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Supplementary Planning Document



Designing for Community Safety

Approved: 11 December 2006

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Urdu اگر آپ کو انگریزی میں بات چیت کرنے میں مدد درکار ہے تو 'اتھنک ایکسیس لنک' کو اس نمبر پر فون کیجئے 01905 25121

Punjabi ਜੇ ਤੁਸੀਂ ਅੰਗਰੇਜ਼ੀ ਵਿੱਚ ਗੱਲ ਕਰਨ ਲਈ ਮੱਦਦ ਚਾਹੁੰਦੇ ਹੋ ਤਾਂ 'ਐਥਨਿਕ ਐਕਸੈੱਸ ਲਿੰਕ' ਨੂੰ 01905 25121 ਨੰਬਰ ਉੱਤੇ ਫੋਨ ਕਰੋ।

Bengali ইংরেজীতে যোগাযোগ করতে সহায়তার প্রয়োজন হলে দয়া করে 'এথনিক এক্সেস লিঙ্ক' এর সঙ্গে 01905 25121 নম্বরে ফোনে যোগাযোগ করুন।

Supplementary Planning Document

Designing for Community Safety

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Designing for Community Safety

1.1 Introduction

- 1.1.1 Planning Policy Statement 1 (PPS1) sets out the overarching planning policies for the delivery of sustainable development through the planning system. At the heart of this is the need to plan for safe and sustainable communities. Sustainable communities are well-designed places where people feel safe and secure, and where crime and disorder and the fear of crime do not undermine quality of life or community cohesion.
- 1.1.2 Crime, anti-social behaviour or the fear of crime are a burden on society, on the economy and on the quality of life for a very large number of people (Think Thief – Design Council, 2003). There are many types of crime and the causes of crime can be complex. However, it is widely held that there is a strong relationship between the physical environment, social behaviour and crime. There is now a significant body of evidence to prove that poorly or inappropriately designed environments can lead to an increase in crime, anti-social behaviour or the fear of crime in a given location. This is not to suggest that the design of the physical environment alone can be expected to solve the problem of crime and disorder. Neither can it be expected to anticipate every eventuality. Nevertheless, the design of the physical environment has an important role to play in preventing crime. Careful design can make a major contribution to the reduction of opportunities to commit crime, disorder and anti-social behaviour and go some way to reducing the perceived fear of crime.
- 1.1.3 All applicants should consider the possible impact of development on crime, anti-social behaviour and the fear of crime from the early stages of the design and development process. Applicants are encouraged to seek pre application crime prevention advice from development control officers and with larger applications discussions of crime prevention methods with the police will be supported. A pro active approach to crime prevention enables measures necessary to prevent and reduce crime to be an integral part of the overall design and to complement and support other design objectives and the aesthetic quality of the scheme. Failure to address these issues through the design and development process can result in the disfigurement of the built environment as end users adopt a reactive approach to crime prevention, implementing retrospective and often 'fortress style' security measures to protect their properties such as high security fences and barbed wire . The presence of such fortress style security measures can have a significant detrimental impact on the attractiveness of the development and of the wider area, giving off a negative image, increasing the fear of crime and deterring legitimate use. This can lead to what is known as the 'fear avoidance cycle'.

- 1.1.4 The Council recognises that once a development has been completed, the main opportunity to incorporate measures to reduce the risk of crime and disorder will have been lost. Crime prevention will therefore be considered as a material consideration in the determination of planning applications for development. Crime prevention however must not be considered in isolation or pursued to the detriment of other important planning and design objectives. This document seeks to promote a balanced approach to crime prevention to ensure that such measures are considered in support of general good design.

1.2 Purpose of the Guidance

1.2.1 The purpose of this Supplementary Planning Document (SPD) is to promote the principles of community safety and crime prevention through the design and development process to ensure that environments in Redditch are safe, sustainable and attractive. There are many different approaches to crime prevention and there is some debate as to the most appropriate methods. However, there is strong guidance on this issue from the Government through its document 'Safer Places' (ODPM & Home Office, 2004) which promotes a range of measures in support of well designed sustainable places that do not fail people and stand the test of time. It is intended that the guidance in this SPD promotes crime prevention measures in support of general good design and 'place making' principles. This guidance should therefore sit alongside a range of other Policy and Guidance at the national, regional and local level in particular the Government's guidance on design¹ and Supplementary Planning Guidance 'Encouraging Good Design' (2001).

1.2.2 The document aims to reduce the level of crime, antisocial behaviour and the fear of crime by establishing principles for the design, layout, form and landscaping of the built and natural environment which:

- Create safe, attractive and sustainable environments;
- Increase the risk of detection of criminal activity and antisocial behaviour; and
- Makes crime harder to commit.

1.2.3 This SPD will formerly replace section 2.7 of Supplementary Planning Guidance 'Encouraging Good Design' (March 2001) and will be considered alongside other relevant policy and material considerations in the determination of planning applications for development. It should be used by all of those involved in the planning, design and development process and applicants will be expected to demonstrate due regard to its content through their proposals for development and through their design and access statements.

¹ PPS1; *By Design: Urban Design in the Planning System – Towards Best Practice*; *By Design: Better Places to Live*; *Safer Places: The Planning System and Crime Prevention*; and *Planning and Access for Disabled People: A Good Practice Guide*.

1.3 Policy Framework

- 1.3.1 The prevention of crime, anti-social behaviour and the fear of crime through the design and development of the physical environment are well established in national, regional and local policy and guidance. It is also set out in law under the Crime and Disorder Act (1998) (See below). It is not the intention of this document to repeat policy and guidance set out in this framework but to add to and support it. It is necessary therefore to have regard to the full policy framework, where appropriate, in the design and development of individual schemes. A summary of the relevant framework is given below.

Crime and Disorder Act

- 1.3.2 The Crime and Disorder Act (1998), as amended by the Police Reform Act 2002, promotes partnership working to reduce crime and disorder. It places a statutory duty on police and local authorities to develop and implement a strategy to tackle problems in their area. Section 17 of the Crime and Disorder Act places a responsibility on every Local Authority to '*exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent, crime and disorder in its area*'. As such, the Council is obliged to do all that is reasonably possible to help prevent crime.

Planning Policy Statement 1 – Delivering Sustainable Development

- 1.3.3 Guidance from the Crime and Disorder Act (1998) is reflected in Planning Policy Statement 1 (PPS1) which requires planning authorities to prepare robust policies on design and access. In addition to promoting a number of other key objectives for planning and design, PPS1 requires developments to create safe and accessible environments where crime and disorder, or fear of crime, does not undermine quality of life or community cohesion. PPS1 also introduces a range of best practice guidance including *Safer Places: The Planning System and Crime Prevention*.

Safer Places: The Planning System and Crime Prevention

- 1.3.4 *Safer Places* is a good-practice guide produced by the ODPM and the Home Office setting out how the planning system can deliver well designed and safe places. Many of the recommendations of this guidance are reflected in this SPD and as such it will be discussed in more detail under the 'Principles of Community Safety' section below. *Safer Places* sits alongside its sister documents: *By Design: Urban Design in the Planning System – Towards Best Practice*; *By Design: Better Places to Live*; and *Planning and Access for Disabled People: A Good Practice Guide*; which all have an equal role to play in guiding the design of development.

Secured by Design

- 1.3.5 Secured by Design is a national initiative run by the Association of Chief Police Officers. It sets out principles and minimum standards for safety and security and has been used as a key model for the ODPM document 'Safer Places'. The initiative is concerned with all types of development and provides a range of guidance for specific development types. The Borough Council supports the Secured by Design Scheme and expects all applicants to meet those standards where possible for a Secured by Design award.

Further details on the Secured by Design standards and principles can be found at: www.securedbydesign.com or can be obtained by contacting the Redditch Police Crime Risk Manager/Architectural Liaison Officer.

West Midlands Regional Spatial Strategy (RSS11)

- 1.3.6 The Regional Spatial Strategy for the West Midlands Policy QE3 (Creating a High Quality Built Environment for All) requires development plans to promote the development of high quality built environments. Amongst other things, the policy requires particular attention to be given to creating safer environments which discourage crime and promote community safety.

