## CONTENTS

1.0 INTRODUCTION 3

2.0 PRINCIPLES OF DESIGNING OUT CRIME 4

3.0 LAYOUT OF THE BUILT ENVIRONMENT 6

4.0 PUBLIC/PRIVATE SPACES, ROUTES AND PASSAGEWAYS 8

5.0 RESIDENTIAL DESIGN AND DEVELOPMENT 10

6.0 TOWN CENTRES 12

7.0 INDUSTRIAL ESTATES AND BUSINESS PARKS 14

8.0 COMMUNAL/OPEN SPACES 16

9.0 LIGHTING 18

10.0 LANDSCAPE DESIGN 19

11.0 CAR PARKING 21

12.0 FARMS AND RURAL DWELLINGS 23

13.0 PROPERTY CRIME – ‘TARGET HARDENING’ 24

14.0 MANAGEMENT AND MAINTENANCE 25

15.0 PLANNING CONDITIONS AND OBLIGATIONS 26

USEFUL WEBSITES 27

FURTHER INFORMATION 28

APPENDIX – Crime Statistics 29
1.0 INTRODUCTION

1.1 Crime, the fear of crime and anti-social behaviour all have the potential to impose negative impacts upon community well-being and quality of life throughout the District. The promotion of good design and layout in new development and their associated surroundings is one of the most important ways in which to address the issues of crime. Good design and layout can make crime more difficult to commit, increase the likelihood of detection of criminal activity and improve public perceptions of safety. Attractive and well-designed environments can also help to encourage a sense of pride and ownership amongst a local community.

1.2 Care taken at the early stages in environmental and building design can help to create areas that are safe and feel safe. Well-planned developments encourage a sense of responsibility and ownership by people who live and work in an area. Poor design can exacerbate the situation caused in some way by economic and social factors, leading to crime and the fear of crime. Once this starts to occur it can become very difficult and expensive to recover. Good design with safety and security built in need not cost more, particularly when considered from the outset. Once a development has been completed, the most cost-effective opportunity to incorporate crime and safety measures will have been lost.

1.3 A key component of preventing crime in future development is to use the planning system. National policy in Planning Policy Statement 1 (PPS1) on ‘Delivering Sustainable Development’ (2005) makes it clear that crime prevention should be a material consideration in determining planning applications. Additionally, The Crime and Disorder Act 1998 makes it a requirement for local authorities, the police and other key partners to take account of community safety in all aspects of their work. Policies, strategies and legislation need to be considered from the standpoint of their potential to contribute to the reduction of crime and disorder in an area.

1.4 Compared to other districts, Wychavon is below the UK average for crimes committed and statistics show that overall, crime rates have been decreasing in recent years (See Appendix, p.29). Successful crime prevention often depends on a wide range of measures that planning alone is not able to solve. When coordinated with other factors, its contribution can be significant. In terms of planning applications, the omission of crime prevention measures at the earliest stages of the development process is capable of being deemed a primary consideration for refusing planning consent.

1.5 Developers who include recommended crime prevention and safety measures are invited to apply for and (if approved) subsequently use the distinctive police ‘Secured by Design’ logo for marketing and sales purposes. The intention behind the scheme is to create instant recognition from potential customers that the property includes the correct level of security and safety features (see section 13.0). Partnership working is therefore considered a key factor in the creation of real improvements in the levels of crime, disorder and community safety.
2.0 PRINCIPLES OF DESIGNING OUT CRIME

2.1 Crime prevention is a legitimate concern of the planning system, and local authorities have specific responsibilities to address such issues. Crime and the fear of crime can be managed and reduced in several ways which involve the built environment. At the planning stage, every development has aspects of design that should be considered to reduce opportunities for crime. The main objective of designing out crime is to incorporate suitable design features in environmental and building design which will help deter criminal and anti-social behaviour, whilst encouraging an effective level of natural supervision, control and ownership.

2.2 The Development Process

The principles of crime reduction should be considered as early as possible within the development process. This allows for an integrated approach with density, layout, massing, access and other primary design decisions being made with consideration of their potential to reduce crime. This can help reduce problems such as remote isolated spaces, unobserved alleyways, illegible routes and inappropriate housing layouts that cannot be easily reversed once implemented.

