

Safety and security

Dunlop Avenue, Ascot Vale

Safety and security

One of the main aims of the Public Housing Renewal Program is to improve the safety for residents living in public housing. The walk-up buildings on Dunlop Avenue are like many public housing estates of their time and were designed to have a building layout in a pattern without much thought to how the space between the buildings would be used.

Today the spaces between buildings are not well used by existing residents. They are often left empty and many estate residents have said that they feel unsafe in these spaces.

Crime Prevention through Environmental Design (CPTED) is an approach that seeks to use the physical environment to reduce the incidence of crime and make places feel safer. The CPTED approach is supported by the Victorian Police.

We acknowledge that crime prevention requires both physical and social changes. We are focusing on what change can be made to the physical spaces as we continue through the planning permit process.

We have identified three main CPTED themes to guide the redevelopment.

Table 1: Description of Crime Prevention through Environmental Design themes

CPTED theme	CPTED principles	Design response
Surveillance	<p>Design the public spaces and new buildings to allow people on the estate to clearly view activity on the estate.</p> <p>Create opportunities for 'many eyes on the street' or 'natural surveillance' from passers-by and adjoining buildings to aid crime prevention.</p>	<p>Ground floor apartments opposite Dunlop Avenue and Rothwell Street will have front doors facing the street.</p> <p>The new buildings and communal spaces will face the street.</p> <p>Balconies and windows will overlook the street and communal spaces.</p> <p>There will be no high front fences.</p> <p>Side gates will be provided to communal spaces.</p>
Ability to see and move clearly	<p>Design public spaces with clear ways to move about and to be able to see clearly around the site (day and night) so people feel comfortable and safe.</p> <p>Design main entrances to the site to be safe and accessible.</p> <p>Implement and maintain signage, gardens and lighting that improves safety and the ability to see what's going on and to move about public spaces easily.</p>	<p>Public space will be located near the street with clear sight lines from the public realm.</p> <p>Pathways will extend from the street footpath to building entrances. They will be well lit to encourage use night and day.</p> <p>Public pedestrian movement through the site to the laneway will be discouraged, encouraging pedestrians to keep to the public footpaths along the site boundary.</p> <p>Landscaping will be designed to avoid creating spaces where criminal or anti-social activity can occur.</p>
Making spaces for everyone	<p>Define clear boundaries between private, communal and public space by using pavements, gardens, signage, screens and fences.</p> <p>Ensure there are no protected spaces that become the focus of anti-social behaviour.</p>	<p>Building entrances will be clearly identifiable.</p> <p>Ground floor private open space will be clearly separated by fences and gates.</p> <p>Semi-private spaces will be separated using different ground and garden treatments to create a sense of ownership.</p>

Frequently asked questions

Why isn't the laneway being utilised for pedestrians?

There are high fences around the backyards of the properties opposite Francis Street. These are next to the northern side of the laneway. Not being able to see activity clearly along this laneway makes it an unsafe space for pedestrians both day and night. Also, the laneway is not as convenient for residents as Francis Street or Dunlop Avenue. People mostly enter their homes via Francis Street or Dunlop Avenue.

Why aren't you making a public pedestrian connection through the site?

Creating a connection through the site would direct pedestrians to the laneway. The purpose of the laneway is for car access to people's homes. Also, there are no buildings that face onto the laneway which means activity in the laneway is not viewed clearly. This makes it less safe for pedestrians. We are therefore not proposing to create a public pedestrian connection through the site to the laneway.

How will the design minimise the likelihood of antisocial behaviour?

The proposed design will prevent antisocial behaviour by doing a few things. The design will increase passive surveillance (eyes on the street), clearly defining public, shared and private spaces, and create well-defined paths and clear views. These safe design elements will prevent antisocial behaviour and make the development and areas around it feel safer both day and night.

What do you mean by passive surveillance?

Passive surveillance is about making sure people in nearby buildings or passing by on foot or some mode of transport can informally observe or see people who are in public spaces. Often referred to as 'eyes on the street', it enhances safety by discouraging criminal and anti-social behaviour.

Related plans, images and webpages

- Plan 10: Pedestrian movement
- Image 3: Cross-sections of buildings
- Image 4: Interface sections
- Victoria Police [Crime Prevention through Environmental Design](http://www.police.vic.gov.au/content.asp?document_id=10444)
<http://www.police.vic.gov.au/content.asp?document_id=10444>

To receive this publication in an accessible format phone 13 11 72, using the National Relay Service 13 36 77 if required, or email housing.renewal@dhhs.vic.gov.au

Authorised and published by the Victorian Government, 1 Treasury Place, Melbourne.

© State of Victoria, Department of Health and Human Services, September 2018.

Available at the [Victorian Health and Human Services Building Authority website](http://vhhsba.vic.gov.au) <vhhsba.vic.gov.au>