Worcestershire County Structure Plan

- 1.3.7 The Worcestershire County Structure Plan sets out a 'vision' for the County. Part of the vision is to create an environment where the residents of the County feel safe *'living free from crime and antisocial behaviour'*. This aim is carried through into Policy D.43 – *'Crime Prevention and Community Safety'*. Policy D.43 requires Local Planning Authorities to give due regard to those factors which have the ability to impact upon crime and the fear of crime.

Redditch Borough Council Corporate Documents

1.3.8 In accordance with the requirement of the Crime and Disorder Act 1998 as amended, the need for a reduction of crime and disorder has been incorporated within a number of key plans and strategies produced by the Borough Council and its partners. These plans and strategies include:

- The Community Strategy for Redditch – ‘20:20 Vision’ (2003) Redditch Partnership.
- The Corporate and Performance Plan for 2005 to 2008 Redditch Borough Council.
- The Redditch Community Safety Strategy (2005 – 2008) ‘Keeping Redditch Safe’ Redditch Partnership.

This document was written in accordance with these documents. Future reviews of these documents are planned therefore guidance contained within these reviews should take precedence.

Borough of Redditch Local Plan No.3

1.3.9 The Borough of Redditch Local Plan No.3 adopts the same section headings and objectives as the community strategy and includes a designated section for Safer Communities. Policy S.1 – ‘*Designing out Crime*’ of the Plan requires all new development schemes to incorporate measures in their design, layout, siting and landscape to minimise the risk of crime and maximise security. The policy contains three criteria against which applications for new development will be assessed:

- Opportunities to incorporate passive surveillance of streets, spaces and parking areas;
- Ensuring strong demarcation between public and private space;
- Building design and materials which should minimise vulnerability to crime without compromising the street scene.

1.3.10 This SPD builds upon Policy S.1 and provides more specific advice on design based crime prevention methods.

1.4 Principles of Community Safety

1.4.1 The purpose of this section is to set out the general principles that underpin the guidance in this SPD. There are many different approaches to crime prevention and these may have very different consequences for the form and appearance of the environment. The objective of this guide is to promote appropriate crime prevention measures in support of general good urban design. Good design is the responsibility of all involved in the design and development process and is concerned with making places for people. Community safety is an integral part of this process. Community safety can be significantly improved where public spaces are active and well overlooked and where the boundaries between public and private space are clearly defined. These principles are often referred to as 'natural surveillance' and 'defensible space' and they should be a key consideration in the design of development. This will require architects, designers and developers to think creatively about crime prevention and this guide is intended to stimulate ideas and thinking on this subject. The approach of this document draws heavily upon the guidance in *Safer Places*, in particular on the seven attributes of sustainable communities that are particularly relevant to crime prevention (See below). These seven attributes inform all sections of this document. In accordance with Government Guidance (currently Circular 01/2006) applicants will be expected to submit proposals having had regard to the seven attributes of safe, sustainable places as set out in *Safer Places*.

Attributes of Safe, Sustainable Places (*Safer Places*, 2004)

- **Access and movement** (places with well-defined routes, spaces and entrances that provide convenient movement without compromising security)
- **Structure** (Places that are laid out so that crime is discouraged and different uses do not cause conflict)
- **Surveillance** (Places where all publicly accessible spaces are overlooked)
- **Ownership** (Places that promote a sense of ownership, respect, territorial responsibility and community)
- **Physical protection** (Places that include necessary, well-designed security features)
- **Activity** (Places where the level of human activity is appropriate to the location and creates reduced risk of crime and a sense of safety at all times)
- **Management and maintenance** (places that are designed with management and maintenance in mind, to discourage crime in the present and the future)

Principles of Community Safety - Definitions

Urban Design

Urban design is the art of making places for people. It includes the way places work, community safety and how they look. It also concerns the connections between people and places, movement and urban form, nature and the built fabric and the processes for ensuring successful villages, towns and cities (*By Design*, 2001 p.8). *By Design* sets out seven objectives for good urban design which are:

- Character (a place with its own identity)
- Continuity and enclosure (a place where public and private spaces are clearly distinguished)
- Quality of the public realm (a place with attractive and successful outdoor areas)
- Ease of movement (a place that is easy to get to and move through)
- Legibility (a place that has a clear image and is easy to understand)
- Adaptability (a place that can change easily)
- Diversity (a place with variety and choice)

Care has been taken to attempt to ensure that the recommendations in this guide work towards and support the achievement of these objectives. However, every location is different and will require an individual response. In deciding upon the appropriate crime prevention measures for the context, regard must be had to the achievement of these objectives.

Natural Surveillance

Natural surveillance or supervision is the discouragement to wrong-doing by the presence of passers by or the ability of people to be seen out of surrounding windows (Safer Places, 104). The design of the built and natural environment can have a significant impact on the level of natural surveillance through the layout and positioning of buildings and spaces, the provision of windows and internal layouts and the planting and maintenance of vegetation. It should be the aim of all development to maximise natural surveillance over all public spaces and over those buildings or features that are particularly vulnerable to crime.

Defensible Space

Defensible space refers to public and semi-public space that is 'defensible' in the sense that it is surveyed, demarcated or maintained by somebody (Safer Places, p.104). The concept of defensible space is derived from Oscar Newman's 'Defensible Space Theory' that argues that a range of real and symbolic barriers, strongly defined areas of influence and improved opportunities for surveillance combine to bring an environment under the control of its residents. Control provides security as communities will be more inclined to maintain and defend space under their control and to question the presence of strangers in that space. It follows therefore that the 'ownership' and use of all space should be fully considered and defined in the design of development and clearly de-marked using a range of appropriate boundary treatments which have a positive effect on the appearance of the area. Boundary treatments may include walls, fences, decorative railings, planting and hedgerow or more subtle treatments such as paving materials.

Therefore a significant component of defensible space is a sense of ownership in order to establish a sense of control. Defensible space has clear ownership. Therefore the purpose of defensible space is not to segregate individuals with high walls or fences but to create a sense of ownership and control.

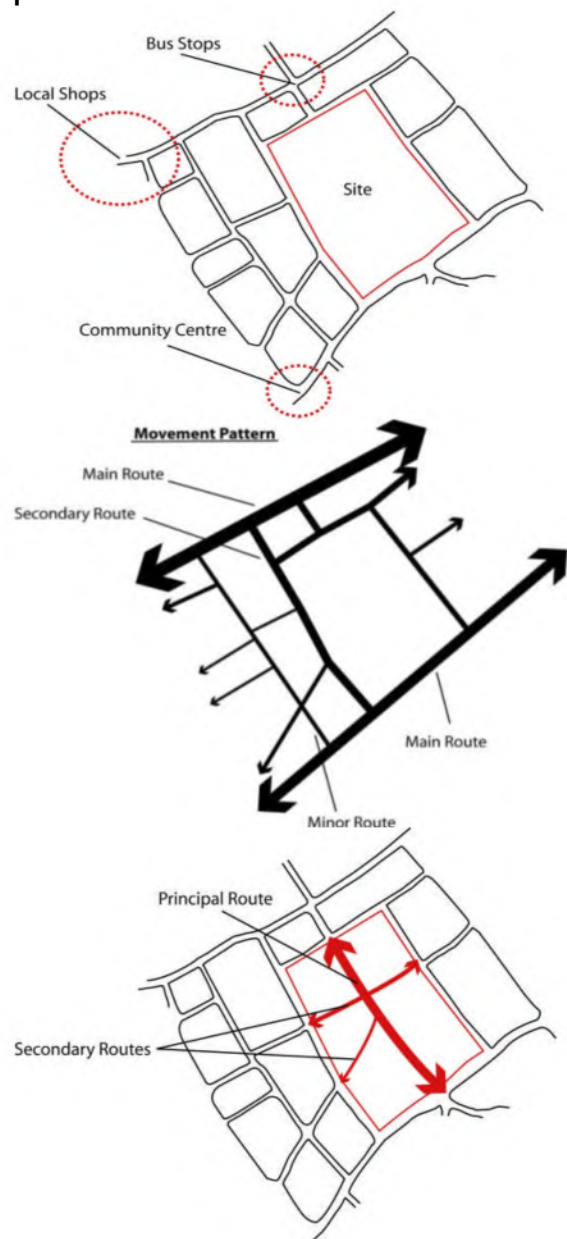
General Principles

2.1 Layout & Movement

2.1.1 The layout of development relates to the arrangement of streets and blocks. The way in which these elements of the physical environment are arranged influences the way that places function and their character or sense of place. The design affects levels of activity, movement and surveillance and has a significant impact on the security of places. The layout of development also has a key role to play in promoting sustainable development by ensuring that the development makes safe and meaningful connections to the network of pedestrian and cycle routes in the area, particularly where these provide access to the places people want to go.

