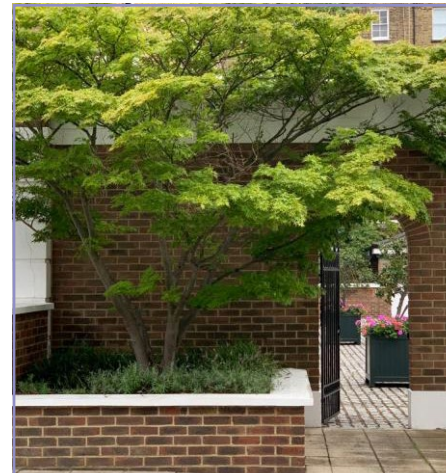


Image (4): Dual aspect windows and CCTV concealed within street lighting, Kensington.



Images (5-6): Examples of access control in Kensington. Physical barriers such as gates and locks can control access. Symbolic boundaries such as signage, planting and changes in paving are useful to mark boundaries.

Activity

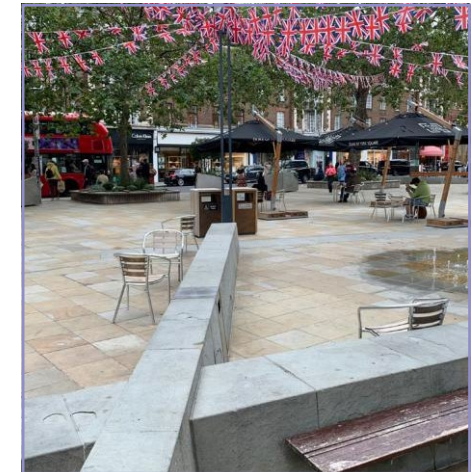
Designing spaces and places that control or encourage what, where and when activity can and should occur. Examples of how this can be achieved include:

- Landscaping design that encourages people to congregate
- Mixed-use spaces to encourage 24-hour surveillance
- Appropriate lighting for the activity e.g. flood lights/downlights
- Locating play spaces in suitable locations
- Street furniture that creates a boundary to traffic.

Physical protection and target hardening

This is the strengthening of physical interventions' resistance to potential crime, particularly terrorism and opportunistic crimes such as theft and burglary. Examples of how this can be achieved include:

- Security technology; lock systems, windows, doors and alarms
- Street furniture in line with the Council's [“Streetscape – street furniture good practice guide”](#)
- Toughened glazing/materials
- Bollards or chicanes to be considered as a last resort as the Council seeks to minimise street clutter as much as possible.



Images (7-8): Well-designed public realm interventions with multiple uses create attractive spaces that feel safe and encourage use and activity. Holland Park open air gym and Duke of York Square.



Image (9): Toughened security glass will provide extra protection from physical assault, Sloane Square.

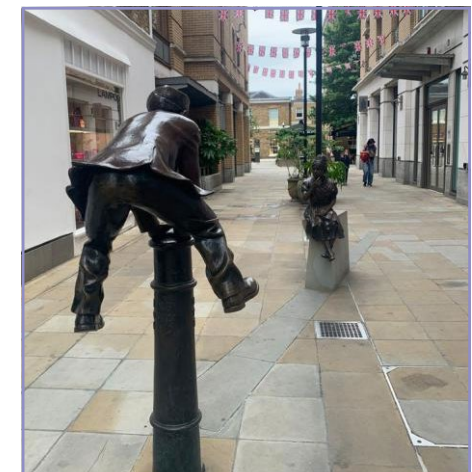


Image (10): Art can play a role in hostile vehicle mitigation (HVM). Duke of York Square.

Awareness and inclusion

Ensuring designers are aware of and consider the needs and issues of everyone, particularly those that may be more vulnerable, in emerging proposals and the design process. Examples of how this can be achieved include:

- Focus/listening groups
- Significant community engagement
- Risk assessment and mitigation built into the design process
- Early engagement with key relevant groups
- Diverse design team
- Recognition of potential negative consequences of interventions.
- An evidence base that includes real time data sets.

Ownership

Encompasses both clear boundaries of legal ownership of a space/place as well as a sense of ownership that can be fostered within a community allowing them to take pride and responsibility for its success. Examples of how this can be achieved include:

- Clear thresholds between public and private space
- Appropriate signage
- Identity branding
- Maintenance and management plans
- Attractive design and landscaping
- Community engagement and opportunities for involvement.



Images (11-12): Planning engagement events, Kensington and Kensal Canalside.



Images (13-14): St Charles Hospital community allotment and Elkstone Road community garden. Public projects foster a sense of ownership of disused areas and increase activity and natural surveillance.

Management and maintenance

A well-looked after environment will promote ownership and civic pride discouraging criminal activity. When a development is badly maintained, other designing out crime measures can become compromised. The following examples demonstrate how effective management and maintenance can support crime prevention:

- Embedding community into the design and upkeep of a place
- Well defined responsibilities
- Up to date and regularly reviewed management and maintenance plans
- Future proofing design from the outset e.g. robust materials etc
- Established funding streams
- Consideration of adoption by larger organisations e.g. local authority highways
- Meanwhile opportunities.

The best solutions often result from a co-ordinated approach, drawing from all six of the categories; bringing together the ideas and experience of the developer, the designer, the local authority, the police and the community.



Image (15): Council operated waste management and street cleansing.

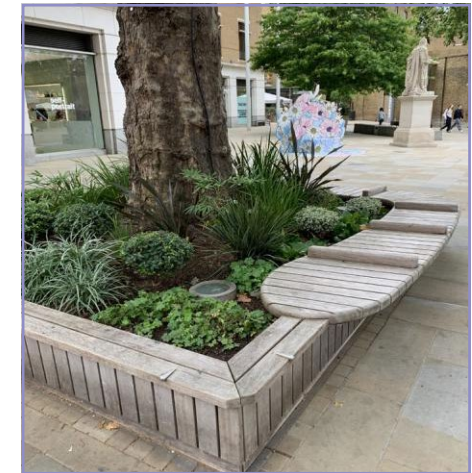


Image (16): Regularly maintaining public art, seating and planting can improve the image of public space and the sense of community ownership. King's Road.