2.3 Attributes of Safer Places

Research into crime prevention from urban design practice and theory by the Home Office in their manual ‘Safer Places’, advocates seven attributes of crime prevention that can help contribute to sustainable communities. While these attributes are descriptive, they are not prescriptive and should be considered as guidance to local authorities for analysing and tackling the threat of crime in a local context. These attributes are:

- **Access and Movement** – Legible places and spaces that provide safe and easy access and entrances.
- **Structure** – Places where built environment uses complement each other coherently as a fully-functioning ‘whole’.
- **Surveillance** – All publicly accessible spaces should aim to be overlooked by development.
- **Ownership** – Places that signify an ownership of territorial responsibility and belonging.
- **Physical Protection** – Well designed security features, where practical and necessary.
- **Activity** – The level of human activity that is appropriate to its setting in order to promote a sense of safety.
- **Management and Maintenance** – well-planned and managed spaces that discourage crime at all times.
2.4 Objectives

This advice note is being prepared in order to help meet the priorities and goals set out in the Wychavon Strategy 2008-2013, in particular Objective 1: ‘Safer communities that are safe and feel safe’ where a key objective, among other criteria, is to “reduce crime and the fear of crime”.

Other objectives of this advice note are to:

• Assist individuals responsible for the planning and design of the external environment to make design considerations regarding issues of safety and security.

• Provide planning guidance to ensure that the crime context and security measures for all new development is considered.

• Provide advice that can contribute to creating environments that are lively and well used to help deter criminal activity.

• Promote and encourage good quality design in all development.

The current Local Plan for the District (to be eventually replaced by the Local Development Framework) requires that user safety is taken into account. Policy SUR1 ‘Built Design’ advocates that a set of broad-based criteria should be established that will help to, among other components, produce an environment that is safe:

“Safety and security is a vital element in designing the built environment – this should be achieved as much as possible through the layout and positioning of buildings, spaces and uses, rather than through the need to introduce other elements such as security fencing, shutters or cameras”.

3.0 LAYOUT OF THE BUILT ENVIRONMENT

3.1 The layout of streets, buildings and public spaces can have an important influence on pedestrian activity. In general, layouts that provide clear, direct and well-overlooked routes and spaces make neighbourhoods safer as well as more attractive places in which to live.

3.2 Development should create a network of connected streets. This allows for maximum permeability, connections between neighbourhoods, maximum activity and surveillance in the public realm.

3.3 The creation of perimeter blocks (they can be almost any shape to suit the context) where building fronts face the street and gardens or private spaces back onto each other at the rear are key components for creating maximum security.

3.4 Dwellings should be positioned to allow unobstructed views of neighbouring properties balanced with an approach for protecting the resident’s need for privacy. Building lines should be as close as possible to the front boundary without compromising a person’s right to privacy.

3.5 Cul-de-sacs or courts should only be allowed if they are small and kept within perimeter blocks. This can help maintain (and encourage) a sense of community ownership over the area.

Fig. 1: Built environment layout

(Source: London Borough of Sutton)
3.6 Physical and psychological barriers can be used to define ‘defensible space’. Entrance routes into developments should have features that help to create the image of a physical or psychological barrier, giving an impression that the area beyond is private property, and under the control and ownership of the community who occupy it, such as the use of rumble strips, brick pillars of narrowing of an entrance.

3.7 Blank gable facades should be avoided. Where they abut they should incorporate windows.
4.0 PUBLIC/PRIVATE SPACES, ROUTES AND PASSAGEWAYS

4.1 A clear definition between public and private spaces helps to increase the awareness of intrusion. Public areas should be accessible, attractive and have a clear function to avoid becoming neglected and a target area for crime. Badly designed footpaths, roads and spaces have the potential to aid the criminal and create fear in the public that are using connecting routes.

4.2 Public and private space should be clearly defined by means of substantive well-defined demarcation such as railings, walls and gates, indicating ownership. Larger areas which link up public and private spaces should, where feasible, incorporate a ‘buffer zone’ to help determine territoriality, for example a courtyard when entering a residential area.

4.3 Footpaths and alleyways should be as wide and direct as possible whilst avoiding breaks in continuity and blind spots that can provide hiding places. Where this is already the case, a diagonal partitioning over the hiding area with greenery infill can help to minimise these areas. Footpaths should also be overlooked by development where possible.