A Connected Network of Streets and Spaces

2.1.2 A well connected network of streets and footpaths helps to reduce crime by encouraging pedestrian activity and natural surveillance. The level of activity will be enhanced where direct and convenient routes which are well overlooked and maintained connect people to the places they want to go. Such places include the town centre, district centres, local shops and services and bus stops. However, in making connections it is important to reach the right balance between permeability (the number of routes) and activity (the number of people using the routes). Too many routes can dilute activity, provide escape routes for criminals and make it difficult to establish defensible space. Care must therefore be taken to identify principal routes which make positive connections to the network of routes in the wider area and development should be orientated so that it fronts onto and overlooks these key routes.



Consideration must be given the existing movement pattern of an area and development should seek to make a positive contribution to it.

Key Principles

- Explore the wider context of the site to establish existing movement and development patterns and identify opportunities and constraints for making connections;
- Design layouts which make positive connections to the wider area and which emphasise a small number of principal routes direct to the places people want to go;
- As far as possible, pedestrian and cycle routes should be provided alongside vehicular routes to allow for mutual surveillance;
- The needs of pedestrians and cyclists should be put before the needs of vehicles with appropriate traffic calming measures that are integral to the overall design.

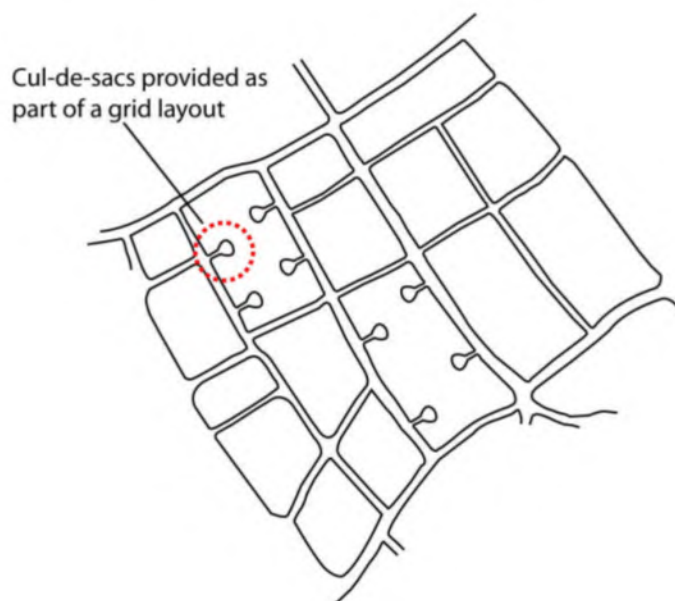
Cul-de-sac Design

2.1.3 The cul-de-sac layout has been widely used in Redditch, in particular in the former new town areas and more recently on infill plots throughout the Borough. The general principle of the cul-de-sac layout however works contrary to the guidance above that seeks to establish a more connected network of streets and spaces. A proliferation of the use of cul-de-sacs can lead to the segregation of sites and discourage walking and cycling. However, where cul-de-sacs are provided in support of a wider network of interconnected routes and where they are designed to be short, straight and allow for good natural surveillance, they can provide pleasant and secure living environments. Pedestrian/cycle only access to cul-de-sacs can significantly undermine their security and should only be provided in exceptional circumstances.

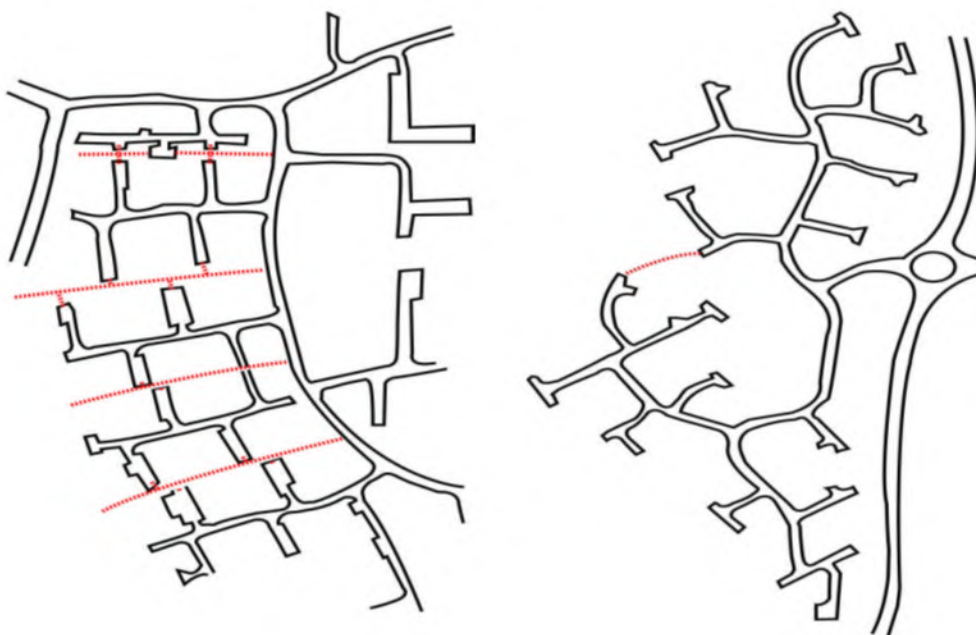
Key Principles

- The design of cul-de-sacs should be simple, short and linear and allow for natural surveillance;
- Cul-de-sac design should not encourage long routes that increase segregation and the over reliance on car use;
- As far as possible pedestrian and cycle access should be provided alongside vehicular access to allow for mutual surveillance;
- Pedestrian/cycle only access to cul-de-sacs is not encouraged, but where they are necessary they should be a generous width and be well overlooked by surrounding properties.

Example Layouts



A cul-de-sac layout provided in support of a connected network of routes.



Typical cul-de-sac layouts that create isolated footpaths and discourage walking.

Footpaths and Cycle Ways

- 2.1.4 The provision of an integrated network of footpaths and cycle ways in the Borough is essential to the achievement of sustainable development and social inclusion. To encourage walking and cycling for all people as a viable option to the car, there must be a network of routes that provide direct and convenient access to the places that people want to go and that are well maintained and safe to use. Failure to consider the impact of crime, anti-social behaviour or the fear of crime when designing such routes can significantly undermine their use and create problem areas for the future.
- 2.1.5 During the new town designation in the 1960's and 70's, large parts of Redditch were designed in accordance with the Radburn principle which encouraged the separation of pedestrians and vehicles as a means of improving 'pedestrian safety'. This provided a network of routes and underpasses which are poorly overlooked and today suffer significantly from problems of vandalism, crime and the fear of crime. To avoid such mistakes in the future the design of all routes should have significant regard to the threat from crime and the fear of crime. They should be overlooked from neighbouring buildings and as far as possible be provided alongside vehicular routes to allow for mutual surveillance. The provision of underpasses will not be permitted except in exceptional circumstances and where they are appropriately designed. In certain circumstances contributions may be sought from developers towards the improvement of existing routes and infrastructure where these are directly related to the scheme.



Isolated footpaths and subways can create intimidating places that people will tend to avoid.

Key Principles

- Pedestrian and cycle routes should be designed as an integral part of the connected network of streets and essential footpaths and be attractive and appropriate to the context;
- New routes should make positive connections to the existing network of routes and where appropriate take opportunities to improve existing routes and infrastructure;
- Pedestrian and cycle routes should be clear, direct and well overlooked from surrounding buildings and spaces. They should be generous in width with good visibility along their entire length. Sharp bends, blind spots and secluded access points should be avoided;



Footpaths that are well over-looked and that feel safe are likely to be well used.