2.2 Design principles – prompt questions

The prompts below are intended as a flexible guide to support early consideration of safety and security in new developments. They are not a prescriptive checklist, and not all prompts will be relevant to every proposal. The level of consideration should be proportionate to the scale, nature and context of the development.

Physical protection

- Has the Metropolitan Police's Designing Out Crime Officer been referred to for advice?
- Has the development incorporated security measures and principles appropriate to the local area and context?
- Has the need for security and privacy to the rear of properties been considered along with the need for natural surveillance to the front?
- Has the building design considered security and ensured that the building cannot be climbed and easy access to floors is avoided?
- For major developments has the Counter Terrorism Security Advisor been consulted? Has a Threat and Vulnerability Risk Assessment been conducted?
- Have you used Secured by Design guides? These can provide advice on security equipment, including door and window design and locking systems for all scales of development, and a register of tested and certified security products.
- Have the impacts to the significance of heritage assets been avoided or minimised?

Defensible space

- Is defensible space needed?
- Has there been a proven problem such as physical intrusion, trespassing, vandalism or graffiti, which defensible space could solve?
- With the inclusion of defensible space, is it still possible to observe the street from the front of the property?

Natural surveillance

- Have all opportunities for natural surveillance been explored?
- Are key areas such as public spaces, car/cycle parks and service areas well overlooked and appropriately lit?
- Are parked cars visible from active windows?
- In major developments and mixed-use schemes, are communal facilities located to give natural surveillance of lobbies and external areas?
- Is the lighting design sustainable, appropriate for and sensitive to its environment, yet effective in crime prevention?
- In considering the need for natural surveillance has the design taken into account the future growth of planting?
- Have blank walls and frontages been designed 'out' of the scheme to avoid lack of surveillance/activity, 'dumping areas' and graffiti walls?
- Has CCTV and CCTV signage been considered where natural surveillance is not possible and cannot be encouraged?

Activity

- Has a mix of compatible uses been considered?
- Is the object/activity that attracts people to the place sustainable and enduring?
- Have all opportunities for active frontages been maximised?
- Is the night-time use considered?
- Are areas of storage and temporary debris screened from the main public view to maintain an attractive frontage and to avoid encouraging dumping and vandalism? (An attractive public realm attracts people).

Sense of ownership

- Are the boundaries between public, communal and private space clearly defined, and will this be clear to all users?
- Are boundaries defined in an appropriate way, a physical or implied barrier, such as changes in paving?
- Have opportunities for sustainable planting to soften the urban environment, to create defensible space and a sense of ownership been utilised?
- Have the social and recreational needs of communities been considered?
- Has amenity space been defined to suit its purpose?
- Have local communities been consulted on development scheme?

Access and movement

- Are proposed routes likely to be busy? Are they clear and direct? Do they lead somewhere?
- Have routes been designed with high quality materials that are straightforward to maintain?
- Does a choice of routes exist? Is it easy to understand how to travel through an area?
- Has street furniture been positioned to minimise clutter, prevent climbing opportunities, and avoid conflict (for example, seating located next to ATMs or CCTV obscured by trees)?
- Have street objects been placed so as not to obstruct the visibility of routes?
- Has consideration been given to minimising the creation of public realm “rat runs” that could facilitate criminal behaviour within the site or surrounding neighbourhood?

Management and maintenance

- Has a management and maintenance plan been considered as a major contribution to the quality and sustainability of design?
- Are users, residents, community and businesses involved in the management and upkeep of space?
- Have the design layout and management plans considered the coordinated location and ongoing maintenance of signs, lights, CCTV and planting?
- Are appropriate facilities management and surveillance systems in place such as Crime Prevention Systems and CCTV?
- Is the maintenance plan sending out a message that crime will not be tolerated?

3. Key considerations

3.1 Layout

Layout is the position and orientation of buildings, streets and open spaces. This can be one of the most effective measures for designing out crime, and the most difficult to correct once built. A good layout can maximise visibility, control movement, encourage community interaction and ownership through the regular use of public spaces, and as a result deter criminal activity by providing good levels of natural surveillance of both people and property. Gated communities will not be supported.

Development proposals should

- Position buildings to ensure natural surveillance over key spaces.
- Carefully consider access/egress points to ensure safety and convenience.
- Incorporate a well-defined movement framework which fosters safe permeability of the site.
- Design in natural wayfinding.
- Ensure public spaces are accessible, multifunctional and appropriately overlooked.
- Provide separate entrances for public/private.
- Avoid creation of 'hiding places' or 'blind spots'.

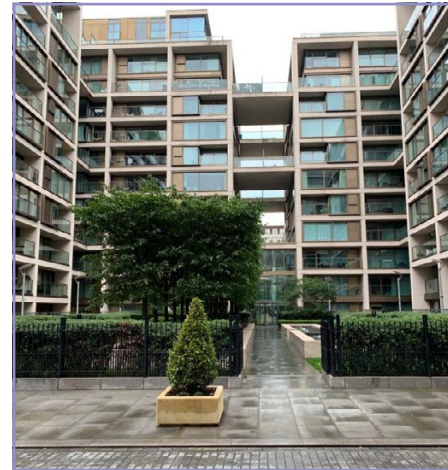


Image (17): These residential blocks are situated to provide good social interaction and natural surveillance of the courtyard, Charles House, Kensington.