4.4 Features that encourage loitering or help to create a fear of crime, for example pedestrian subways, should be avoided.
4.6 Gateway markers should be in place at footpath entrances to help clearly define public routes.

4.7 In terms of navigation, techniques should be incorporated that most people respond to including changes in paving, surface texture/colour, landscaping, planting and signage.

4.8 Footpaths should not run along the rear or side of back gardens as they can be used for easy access and escape routes by intruders.

4.9 Any greenery planted next to footpaths requires ongoing maintenance to reduce possible hiding places. Shrubs should be of the low growing variety and trees should be high stemmed.

4.10 Routes must have effective lighting so the users feel safe and comfortable with using them at night.

4.11 There will be occasions when strategically placed bollards or staggered cycle bars are required to prevent motor vehicles and cyclists from using footpaths.

4.12 Street furniture should respond to the context within which it is placed, whilst avoiding the creation of clutter and visual or physical obstruction. Furniture should be robust and durable, reducing the need for regular maintenance.

4.13 The use of CCTV in crime prevention should be used to complement good design which itself encourages natural surveillance and the continuous occupation of buildings and spaces.
5.0 RESIDENTIAL DESIGN AND DEVELOPMENT

5.1 Significant crime prevention results can be achieved in the design of residential development and its related surroundings without having to resort to imposing physical security measures.

5.2 Safer places are overlooked, particularly key access routes. In residential areas, where possible, there should be a mix of housing types to help create the opportunity for a cluster of homes to be occupied at different times during the day; encouraging community interaction, control and surveillance of the area by the residents.

5.3 Development blocks should be designed so that they enclose (internally) essentially private activity whilst providing a clear interactive frontage to public routes.

5.4 Housing should overlook each other without interrupting personal space. Access routes to properties should be kept to a minimum and be as straight as possible.

5.5 Additionally defined ownership space (where possible) such as extra house frontage and driveways can help to minimise the confusion over space management and maintenance.

5.6 Houses with gardens that share back-to-back common fencing with greenery can act as a subtle barrier to intruders.
5.8 The development of flat roofs on porches, extensions or garages where they can be used to gain access to the upper floors of property should be avoided.

5.9 Security measures taken to prevent crime should not result in a poorer urban environment, for example increased wall heights that enclose and impose on spaces and create blank elevations.

5.10 Necessary gating to otherwise enclosed entrances that could impose on an area can be 'softened' by the incorporation of public art features, particularly in relation to local heritage and culture.

5.11 Quality doors and windows and their associated locks should be fitted from the outset and if seeking Secured by Design accreditation (see P.24), should comply with the 'Police Preferred Specification' scheme.

Fig. 16: Unsecure rear access to a property can make it an easy target to intruders

Fig. 17: Blank walls and elevations can create a poor, unwelcoming environment

Fig. 18

(Source: Wrexham County Borough)
6.0 TOWN CENTRES

6.1 Significant crime prevention results can be achieved in town centres through the design of buildings without resorting to oppressive physical security. Town centres with a residential population can help bring activity, surveillance and ownership to an area, and should therefore be encouraged. Town centres devoid of activity in the evenings can be vulnerable to criminal activity. Design and layout should seek to maximise natural surveillance to both the front and rear of properties.

6.2 Different people use the same spaces in different ways and at different times. Rather than encouraging segregation or ‘monocultures’ where one group dominates, the public realm should be designed to be used by different cultural or age groups at the same time, encouraging vitality and regular use.

6.3 Developments that incorporate a mix of uses should be encouraged to increase natural surveillance, particularly accommodation above shops and offices.

6.4 Routes from buildings to car parks should be direct and easily legible, with clear routes, signposts and lighting at night. Larger car parks should be monitored on foot patrol or by CCTV. They should not be enclosed by high walls. Enclosed multi-storey car parks (if applicable) should incorporate their own security.

6.5 Public facilities such as bus shelters, telephone boxes and cash machines should be located in easily accessible, open, well-lit spaces that are frequently used.

6.6 Security measures for development in town centres should increase provisions to deter intruders where possible. Rear access entrances should be reinforced, and landscaping should incorporate greenery that limits access, such as prickly bushes. Shutters (preferably internal) could be incorporated and in exceptional cases, bollards could be considered to deter ram-raiding.
6.7 Access to delivery areas and refuse collection points of businesses should be located to the rear of properties and be restricted and monitored to avoid unauthorised access.