- Principal routes should be well lit and signposted and incorporate gateway features to clearly demark the footpath and help create a sense of identity. The use of gateway features can also help restrict access by motorcycles and other inappropriate vehicles;

- All routes should be designed having regard to the needs of all people including the mobility and visually impaired;
- The planting of trees and bushes at the side of paths should not obstruct views along the length of the path or provide hiding places. Appropriate species should be selected and appropriate maintenance regimes put in place;
- Public footpaths and cycle ways should not be located to the rear of properties, unless it is unavoidable, as surveillance is often more restricted at these locations. Where it is unavoidable; rear boundary treatment should be protected by additional measures such as defensive planting, although care must be taken not to leave gaps that could conceal criminal or anti-social behaviour. Applicants will be expected, in cases where side and rear boundary treatments abut public or open space, to have incorporated appropriate measures to reduce the risk of climbing and the potential for criminal damage.
- Pedestrian underpasses will not be allowed unless no alternative access solution is available and the pedestrian link is essential. Where they are provided they should be short, straight, well lit and with appropriate natural surveillance from both ends. Where underpasses and footbridges are required, applicants must consult with the Local Planning Authority and the Police Crime Risk Manager on their design.
- Surface materials should be selected that are robust, suitable for the use, easy to maintain and that respect the character of the area.

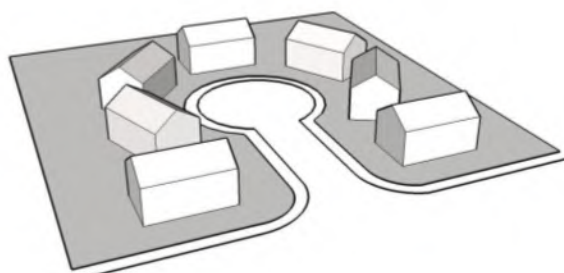


2.2 **Buildings & Spaces**

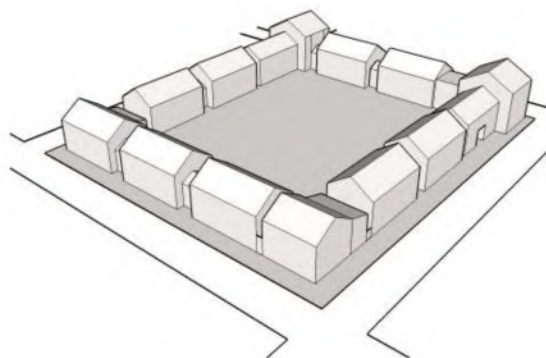
2.2.1 This section relates to the arrangement of buildings, plots and spaces within the general layout of streets and blocks as prescribed in the section above. This includes the orientation and positioning of plots and buildings in relation to the street; the definition of public and private space; appropriate boundary treatments; and some design elements of buildings where they may have a particular impact for safety and security. This document does not set out to prescribe the detailed design of individual buildings or to stifle creativity in design. However, certain principles should be observed in order to minimise the risk of crime and disorder and maximise security.

Orientation of Buildings and Plots

2.2.2 As a general rule all development should be positioned to front onto the street. This gives character and visual interest to the street-scene and will increase activity in the street as people enter and exit properties through front doors. Not only does this help to stimulate a sense of community in the area but it also presents what is usually the most secure boundary of the property to the public realm. Development should not 'turn its back' onto the street or present blank facades to the public realm. A more secure arrangement is where gardens or open spaces to the rear of buildings back onto other gardens or open spaces. Where buildings are situated at corner plots they should 'wrap-around' the corner or be double-fronted to ensure that both sides front onto the street make a positive contribution to the street-scene and that natural surveillance is provided over both sides. The arrangement of plots and buildings in this manner often favours a perimeter-block approach in a grid layout. However, these principles can be equally applied in cul-de-sac layouts.



A typical secure cul-de-sac layout.



A typical secure perimeter block layout.



Corner buildings should be double-fronted to provide natural surveillance.

Key Principles

- Buildings should front onto the public realm wherever possible with active frontages and overlook surrounding public spaces;
- Careful consideration should be given to the design of corner plots to ensure that they make a positive contribution to the street-scene on both sides and provide sufficient natural surveillance;



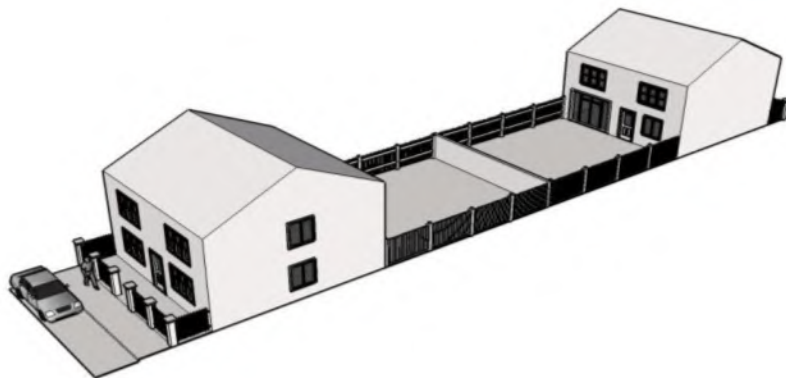
- Gardens or open spaces to the rear of buildings should, wherever possible, back onto other gardens or open spaces and access to such gardens should only be provided from the buildings with which they are associated. Rear gardens should not back onto side roads, service roads or footpaths;
- The creation of back alleys should be avoided, if they cannot be avoided, they should be protected by gates to Secured by Design standards.

Definition of Space

- 2.2.3 It is important to clearly define public, private and communal spaces. Buildings and structures should be arranged to clearly demonstrate which areas are private and public and a range of physical or symbolic boundary treatments could be used depending on the context. Design features may also be used to help create a sense of ownership in the public realm, providing the opportunity for people to personalise spaces they own, projecting an image of a well maintained and protected environment.

Key Principles

- Private and public spaces should be clearly defined by appropriate physical or symbolic boundary treatments, the type and design of which should be informed by the local context and with regard to the level of crime in the area;
- In new developments, unnecessary and ambiguous space should not be provided. The role of each area of space in the development should be well defined. Rear gardens should be clearly outlined as private space;



Rear gardens should back onto rear gardens and public/private space clearly defined.

- A sense of ownership should be created so that both public and private spaces feel as though they are under the supervision of local residents, businesses, organisations or other users.

Boundary Treatments

- 2.2.3 Appropriate boundary treatments are an essential element of defensible space. There are a wide range of different types of boundary treatment and these will be appropriate for different locations and circumstances.

Boundary treatments may include symbolic barriers, such as subtle changes in paving material, or physical barriers such as gates, fences, walls and hedges.

Where physical barriers are proposed, in particular where they front onto the public realm, they should seek to make a positive contribution to the character of the area and be visually permeable to allow for natural surveillance.



Good boundary treatments can help define public/private space.

Physical barriers should provide for adequate security without compromising the security of neighbouring properties and without projecting a negative image of the area. 'Gated communities' will not be permitted.



A change in surface treatment can create a symbolic boundary.



A visually permeable physical boundary.

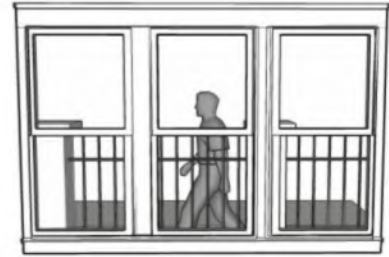


Attractive fencing around a private garden.

Key Principles

- Applicants are encouraged to consult with the local planning authority with regard to the appropriate boundary treatment;

- The choice of boundary treatments should relate to the wider physical, social and crime context of the surrounding environment and seek to make a positive contribution to the character of the area and the building;



A visually permeable boundary allows 'eyes on the street'.

- Where they are adjacent to public spaces, boundary treatments should be transparent to allow clear views into and out of the site and not hinder vision on the highway, particularly at road junctions



- The use of 'fortress style' security measures that have a negative visual impact on an area, such as razor and barbed wire, should be minimised.
- Measures to prevent climbing should be considered including the addition of trellis to the top side of a fence;
- Care should be taken to avoid the creation of potential seating or climbing by adopting appropriate measures such as laying the top course of bricks on a wall to create a 'dragon tail' effect;



Trellis can provide added security to a fence.



Wall with dragon tail effect to discourage seating.

- Corner plots will normally require more physical boundary treatments so that front gardens are not compromised by people using them to cut the corner;



The design of this wall has created a climbing aid.