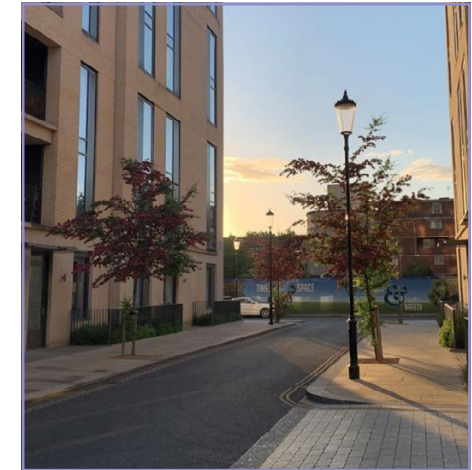


Image (18): The residential blocks of this new development in North Kensington have a typical street layout, situated to provide good social interaction, way finding and natural surveillance. There are defensible space built-in and clear sightlines.

Good practice in residential areas

- Provide defensible space built-in to the front of buildings.
- Position rear gardens so that they are back-to-back restricting access via public footpaths.
- Ensure a good mix of tenures.
- Consider alternative alignment to provide greater surveillance, particularly at corner sites.
- Design layouts to maximise social interaction.

3.2 Boundary treatments

Uncertainty of ownership can reduce responsibility and increase the likelihood of crime and anti-social behaviour going unchallenged. Boundary treatments can be important features in providing clarity of ownership by clearly defining the line between private, semi-private, communal and public space.

Boundaries should be designed so that they don't impact negatively on opportunities for natural surveillance nor foster a sense of exclusion.

Development proposals should

- Consider whether psychological measures (e.g. changes in road and pavement surfaces) are appropriate before considering physical measures (e.g. fences or gates).
- Explore opportunities for interesting and innovative design treatments.
- Optimise the use of landscaping when defining spaces.
- Allow for natural surveillance of spaces.
- Avoid creating tunnelling effects, fortification and the creation of 'dead' space.
- Seek to define ownership and purpose of space.
- Involve opportunities for community collaboration.
- Avoid inadvertently creating climbing aids.
- Reduce opportunities for unwanted graffiti.
- Respect historic character and significance (including any contribution made by setting) where present.

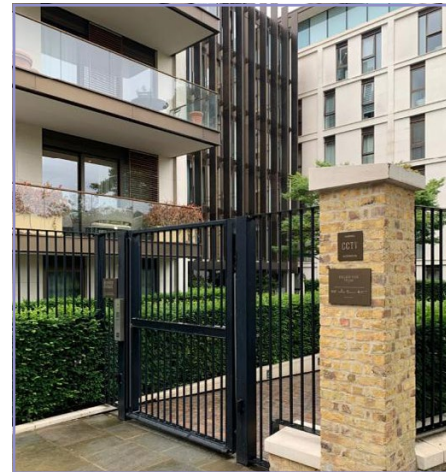


Image (19): Secure boundary with clear CCTV signage in Holland Park

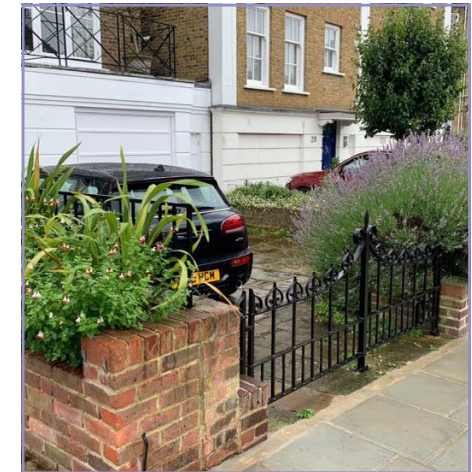


Image (20): Low level gates can reinforce the boundary between public and private spaces whilst also allowing for natural surveillance, Holland Park.



Image (21): Front railings and garden walls can clearly define the boundary between public and private space with good design and materials choice, maintaining the character of the street and conservation area, Kensington.

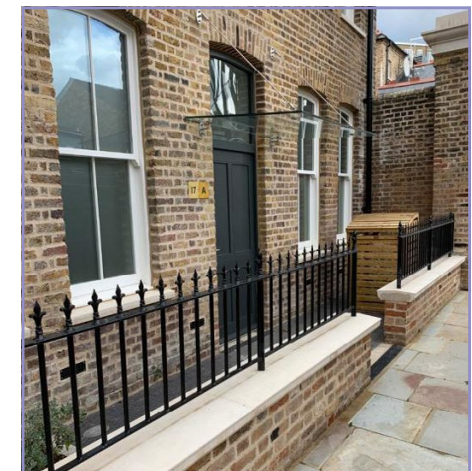


Image (22): Defensive space and boundary, North Kensington.

3.3 Landscaping

Shrubs with thorns or spiky stems and foliage can be effectively used in hedges around areas to prevent entry. Native species offer additional ecological benefits and habitat provision when suitable for the site. A table of recommended planting species for defensive barrier hedges is provided on the next page.

Vertical climbers can deter graffiti on walls. Some, such as ivy, provide a dark green covering year-round, while others, such as Virginia creeper, offer autumn colour, and Wisteria provides an attractive display of flowers and fragrance in late spring.

Consideration should be given to the wall condition and appropriate fixings.

When designing landscaping as part of a proposal, development proposals should

- Seek to reduce opportunities for concealment or vandalism (including graffiti) and help define public and private spaces.
- Encourage natural surveillance and avoid creating hiding places or caches.
- Consider factors such as the growth characteristics of plants and their placement in relation to potentially vulnerable areas. Visual corridors must be maintained in open, park-like areas as well as in densely planted areas.
- Carefully consider a selection of species, for example, climbers or thorny shrubs can help to deter anti-social behaviour, loitering, and vandalism by making places inaccessible or uncomfortable.



Image (23): Climbing species employed to protect a building from ASB, Kensington.

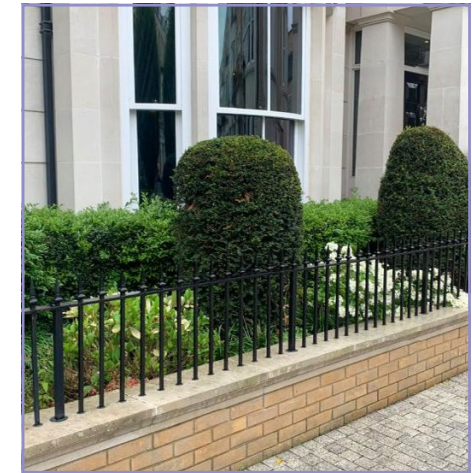


Image (24): Shrubs used to compliment a defensive boundary, Holland Park.

Plant	Common name	Description
Ilex aquifolium	Common holly	Spiny leaves, evergreen shrub/tree, 2-25m tall
Prunus spinosa	Blackthorn	Thorny branches, deciduous shrub/tree, up to 5m tall.
Pyracantha 'orange glow'	Firethorn 'orange glow'	Dense thorny evergreen shrub, up to 4.5m tall.
Poncirus trifoliata	Japanese bitter-orange	Thorny branches, dense, hardy shrub/small tree, 4-8m tall.
Colletia hystrix	Bristly colletia	Thorny branches, deciduous shrub with sparse leaves, 2.5-4m tall.
Paliurus spina-christi	Christ's thorn	Thorny branches, deciduous shrub, 3-4m tall.
Ruscus aculeatus	Butcher's broom	Spiny leaves, evergreen shrub, 0.8m tall.
Mahonia 'charity'	Oregon grape	Spiny leaves, evergreen shrub, up to 4m tall.
Mahonia lomariifolia	Lomaria-leaved mahonia	Spiny leaves, evergreen shrub, up to 2.5-3.5m tall.
Crataegus monogyna 'biflora'	Common hawthorn, Glastonbury thorn	Thorny branches, dense deciduous shrub/tree, up to 10m tall.
Berberis vulgaris	European barberry	Spiny branches, deciduous shrub, up to 4m tall.

Table (1): Useful deterrent planting species.

3.4 Lighting

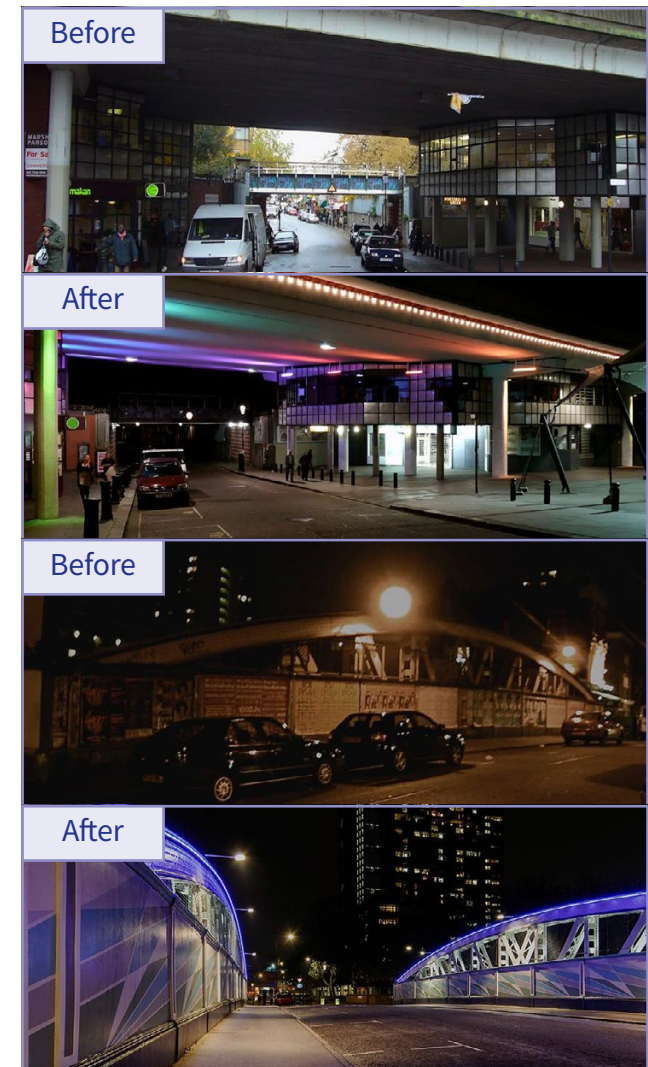
Good lighting is an important tool for designing out crime: it improves visibility, discourages crime, vandalism and anti-social behaviour, and can make places feel safer. Lighting can also enhance the appearance of places at night, but a balance is needed, as it can impact the natural environment and residential amenity. Secured by Design provides guidance for external and internal lighting design. In RBKC, the Highways team deals with lighting on public highways and determines the appropriate LUX levels.

Lighting is an experiential component of a setting and can contribute to a heritage asset's significance and appreciation. Therefore, changes to lighting must be carefully considered to ensure that the asset's significance is not harmed, and to identify opportunities to enhance understanding and appreciation of its significance.

The borough includes various bodies of water, requiring a careful balance between providing sufficient illumination of riverside paths or bridges and achieving even light distribution to create a safe environment. At the same time, high levels of illuminance or glare must be avoided to prevent negative impacts on ecology and vessel navigation.

Proposals for new lighting should

- Be sustainable and energy efficient, and where possible, use LED.
- Avoid the lighting of tree canopies.
- Consider brightness levels, colour and tone.
- Limit impact on wildlife and light pollution.
- Be purposefully designed and integrated into the surrounding environment.
- Use reflectors/brighter surfaces where appropriate to reduce the need for lighting.
- Avoid creating dark areas or glare.
- Utilise lighting audits to assess the need for light.
- Ensure compliance with British Standards for Lighting.
- Conserve and enhance the significance of heritage assets.