- Long term durability and maintenance implications of boundary treatments should be considered in terms of cost and the visual impact on the street scene over time.
- Provision for appropriate maintenance regimes should be established



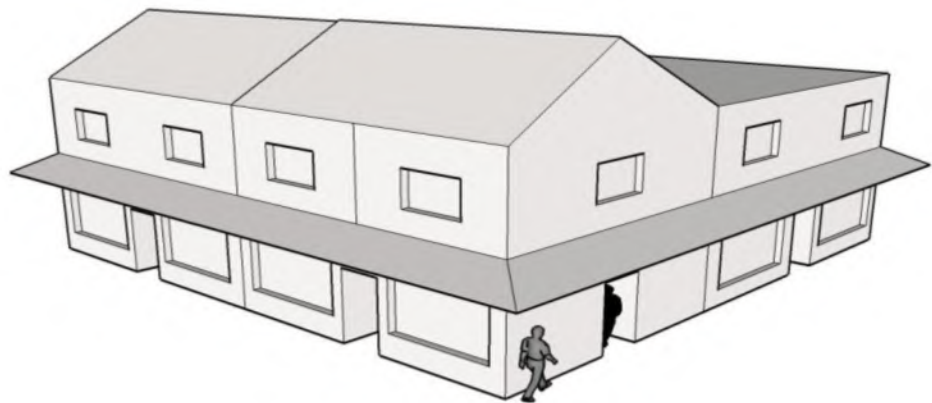
Poor design can lead to reactionary measures.

Building Design

2.2.5 Development should be designed to maximise natural surveillance over public areas and over the access/exit points to buildings, in particular where these access/exits points are shared by a number of dwellings. Those parts of the public realm that do not receive adequate natural surveillance often become places where crime and anti-social behaviour takes place. Deep recesses on the frontage of buildings and significant overhangs may obscure natural surveillance and create blind spots. Care should be taken to ensure that where such features are proposed that they are an integral element of the design and that they achieve an adequate level of natural surveillance. Recesses should avoid being greater than is absolutely necessary and where possible they should be designed so that the sides are splayed to prevent hiding places. In designing buildings it is also important to consider access to the vulnerable parts of a building, such as windows, skylights, solar panels and inner courtyards. Low roofs, in particular those that are flat, can often provide such access. It is essential therefore to ensure that no roof is easily accessible from the public realm or from any other easily accessible building or structure.

Key Principles

- Buildings with shared access such as flats and apartments should encourage a sense of ownership by residents and tenants over any shared spaces associated with the building such as entrances, stairwells, corridors, etc. Access to these areas must be carefully controlled with secure doors that are well overlooked and designed to Secured by Design standards or above;
- Deep recesses on the frontage of buildings should be avoided. Where they cannot be avoided the depth of the recess should be no greater than is absolutely necessary and they should where possible be designed so that sides are splayed to prevent hiding places;



Canopies and recessed doorways can provide hiding places.



Recessed doorways may attract graffiti.

- Low or flat roofs should be avoided where they might be easily accessible, particularly from the public realm, and appropriate protection should be provided to the vulnerable parts of the building such as the windows;



Low roofs may provide access to vulnerable areas.

- Appropriate storage for waste and recycling deposit facilities (such as dust bins and recycling receptacles) should be provided to minimise any adverse visual impact on the property or the street-scene. Designated storage areas should be secure and not be positioned in such a way as to allow access to properties or other unsecured areas.
- Access to rear gardens should be restricted by lockable gates positioned close to the building line in order to maximise the potential for natural surveillance.



Secluded and covered entrances lack natural surveillance.

2.3 Open Space & Landscape Design

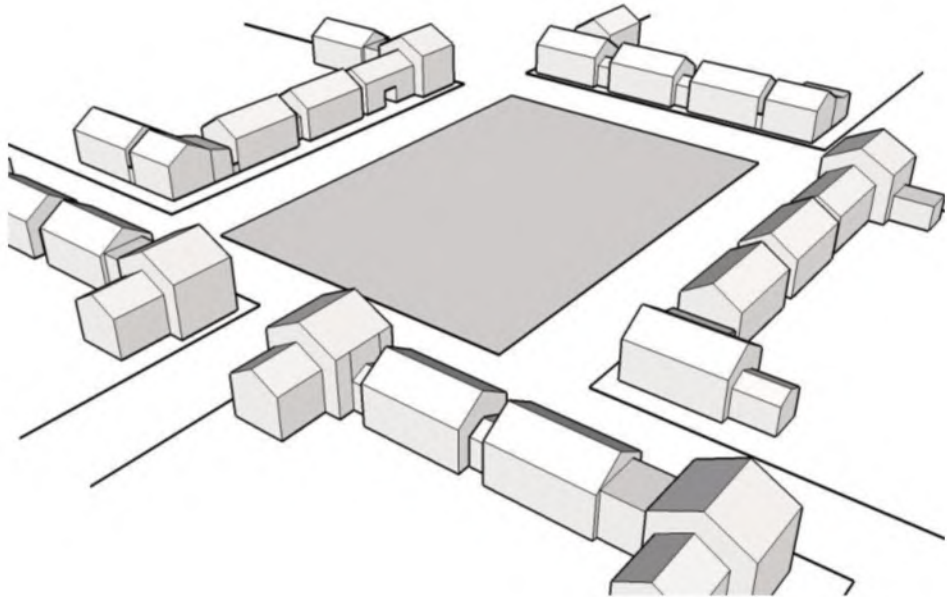
2.3.1 This section concerns the design of public open space and landscaping. Poorly designed areas of open space and landscaping can result in the potential for criminal activity and lead to the under-use of such space by the general public. Well designed space can minimise opportunities for criminal activity, as well as providing attractive and user-friendly recreational areas. Where appropriate play areas will be expected to meet the 'Secured by Design' standards. Landscaping and open space design plays an important role in creating an attractive environment that reinforces the identity and enjoyment of an area. It should be an integral feature of the overall design of any scheme. Advice on suitable planting can be provided by the Borough Council.

Open Space

2.3.2 The siting of open space within the layout of a scheme can have a significant impact on its success and safety. Open space should be located in a prominent position which maximises natural surveillance from surrounding development. Entrances and exits to these spaces should be well defined and allow views of the surrounding area. Every effort should be made to ensure that all areas are visible from a reasonable distance in order to reduce opportunities for potential offenders to hide.

Key Principles

- Public open space should be prominently positioned with high levels of natural surveillance from surrounding buildings and roads;



Open space located in a prominent position within a development.

- Entrances and exits to public open space should be well defined and allow for views of the surrounding area. The use of gateway features may be appropriate and these could be employed to help restrict access by motorcycles and other inappropriate vehicles;
- Footpaths and cycle-ways through areas of open space should be clearly defined, direct and with unobstructed views along their entire length;



Footpaths through open space should be clearly demarcated.

- It is often desirable to use trees and planting to define the edges of areas of public open space. However, care must be taken not to unduly restrict views into and out of these areas;

- Play areas for younger children should be designed so that they are safe locations for children to occupy. Whilst play areas should be close enough to properties to allow for natural surveillance, they should not be so close as to cause nuisance for residents from noise pollution.



A children's play area with good overlooking from surrounding areas.

Landscaping

- 2.3.3 Landscaping should be used to improve the attractiveness of an area, support biodiversity and positively protect property. However, care must be taken to ensure that it does not undermine safety and security, particularly in the public realm. Where trees and shrubs are planted, care must be taken to ensure that they do not obstruct visibility into or out of public areas. Where they are planted alongside footpaths or cycle ways they should not obscure views along the length of the route or provide for hiding places. It is essential therefore that appropriate species are selected and necessary maintenance regimes are set in place. If landscaping is not appropriately maintained it can have a negative impact on the image of the area and provide opportunities to commit crime.

Key Principles

- Trees, hedgerow and other vegetation should not prevent good levels of natural surveillance over public areas. Views into and out of public spaces should not be unduly restricted;



Trees can be an attractive element of the street scene.