Images (25-28): These two successful interventions by Urban Eye use innovative lighting techniques and colour to enhance the environment at night for pedestrians. The lighting installation under the Westway was funded by TfL's Access to Transport scheme and focused on reducing crime in the area. Before (top) and after (bottom) on Portobello Road and Golborne Road. Photographs by Miles Watson (Urban Eye).



3.5 CCTV

There is a well-established evidence base demonstrating the effectiveness of CCTV in preventing and detecting crime. Its impact is enhanced when used alongside other measures such as lighting, natural surveillance, and clear lines of visibility.

The Council's public realm CCTV network is designed to prevent, deter and detect crime. The Council implements a CCTV strategy, which is published on its webpages.

Best practice for CCTV installation on historic and sensitive buildings

When installing CCTV cameras, developers should consider the historic character of the borough, particularly in conservation areas or when attached to a listed building or heritage asset. Cameras should be positioned so they do not detract from decorative details on a listed building and where visibility is minimised – for example, tucked under balconies or within front basement areas.

Where appropriate, cameras can be designed to resemble lanterns, coloured to match the front elevation, or a small, simple dome designs. It is recommended that CCTV cameras be as small as possible to avoid creating visual clutter on a listed building.

Where used, CCTV should

- Complement other designing out crime measures.
- Be designed to cover vulnerable areas at relevant times, such as the need for infra-red technology to record night-time activity.
- Avoid overlooking private space.
- Consider the effect on the appearance of a place in their design and location and consider the impact on the significance of any heritage assets.
- Adhere to relevant legal requirements such as sign posting.
- Be proportionate and appropriate.
- Be co-ordinated with a lighting design to ensure it compliments rather than impairs its use.
- Consider necessary storage and recording capabilities for its purpose.
- Optimise evidential opportunities.
- Ensure that capable operators are available as needed.
- Be vandal resistant.
- Comply with Surveillance Camera Commissioner's and the Information Commissioner's Office requirements.



Image (29): Well displayed CCTV signage can be an effective deterrent.



Image (30): Access points and boundaries can be strengthened with suitable CCTV solutions.

3.6 Parking and post

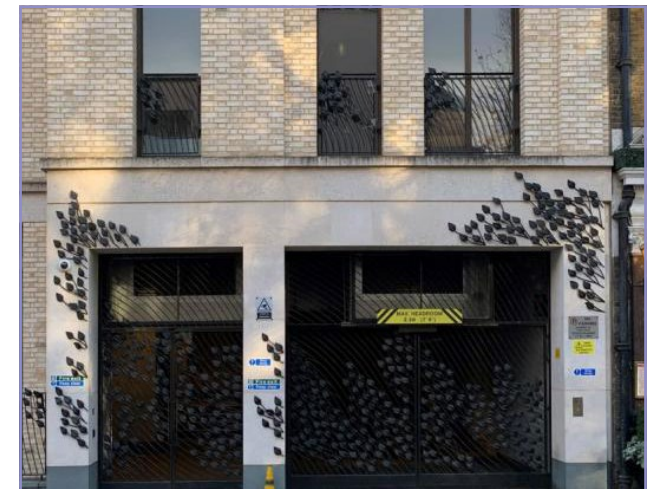
The storage of personal items, such as bicycles, cars, and parcels, within entrances and gardens presents potential hotspots for crime.

Vehicle parking

Crime statistics show that vehicle crime is one of the most common types of crime in RBKC, accounting for 12 per cent of all reported offences. This includes the theft or criminal damage of vehicles and/or their contents.

Where vehicle parking is proposed, development proposals should

- Encourage maximum natural surveillance from surrounding areas and buildings, particularly from habitable rooms where possible.
- Avoid creating dead ends, blind corners, recesses, or long stretches of solid wall.
- Consider access and egress points for vehicles and pedestrian safety, keeping them minimal, controlled, clear and well-lit to allow safe entrance and exit.
- Provide appropriate security measures for the expected length of parking (longer stays require greater security).
- Consider subdividing larger car parks.
- Incorporate clear signage.
- Ensure surveillance and illumination of parking meters where used, with management plans in place for regular emptying of meters.
- Clearly identify sections using markings, numbering, or lettering for efficient recording of incidents caught on CCTV.
- On-street, consider using different materials to distinguish between highway and parking area.
- Avoid creating climbing aids through structures such as garages.



Images (31-32): Portobello Square and Young Street, Kensington. The distinction between private and public spaces for these underground car parks is defined here through use of different paving materials, boundary treatments, visible CCTV signage and security gates.

Bicycle storage

The borough has recently seen a 22 per cent reduction in bicycle thefts when compared to 2021, but it is too early to determine whether this represents a sustained trend. Research by the Design Council found that over two-thirds of bicycles are stolen from homes. While bicycles on streets are generally locked, this is rarely the case at home.

Development proposals should

- Consider appropriate electronic log-in and entry systems for stores containing bicycles belonging to multiple owners.
- Adhere to TfL cycle design standards.
- Use multiple layers of security to prevent theft.
- Ensure that cycle storage is well-located and highly visible to allow maximum surveillance, especially when used by multiple owners.
- Provide bike storage on private property in locations out of public view to reduce opportunity theft.
- Take opportunities to integrate bike storage into the wider design of the host building, or, if freestanding, ensure it complements the character of an area.

Since 2018, the Council has been installing outdoor cycle hangars on streets. The Council recommends the use of cycle hangars as a more secure solution for long-term cycle parking. These are available for rent, and new hangars can be requested by residents.

Post

Parcel theft has increased significantly in recent years with the rise of online shopping. Where new development is proposed, opportunities to safeguard against such theft should be considered.

Development proposals should

- Explore the provision of secure electronic parcel storage at building entrances and front doors.
- Incorporate CCTV where possible.
- For large-scale developments, consider introducing concierge services, central drop-off points, or storage lockers.
- When retrofitting, provide secure storage within front gardens that is in keeping with the character of the surroundings in terms, of location, scale and design.



Image (33): Cycle parking in a high-footfall location benefits from natural surveillance and continuous activity, Bute Street.

3.7 Streetscape and street furniture

Well-designed street furniture, lighting, and public art can enhance the appearance and feeling of a place, encourage activity, improve safety, and reduce the fear of crime.

However, a balance is required, as poorly designed or poorly located street furniture can also encourage anti-social behaviour, loitering, littering, vandalism, and increased fear of crime.

Street furniture must adhere to the [RBKC Street furniture good practice guide](#).

Streetscape and street furniture can be important components of historic character, with some elements constituting heritage assets in their own right and contributing to the significance of nearby heritage assets as part of their setting. Guidance can be found in [Historic England's 'Streets for All' guidance](#), which considers how public spaces can be improved without harming their valued character, including specific recommendations for works to surfaces, street furniture, new equipment, traffic management infrastructure, and environmental improvements.

To maximise public safety, development proposals should

- Provide street furniture constructed of high-quality, durable materials.
- Position street furniture to discourage anti-social behaviour.
- Reduce street clutter where possible.
- Ensure good access for all users.
- Seek to provide new street lighting and improve existing lighting.
- Ensure public art does not encourage anti-social behaviour.
- Ensure street furniture does not obstruct pedestrian views or movement.

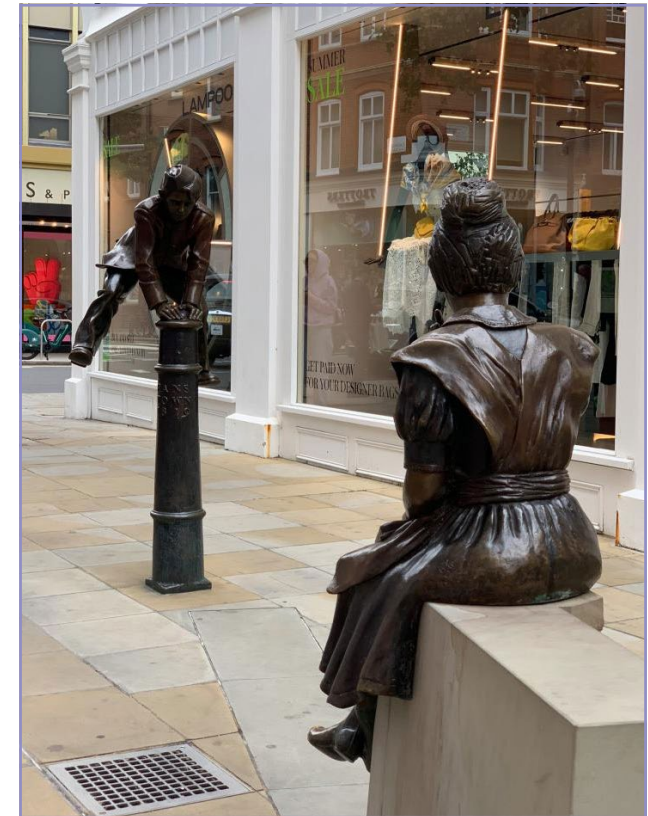


Image (34): Street furniture should be constructed of high quality and durable materials to deter anti-social behaviour and act as a physical barrier to hostile vehicles. Opportunities for art to play a role in hostile vehicle mitigation (HVM) should be explored where appropriate.

3.8 Reducing crime during development works

Building sites, particularly when unoccupied, are more vulnerable to crimes such as burglary and theft. Unfinished development, scaffolding and hoardings when poorly located and managed can make neighbouring properties vulnerable by providing potential access.

To mitigate these risks, building sites should

- Utilise appropriate alarm systems.
- Undertake regular monitoring.
- Use adequate lighting.
- Include appropriate CCTV.
- Clearly display signage with the site manager's contact details and site information.
- Ensure scaffolding and hoardings are removed as soon as they are no longer needed.

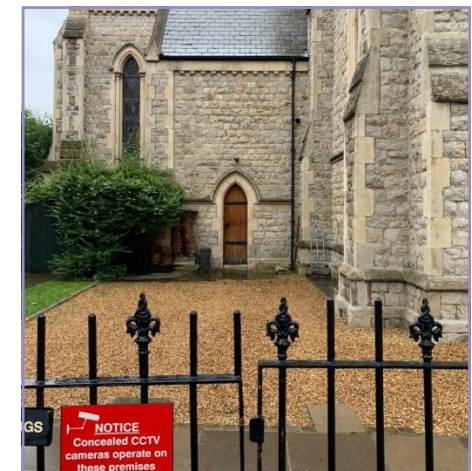


Images (35-36): When accompanied by clear and appropriate signage, temporary hoardings and secure access points for construction workers help ensure appropriate safety of both the site staff and the public, Kensington.

3.9 Architectural theft

There are 3,800 listed buildings in Kensington and Chelsea, and 70 per cent of the borough lies within conservation areas. Buildings in these areas are particularly vulnerable to architectural theft, though any property with historic fittings and fixtures is at risk. Vacant buildings, sites undergoing work, or properties advertised for sale or let are also frequent targets.

It should be noted that it is a criminal offence to undertake works on a listed building without the necessary consent, including the removal of any fixtures.



Images (37-38): St John's Church, Ladbrooke Grove. Care should be taken to prevent listed buildings from becoming targets of architectural theft, by using appropriate CCTV, physical protection, and visible signage that is in keeping with the building's architectural character.