- Species selection should take into consideration growth rates, heights, the density of foliage and spread;
- The maintenance of all vegetation over the short and long term should be considered at the design stage and appropriate maintenance regimes set in place to ensure that landscaping does not become overgrown;
- Landscaping must be carefully sited and designed so as not to obscure existing CCTV, lighting, signage, windows and entrances;
- Defensive planting such as thorny or spiny shrub species should be used to help protect vulnerable boundaries and buildings;
- Trees in public areas should not have foliage below 2 metres and low lying shrubs should not be higher than 1m in order to maintain clear views;
- Trees should not be planted in places which will assist as climbing aids into or onto properties.



Trees should not obscure views along the street-scene.

2.4 Street Furniture & Public Art

2.4.1 This section concerns the design and siting of street furniture and public art. The term 'street furniture' incorporates many different things that are a common feature of our general street-scenes including: lampposts; signposts; bollards; benches; bike stands; bus shelters; post boxes; telephone boxes; litter bins; service installations; etc. Street furniture may also include public art in the form of sculptures, statues, mosaics, decorative railings or gates. The presence of well designed street furniture and public art that is co-ordinated in its provision and specific to the location can serve to reinforce the character and identity of a place. However, street furniture can have a significant detrimental effect on an area if it is not co-ordinated in its provision or inappropriately sited or designed. The proliferation of unrelated street furniture can create clutter. It can also be misused or vandalised and may give access to vulnerable parts of a building.

Key Principles

- There should be a co-ordinated approach to the provision of all street furniture and this should be appropriately designed to reinforce the character and identity of the area;



Good quality street furniture should be attractive and robust.

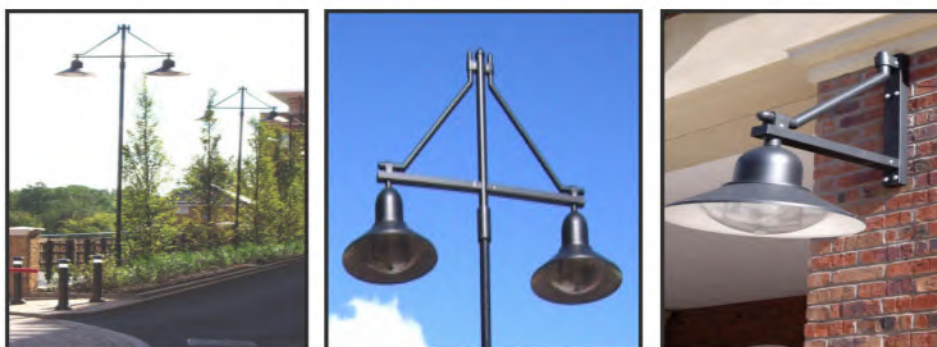
- Consideration should be given to the potential for the misuse of street-furniture and appropriate design solutions employed to prevent it;
- Street furniture should not be sited where it would give access to low roofs or vulnerable parts of a building;
- Unnecessary or redundant street-furniture that does not make a positive contribution to the character or identity of the area should be removed. Street furniture should be avoided where it does not benefit from natural surveillance or where it is likely to encourage inappropriate loitering or anti-social behaviour;
- Bus shelters should be sited away from potential hotspots for crime and disorder and located where they will benefit from good natural surveillance from active streets, buildings and passing motorists. They should have two access points to avoid entrapment, prevent access to the roof, be transparent in appearance, well lit and use vandal resistant materials.

2.5 Lighting and CCTV

2.5.1 The provision of good quality lighting can go a long way towards improving the sense of safety and security in an area and it increases the chance of criminal detection. However, lighting can also be used to illuminate key buildings and spaces and to create an attractive landscape at night. The requirement for lighting will differ significantly from place to place. Any new proposals must take into account the local context and the general character and use of the area and be designed in such a way as to minimise any possible negative impacts such as light pollution for residents or wildlife. It is important to remember that in general the more light the more encouragement of night-time activities. As such, in certain circumstances it may be beneficial not to light places that it is undesirable for people to use at night time. To reduce unnecessary light leakage and any adverse impact on CCTV, lamps should project glare towards the ground.

Key Principles

- There should be a clear strategy for the provision of lighting within an area in support of the primary movement patterns and the decision to light or not light public spaces should be well thought through;
- Lighting will not always be appropriate in areas that have no other form of surveillance. Lighting itself does not provide surveillance, but will enhance surveillance during the hours of darkness where the potential for surveillance already exists;
- The type of lighting selected should be relevant to the local context, character and use of the area and minimise the impact of light pollution;



Street lighting may be free standing or fixed to a building

- Developers will be expected to demonstrate the suitability, reliability and energy efficiency of the lighting design for their development and all lighting should comply with British Standards;

- Lighting columns in pedestrian areas should be of a human scale and make a positive contribution to the area. To avoid street clutter consideration should be given to lighting mounted on buildings. Fittings should where possible be out of reach and vandal resistant;
- The design and position of lighting should complement and support the provision of landscaping;
- Where lighting is to be used in conjunction with CCTV it is important to ensure that both will be compatible with one another. The glare of lighting should not result in a loss of quality in CCTV surveillance.

Closed Circuit Television Systems CCTV

2.5.2 CCTV systems can provide an effective means of surveillance and is one element of an integrated approach to crime prevention and detection. However, CCTV should not be used to compensate for poor design or the failure to incorporate suitable natural surveillance where this can be achieved. CCTV is heavily reliant on a number of key elements to be effective including technical issues, weather and lighting conditions, adequate monitoring and response to incidents. Before proposing a CCTV scheme, applicants should consider its objectives and ensure that the scheme is able to meet them. Cabling for cameras should be protected and cameras positioned where they are unlikely to be vandalised. Careful consideration should also be given to where they will be sited, especially in relation to sunrise and sunset, exposure to weather, the privacy of residents and the future growth of trees and shrubs. Any hidden spots are likely to be exploited by criminals.



CCTV should be discreet and vandal proof.

2.5.3 CCTV and lighting systems should be considered together so that glare does not compromise image quality. Domed cameras are preferred where it would be useful to reduce a criminal's ability to track a camera's movement. All systems and operators must be compliant with the Data Protection Act, and where applicable, the Human Rights Act. Further information can be obtained from the following website: www.ico.gov.uk. Further details about CCTV can be obtained from the following website: www.crimereduction.gov.uk/cctvminisite4.htm

Key Principles

- CCTV equipment should only be installed in locations which are obvious, but should not compromise the visual amenity of an area;
- CCTV systems should be located at height in order to reduce the chance of vandalism;
- CCTV equipment should not be located in positions where landscaping and trees cause an obstruction to camera sight lines;
- Dome style CCTV systems should be used in order to reduce the chance of criminal activity.

2.6 **Car Parking**

2.6.1 Car parking can have a major impact on the quality of development. Where it is allowed to dominate it can significantly detract from the character and attractiveness of an area. However, where car parking is isolated and not sufficiently overlooked it can be particularly vulnerable to crime. One of the main challenges therefore is to incorporate safe and secure car parking in a development without allowing it to dominate everything around. A balance therefore needs to be struck between accommodating cars discreetly and ensuring appropriate levels of security. There are a number of different types of car parking and as such it is necessary to deal with these on an individual basis.

Residential Car Parking

2.6.2 *By Design: Better Places to Live* gives detailed guidance on the provision of car parking in residential areas and highlights the main methods as: on-street parking; courtyard parking; in-curtilage parking; and basement and under-ground parking. It is not the intention of this document to repeat guidance contained in *By Design* and therefore regard should be had to this guidance when considering a residential scheme. Nevertheless, in support of this guidance a number of guiding principles are set out in this SPD. In general, development should seek to provide a mix of parking options which achieve good levels of natural surveillance without compromising the character and attractiveness of the area.

Key Principles

- Where parking within the building curtilage is provided, measures should be taken to mitigate its impact on the building by locating the garage or car-port alongside the house and set back from the building-line. Where garages are provided, the entrances should be located towards the front of dwellings where they can easily be seen and accessible flat roofs should be avoided;



Drive-way provided to the side of the property.



In curtilage parking provided as a recessed garage or car-port.

- Parking courtyards should be clearly defined as private space using symbolic boundary treatments, and where appropriate the use of gates. Where gates are provided they should make a positive contribution to the building or street scene;
- All communal parking areas should be lit to a high standard and provide an even, white light and allow for natural surveillance during the night. Appropriate luminaires should be used to minimise light spillage and to ensure that lighting direction and intensity does not affect the amenity of residents;
- Car parking arrangements should be visible from at least one habitable room.