Owners should

- Keep photographic records of valuable or vulnerable items.
- Implement appropriate security measures reflecting the value of artefacts.
- Obtain the necessary listed building consent before undertaking any works.

3.10 High streets, retail and commercial premises

The borough contains some of London's most iconic high streets, with many shopfronts dating from mid-19th century. It is important that any security improvements do not detract from this historic character and that their significance is conserved. Crime statistics indicate that our high streets have the highest incidence of theft in the borough, and incidents of violence can also occur.

In a post-COVID world, outdoor dining has become more popular, increasing the potential risk of hostile vehicle attacks. It is essential to assess this risk, and Counter Terrorism Security Advisors can provide guidance. For hostile vehicle mitigation measures, please see the Counter Terrorism section on page 27.



Image (39): Toughened security glass will add protection from burglary, and maintain visibility and an attractive appearance, Sloane Square.



Image (40): Active facades create a positive environment and reduce vandalism and anti-social behaviour, Gloucester Road.

To improve security and safety across our high streets, development proposals should

- Ensure a good mix commercial and residential land uses.
- Consider interventions to minimise opportunity crime, for example by creating a clear separation between public and private areas.
- Explore alternatives to security shutters to enhance the security of shop fronts.
- Provide natural surveillance.
- Provide CCTV cameras in areas with lower levels of security.
- Explore security alternatives to roller shutters for shopfronts, such as security glass or internal shutters that maintain an open street-facing appearance.
- Equip shopfronts with appropriate security alarms that are unobtrusive in design.
- Avoid creating inactive frontages or blank facades, particularly on servicing or rear elevations.
- Restrict public access to service areas, such as storage facilities and loading bays, through layout, security measures, or boundary treatments.
- Design boundary treatments that relate well to the street and the character of the surrounding area.
- Provide appropriate lighting for loading bays and parking areas.
- Keep refuse collection and storage areas out of sight, secured, fire-proof, and separate from parking areas.

3.11 Crowded places and counter-terrorism

The presence of nationally iconic and internationally recognisable tourist attractions and destinations within the borough, which draw large crowds, makes these venues and public spaces potential targets for hostile actors seeking to commit terrorist attacks. Areas such as Exhibition Road and Portobello Road are examples of such locations.

New development in and around these areas should incorporate counter-terrorism design measures where appropriate to reduce vulnerability and maximise public safety.

Advice is available from several agencies, including the National Counter-Terrorism Security Office (NaCTSO), ProtectUK, the National Protective Security Agency (NPSA - formerly CPNI), and Counter Terrorism Security Advisors (CTSA).

Development proposals should

- Consider counter-terrorism advice for developments that could be potential targets, or are close to potential targets, at the earliest opportunity.
- Where relevant, conduct a Threat and Vulnerability Risk Assessment (TVRA) based on the current threat before design.
- When using a TVRA, apply the following principles:
 - Local environment – Assess where the site is located and how the development might impact the surrounding area.
 - Approach – Consider site access, standoff distance for a Vehicle-borne Improvised Explosive Devices (VBIEDs), and protection of crowded areas against Vehicle-as-Weapon (VAW) attacks. Examine the configuration of the site, roads and paths closely.
 - Building construction – Evaluate how the structure will respond under blast loading conditions.
 - Glazing – Consider how glazing will respond under blast loading conditions.
 - Access Control – Review site access and how it could be restricted in the event of a Marauding Terrorist Attack (MTA).
 - Integrated CCTV and lighting – Assess the necessity of CCTV and adequate lighting levels.
 - Conduct any TVRA in line with JASPAR (Justifiable-Achievable-Sustainable-Practical-Affordable-Reasonable) principles, engaging stakeholders where required, and adopt proportionate security measures to mitigate or manage identified risks.

Image (41)



Images (41): Portobello Market is one example of a world renowned tourist destination found in the borough. Such locations should be subject to careful DOC consideration in any future development plans. Although it is a local market during the week, it is estimated that footfall on Saturdays is 100,000-150,000, and over 17 million people arrive at or leave Notting Hill Gate tube station each year.

Image (42)



Image (43)



Images (42-43): Anchored stone benches can provide a physical barrier to resist oncoming vehicles whilst providing attractive and social public realm features that increase surveillance and activity, South Kensington.

4. Further information

4.1 Contacts

Planning Information Office

Kensington Town Hall,
Hornton Street, W8 7NX

- 📞 020 7361 3012
- ✉️ planning@rbkc.gov.uk
- 🌐 www.rbkc.gov.uk/planning

Crime Prevention Design Advisor

Design Out Crime Office/South West Metropolitan Police Service

London Safety Centre,
Twickenham Police Station,
41 London Road, Twickenham,
Middlesex, TW1 3SY

- ✉️ docomailbox.sw@met.police.uk

Community Safety Team

Kensington Town Hall,
Hornton Street, W8 7NX

- 📞 020 7361 3000
- ✉️ commsafe@rbkc.gov.uk
- 🌐 www.rbkc.gov.uk/community-and-local-life/community-safety