Courtyard parking arrangement.



Gated entrance to courtyard parking.



- In appropriate circumstances consideration should be given to on street parking in designated parking bays;
- Courtyard parking should be located to the rear of development and be well lit, overlooked by adjoining properties and in general not include more than 10 spaces. The entrance(s) to the courtyard between buildings or through an archway needs to respect the street frontage and avoid harming the continuity of the street;

Underground parking

- 2.6.3 Underground parking is an attractive option because it minimises the domination of the car and preserves the street frontage. However, it is generally quite costly to provide and therefore may only be appropriate in certain circumstances.



Gated entrance to underground parking with in a private residential scheme.

Key Principles

- Access should be controlled by inward opening automatic gates, roller grilles or other approved access control measures;
- Internal doors that gives access to the residential or other private floors must have access controls;
- Walls and ceilings should have a light colour finish to maximise the effectiveness of the lighting;
- Lighting should conform to British Standard 5489 Part 9 or equivalent.

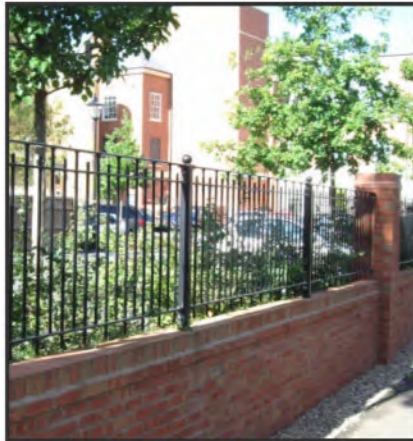
Surface car parks

- 2.6.4 Large surface car parks can have a detrimental impact on the visual quality of an area. The design of car parks should aim to minimise this visual impact.

Key Principles

- Car parks should be sited to minimise any adverse impact on the character and attractiveness of the street while ensuring good levels of natural surveillance;
- Clear markings should be provided to encourage pedestrians and vehicles to use only designated routes and entrances and exits should be kept to a minimum;
- The layout of large car parks should avoid creating dead-ends that restrict the amount of passing vehicles and pedestrian traffic and allow for clear circulation;

- When not in use, consideration should be given to securing car parks to deter anti-social behaviour. Traffic calming measures can be considered as an alternative to or in addition to securing a car park;
- Large car parks should be appropriately landscaped to soften their impact on the surrounding environment; However, regard must be had to the need for surveillance and the user's perception of personal safety;



An attractive and visually permeable boundary to a surface car park provides for good natural surveillance.



Good pedestrian access and appropriate landscaping help soften the impact of large surface car parks.

- Large parking areas should be sub-divided into smaller areas to prevent anti-social behaviour;
- Long stay vehicles are more vulnerable to crime and therefore such areas should not be readily identifiable from short stay areas;
- Payment meters should be positioned in busy areas of the car park which are well overlooked and clearly visible or sign-posted from all areas of the car park, and well illuminated;
- Consideration should be given to the need for a monitored CCTV system with recording facilities.

Multi-storey car parks

2.6.5 Multi-storey car parks should generally only be considered where they are designed to incorporate active ground-floor uses and where they are carefully designed to contribute to the street-scene. Wherever possible they should be 'wrapped' by single aspect buildings with other uses. A poorly designed Multi-storey car park can create an extremely intimidating environment and without adequate security is likely to become a hot spot for crime and anti-social behaviour. As such they should be designed to incorporate as much natural light as possible and be fitted with high levels of recessed, vandal resistant artificial white light.

Key Principles

- Walls, columns and floors should be light, relatively smooth and designed or treated to resist graffiti;
- Elements of the building structure should not restrict surveillance or create blind spots. Columns should be positioned where they are least likely to obstruct visibility;
- Stairwells should be as open and light as possible and glazing should be used to maximise the potential for passive surveillance and natural light. All doors to pedestrian routes and stairwells should be sited so that they are well overlooked;
- A monitored CCTV system with recording facilities will be a consideration of all large and multi-storey car parks;
- The car park should be secure and prevent access outside normal hours of operation and conform to the relevant British Standards for security;
- Developers are encouraged to achieve 'Park Mark' safer parking award standards (for further information go to: www.securedbydesign.com).

Bicycle Parking

2.6.6 The provision of secure parking for bicycles is a requirement of most types of development and is essential to encourage greener forms of transport and the achievement of sustainable development.

Key Principles

- Parking facilities should be conveniently located with good levels of natural surveillance, be well lit and of a suitable design for the building and the street-scene;
- The design of parking facilities should have regard to the needs of cyclists and in appropriate circumstances be covered. Covered facilities should incorporate measures in their design to prevent the potential for the misuse of such facilities;
- Robust, vandal resistant materials should be used where parking facilities are provided in publicly accessible locations.

2.7 Maintenance

2.7.1 Public perceptions of the safety of an area are to a large extent influenced by the visual appearance of the area. Areas that are well maintained give the impression of being cared for and under the ownership of local communities. Regular maintenance to clean surfaces, repair breakages, address vandalism and tend to plants and other vegetation is essential to maintain the positive image of a place. The extent and cost of maintenance should be a key consideration in the design of development. High quality materials can lessen maintenance costs in the long-term where they are durable and promote amongst the community a sense of pride in their surroundings.

Key Principles

- The long-term maintenance of development should be an essential consideration in the design of buildings and spaces and sustainable maintenance regimes will be required where appropriate;
- Buildings with shared access such as flats and apartments should encourage a sense of ownership by residents and tenants over any shared spaces associated with the building such as entrances, stairwells, corridors, etc. To ensure that communal areas are well maintained it is essential that a sustainable maintenance regime is set in place and takes responsibility for the quality of any items such as lighting or planting;
- The use of high quality durable materials are encouraged where as this is likely to promote amongst the community a sense of pride in their surroundings;
- In high risk areas vandal proof materials should be used.

Development Specific Principles

The general principles above are applicable to most types of development and regard should be had to these in the preparation of all applications for development. However, some forms of development within particular areas have additional specific requirements. The principles below are intended to inform two specific types of development including: town and district centres; and employment areas.

3.1 Town and District Centres

Town Centre

- 3.1.1 The Town Centre is the focus of community life in Redditch and provides a wide range of shops, services, community facilities and some leisure activities. This attracts significant numbers of people to the centre during the day which creates active streets and promotes a general feeling of safety.
- 3.1.2 To maintain a concentration of activity into the evening and good levels of natural surveillance the town centre needs to encourage a greater mix of uses including residential and to support a vibrant and mixed evening economy. Without these elements town centres can become quite hostile places to be, especially when shops are closed and there are few people around. This puts a greater reliance on CCTV to maintain a feeling of safety and to protect premises. In encouraging mixed use care needs to be taken to strike a balance between the amenity of residents and the needs of the public.

Key Principles

- Encourage a mix of uses in the Town Centre including residential use to increase activity during the evening and to provide around-the-clock natural surveillance over public streets and spaces;



An appropriate mix of uses is essential to bring life into the town centre.

- Avoid the creation of dead-frontage by ensuring active uses at ground-floor level. The vertical mix of compatible uses within a building can ensure their active use during the day and night;
- Encourage a mixed evening economy in the Town Centre to attract a wide range of people. Care should be taken to respect the amenity of residents and to avoid the over-concentration of single uses, in particular bars and pubs;
- The retention, reuse and refurbishment of vacant buildings will be encouraged to avoid the misuse of these buildings and the negative image that vacant buildings project;



Bring vacant units back into active use.

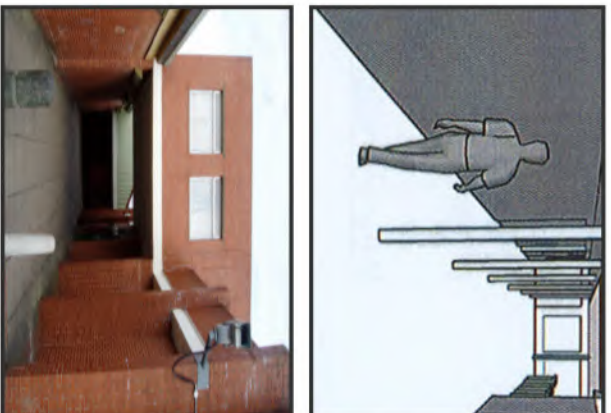
- Where living accommodation is provided above shops it should have a separate secure access with good natural surveillance;
- The use of steel roller shutters on shop-fronts will not be permitted (see 'Shop-fronts' below).