4.2 Useful websites and documents

- Secured by Design: www.securedbydesign.com
- Secured by Design interactive 3D design guide: www.securedbydesign.com/guidance/interactive-design-guide
- Secured by Design Construction Site Security Guide: www.securedbydesign.com/images/CONSTRUCTION_SITE_SECURITY_GUIDE_A4_8pp.pdf
- National Protective Security Authority: www.npsa.gov.uk
- Public Realm Design Guide for Hostile Vehicle Mitigation: www.npsa.gov.uk/public-realm-design-guide-hostile-vehicle-mitigation-0
- National Counter Terrorism Security Office (NaCTSO): www.protectuk.police.uk
- Counter Terrorism Security Advisors (CTSAs): PSO-CTSASupervisors@met.police.uk
- RBKC Community Safety Plan: www.rbkc.gov.uk/community-and-local-life/community-safety/community-safety-plan
- RBKC CCTV Strategy: www.rbkc.gov.uk/community-and-local-life/community-safety/cctv-closed-circuit-television
- Biometrics and Surveillance Camera Commissioner: www.gov.uk/government/organisations/biometrics-and-surveillance-camera-commissioner
- Information Commissioner's Office: <https://ico.org.uk>
- Metropolitan Police Service crime figures: www.met.police.uk/sd/stats-and-data
- Make Space for Girls: www.makespaceforgirls.co.uk
- National Business Crime Centre: www.nbcc.police.uk
- Historic England, Streets for All: Advice for Highway and Public Realm Works in Historic Places: <https://historicengland.org.uk/images-books/publications/streets-for-all/heag149-sfa-national>

Appendix: legislation and current policy context

National Planning Policy Framework (NPPF, 2024)

Paragraph 96 of the NPPF states that planning policies and decisions should aim to achieve healthy, inclusive and safe places which:

“b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas.”

Paragraph 102 requires that planning policies and decisions should promote public safety and take into account wider security and defence requirements by:

“a) anticipating and addressing possible malicious threats and other hazards (whether natural or man-made), especially in locations where large numbers of people are expected to congregate. Policies for relevant areas (such as town centre and regeneration frameworks), and the layout and design of developments, should be informed by the most up-to-date information available from the police and other agencies about the nature of potential threats and their implications. This includes appropriate and proportionate steps that can be taken to reduce vulnerability, increase resilience and ensure public safety and security. The safety of children and other vulnerable users in proximity to open water, railways and other potential hazards should be considered in planning and assessing proposals for development; and

b) recognising and supporting development required for operational defence and security purposes, and ensuring that operational sites are not affected adversely by the impact of other development proposed in the area.”

And paragraph 135 of the NPPF requires that planning policies and decisions should ensure that:

“ f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”

National Legislation and Policy

The Crime and Disorder Act (1998) establishes that the responsibility of reducing crime does not fall solely to the police. Section 17 requires that Local Authorities exercise their functions with due regard to their likely effect upon crime and disorder, and to do all they reasonably can to prevent crime and disorder.

National Design Guide (NDG, 2019)

Good design is set out in the National Design Guide under the following 10 characteristics:

- Context – Enhances the surroundings;
- Identity – Attractive and distinctive;
- Built form - A coherent pattern of development;
- Movement - Accessible and easy to move around;
- Nature – Enhanced and optimised;
- Public Spaces – Safe, social and inclusive;
- Uses – Mixed and integrated;
- Homes and Buildings – Functional, healthy and sustainable;
- Resources – Efficient and resilient; and
- Lifespan – Made to last.

The National Design Guide states that in ensuring public spaces are ‘safe, social and inclusive’, new development will help to overcome crime and the fear of crime. It is therefore essential that new developments show consideration to the identified characteristics.

London Policy – The London Plan (2021)

The London Plan states that measures to design out crime should be integral to development proposals and be considered early in the design development process.

The London Plan requires that development reduces opportunities for anti-social behaviour, criminal activities, and terrorism, and contribute to a sense of safety without being overbearing or intimidating.

It also requires that developments provide good natural surveillance where possible, clear sight lines, good levels of street lighting, logical and well-used routes and limits areas where people could hide to maximise safety.

RBKC Council Plans and Local Plan

Council Plan and Community Safety Plan

The Council's commitment to crime prevention is set out in the Council Plan (2023-27) and the Community Safety Plan (2022).

The Council Plan (2023-27) sets out its strategy within three overarching priorities – a Greener, Safer and Fairer Kensington and Chelsea.

A Safer RBKC will involve the Council:

- Working with the Police and communities to improve safety in the borough and to support the Police to minimise and prevent crime.
- Tackling fly tipping, graffiti, and noise more effectively through a single environmental enforcement approach.

- Prioritising safety in our approach to managing, maintaining, and allocating Council homes, while working with registered providers, temporary accommodation providers, and private rented sector landlords to drive the highest possible standards in all rented homes, using information from residents to improve safety wherever we can.

- Continuing to make our housing estates safer against crime/anti-social behaviour by providing secure door entry systems and CCTV.
- Using our wider role to promote safer buildings across the borough, including through planning, building control and licensing.
- Ensuring that we prioritise the impact on the safety and wellbeing of our residents when we make decisions about spending.

Community Safety Plan (2022)

RBKC's Community Safety Plan (2022) establishes the Council's priorities for safety based upon extensive consultation within the borough.

The four priorities for the Community Safety Plan are:

1. Drug related offending.
2. Antisocial behaviour.
3. Youth violence and exploitation.
4. Violence against women and girls (VAWG).

The Plan identifies how these priorities can be addressed, including prevention and early intervention, targeted support services, enforcement, community engagement, co-design with residents and environmental improvements to design out crime.

New Local Plan (2024)

The Local Plan (2024) outlines a 20-year vision for future development across the borough and sets out the planning policies needed to achieve this vision. All new development must comply with the policies set out in the Plan.

With respect to Designing Out Crime, the following policies are particularly relevant:

- Policy CD2: Design Quality, Character and Growth – This policy requires all development to be “secure – designing out crime.”
- Policy TR1: Street Network – This policy states that “New streets to be designed to give priority to pedestrian and cyclist movement, be attractive, safe, provide planting, minimise opportunities for crime, and be inclusive to all, in line with the Healthy Streets approach”.
- Paragraph 10.9 of the Plan further reinforces this approach, stating: “Designing out opportunities for crime and making design more inclusive, particularly when it comes to the public realm and streets, is a positive step to creating a safer community.”