District Centres

- 3.1.3 A series of District Centres are located at the heart of local communities and generally provide for convenience shopping and other essential community facilities and services. The provision of successful district centres is essential to the achievement of sustainable development. However, a number of the district centres have suffered significantly from problems of crime, anti-social behaviour and the fear of crime. The Borough Council and its partners are currently exploring ways to address these problems.

Key Principles

- Shops and other community facilities and services should be located adjacent to the road with good levels of natural surveillance from nearby buildings and passing cars and make a positive connection to surrounding development;



The design of local shopping centres must avoid the creation of secluded entrances.

- Encourage a mix of uses including residential use to increase activity during the evening and to provide around-the-clock natural surveillance over public streets and spaces;
- The form of the development should be flexible to accommodate changing demands and conversion to different uses;
- Avoid the creation of dead-frontage by ensuring active uses at ground-floor level. The vertical mix of compatible uses within a building can ensure their active use during the day and night. Blank facades will not be permitted to front onto the public realm;

- Public spaces should only be provided where they have a clear function and where they will be well overlooked from surrounding development at different times of the day;
- All private space including services yards should be secure with restricted access by lockable doors or gates;
- The retention, reuse and refurbishment of vacant buildings will be encouraged to avoid the misuse of these buildings and the negative image that vacant buildings project;



Monolithic blocks of development restrict flexibility for change.

- Where living accommodation is provided above shops it should have a separate secure access with good natural surveillance;
- Building lines should be relatively simple, avoiding unnecessary recesses and hidden areas;
- The use of canopies and other features providing shelter should not be provided where it would be undesirable for people to gather at different times of the day or night;
- Provision for monitored, recording CCTV systems providing coverage of all vulnerable and publicly accessible areas should be incorporated where appropriate;
- Landscaping and street furniture should be designed to enhance the character of the area without compromising natural surveillance and without encourage loitering;
- The use of steel roller shutters on shop-fronts will not be permitted (see 'Shop-fronts' below).

Shop Fronts

- 3.1.4 Shop fronts can have a significant effect on the character and appearance of an area and will contribute considerably to the feeling of safety and security. Where shop fronts are attractive and designed appropriate to the building and to the wider context they can provide continuity to the street-scene and contribute towards a sense of place. Window displays can also create visual interest and allow 'window shopping' out of opening hours. However, some shop-front security measures such as external steel roller shutters can undermine the contribution of shop fronts and project a negative image of the area creating a hostile environment. Shutters also provide a blank canvas for graffiti which can further degenerate the image of the area.

Key Principles

- Shop front security measures should be integral to the overall design of any new shop front and avoid having any overbearing detrimental impact on the character and perception of the area;
- In considering security measures for shop fronts the use of security glazing should always be the first option. Security glazing is thicker and stronger than ordinary glass and will give a good level of protection;
- Where a shop front requires greater protection than can be provided with security glazing alone then internal grilles should be the next option. Where they are provided they should be visually permeable to facilitate window shopping and be of a design that is complementary to the shop front, building and context;



Good quality shop fronts can create visual interest and give the impression of a place that is cared for and safe.

- In some cases it may not be possible or appropriate to fit internal grilles. In these circumstances external grilles will be considered where they do not harm the existing features or mouldings of the building or cover pilasters, stall risers or other architectural features. The grilles must be demountable, so that they can be removed from the shop front during opening hours, be visually permeable and of a design that is complementary to the shop front, building and context;
- External roller shutters will only be considered in exceptional circumstances where evidence, supported by the Police, shows that there is a high risk of criminal damage and all other appropriate measures to reduce the risks have been exhausted. Where they are provided they should be of an open lattice design and the shutter box fitted internal to the integral design of the shop front.



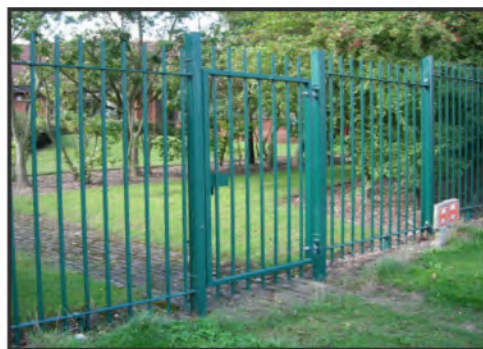
Poor quality shop fronts and steel shutters give a negative impression of an area and may be subject to graffiti.

3.2 Employment Areas

3.2.1 Redditch has a number of large industrial estates and business parks that are separated from residential areas to avoid disturbance and nuisance from heavy industry and commercial traffic. These areas may be particularly vulnerable to crime and anti-social behaviour during the evenings and at night when many of these premises are closed. As such, more robust security measures than would normally be appropriate elsewhere in the Borough might be needed to protect these properties particularly where natural surveillance is lacking. Where dangerous goods or hazardous materials are stored then certain regulations may apply that will influence appropriate security measures.

Key Principles:

- In most cases plots should have a secure perimeter boundary and entry/exit points should be limited in number and well overlooked by the building they serve;
- Staff and visitor entrances to the premises should be within clear view from the building and accessed directly from the road or front car park;
- Parking and cycle parking areas should be provided within the curtilage of the premises and be well overlooked by the building they serve. Except where dual use arrangements are established access to parking areas should be restricted;
- External storage areas (including refuse storage) should be sited within secure compounds and be well lit;
- All public footpaths and cycle ways within industrial areas and business parks should be well over-looked and clearly visible from the road. Footpaths and cycle ways should not run along rear boundaries of commercial premises; Defensible planting should be used to break up large surface areas and reinforce site boundaries;
- The perimeter boundary treatment should be selected with regard to the character of the context; the level of natural surveillance; the nature of the business and the level of risk from crime and anti-social behaviour. All perimeter fencing should be visually permeable to maximise the potential for natural surveillance;



Security can be achieved without harming the character of the area.

- Where the boundary of a site abuts a public footpath, cycle way or other public space, the use of steel palisade fencing or any other visually aggressive boundary treatment or security feature such as barbed wire or cacti-scaling devices, will not be permitted. Applicants are encouraged to consult with the local planning authority with regard to the appropriate boundary treatment;



Aggressive types of fencing are not always the most secure.

- Provision for monitored, recording CCTV systems providing coverage of all vulnerable areas should be incorporated where appropriate.

Sources of Information

This document has taken account of a wide range of relevant policy, guidance and other related sources. A number of these key sources are listed below.

The Crime and Disorder Act (1998) Available on-line at:

<http://www.opsi.gov.uk/acts/acts1998/19980037.htm>

Design Council (2003) *Think Thief: A Designers Guide to Designing out Crime*. London: Design Council.

DETR (1998) *Places, Streets and Movements – A Companion Guide to Design Bulletin 32 Residential Roads and Footpaths*. London: TSO.

DETR & CABE (2000) *By Design: Urban Design in the Planning System*. London: Thomas Telford.

English Partnerships & Housing Corporation (2000) *The Urban Design Compendium*. London: English Partnerships.

ODPM (2005) *Planning Policy Statement 1: Delivering Sustainable Development*. London: TSO.

ODPM (2003) *Planning and Access for Disabled People: A Good Practice Guide*. London: Thomas Telford.

ODPM & CABE (2001) *By Design: Better Places to Live*. London: Thomas Telford.

ODPM & The Home Office (2003) *Safer Places: The Planning System and Crime Prevention*. London: Thomas Telford.

RBC (2006) *Borough of Redditch Local Plan No.3 (31 May 2006)*. Redditch: RBC.

RBC (2001) *Encouraging Good Design: Supplementary Planning Guidance (March 2001)*. Redditch: RBC.

WCC (2001) *Worcestershire County Structure Plan*. Worcester: WCC.

WMRA (2004) *Regional Spatial Strategy for the West Midlands (RSS11)*.

Web-sites:

www.securedbydesign.com

www.ico.gov.uk

www.crimereduction.gov.ukhtm

www.cabe.org.uk

[/www.communities.gov.uk/](http://www.communities.gov.uk/)

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