Fig. 21: Town Centres should encourage a variety and mix of uses including residential

Fig. 22: Alleyways in town centres need to provide surveillance and lighting

6.8 The use of shutters, barbed wire and aggressive toppings to boundaries should be avoided, as this gives the impression that an area is unsafe, and subsequently result in public avoidance. Commercial properties should avoid recesses in walls that can be used to hide/congregate in.

6.9 Particular uses may raise specific security issues. Housing, schools, hospitals and medical centres, community facilities and leisure and entertainment facilities all need to be treated differently.

Fig. 23: Commercial Property Scenarios

(Source: Eastleigh Borough Council)
7.0 INDUSTRIAL ESTATES AND BUSINESS PARKS

7.1 Industrial Estates and Business Parks can be attractive targets for vandalism and theft if appropriate design measures are not taken. This is particularly impacted by the nature of the land use formation and the zoning of uses. Many industrial estates, for example, do not face the street, have vulnerable backs and poor surveillance and are often in remote locations. These developments can be largely uninhabited after dark, making these types of property particularly vulnerable to crime if not managed.

7.2 Plots should have a secure perimeter boundary and only one entry point (front facing). If rear access is a necessity, ensure that it can be properly secured, particularly after hours. Cul-de-sac layouts with low pedestrian activity should be avoided, as this encourages vandalism and fly-tipping.

7.3 It is important that the perimeter of each unit is clearly defined and encompasses its own designated parking and loading areas. The general layout should ideally comprise of back-to-back service yards with grates to restrict and control access.

7.4 Ensure surveillance is provided to cover entry points to premises (gateways) and the entrance to the main building. Access routes should be well-lit. CCTV should be incorporated where deemed necessary.

7.5 Robust construction methods using materials resistant to manual attack and damage are essential for the provision of security. If window shutters are required the shutter boxes should be constructed as part of the building fabric for added strength.

7.6 Secure holding areas for HGV’s arriving on site prior to off-loading should be provided to reduce prevalence of on street parking, where loads can be vulnerable to theft.

7.7 Buildings should be structured without deep recesses in the building line which might allow an intruder to work unseen. Equally, features which provide climbing aids to the roof of windows should be avoided, such as stepped walls, external pipework and fencing.
7.8 External doors are often the focus of criminal attention. Careful consideration is needed to keep the number of entrances and exits to a minimum. The position, design and physical strength of the door set must also be considered to prevent attack.

7.9 Anti ram-raid bollards should be considered for all medium to high risk industrial and commercial premises. Alternatively the use of strategically placed large planting boxes and other architectural features can have a similar preventive effect.

7.10 Where developments are located in remote locations away from residential areas, where possible, the introduction of a compatible land use that increases the number of people using the area at different times, such as a fitness centre could be incorporated.

(Source: Wrexham County Borough)
8.0 COMMUNAL/OPEN SPACES

8.1 Public open space provides land for recreation and enjoyment open to everyone as well as providing an attractive environment. Careful attention to the design of public space can help contribute towards a secure, high quality environment with a sense of place and helps to ensure that such areas do not become the focus of anti-social behaviour and crime.

8.2 Open spaces should be designed for maximum surveillance to encourage their use rather than misuse. Pedestrian routes through open spaces should be carefully designed to ensure safety and convenience, and have good overall levels of lighting and clear signage.

8.3 The landscaping of open spaces such as parks with greenery helps to designate entrances and exits and deter unwelcome trespassing due to the perceived notion of activity and surveillance from ownership. Public open space should not be used just to fill in gaps, as this could lead to a lack of, or confusion over, ownership.

Fig. 28: Lido Park, Droitwich - landscaped entrance helps to promote civic pride

Fig. 29: Lido Park, Droitwich - shared public space with appropriate landscaping to provide ownership and natural surveillance

Fig. 30: A lack of ownership or maintenance of shared space can give the impression no one cares about an area.

Fig 31: Abbey Park, Pershore – well managed and maintained greenspaces helps to promote civic pride in the community.
8.4 Public open space should be overlooked by natural surveillance and appropriate landscaping should be incorporated to prevent hiding spaces. In the case of public parks, a defined boundary (such as hedging or appropriate fencing) helps to create ownership. The use of 600mm high post and rail around the boundary of public spaces such as playing fields will also prevent unauthorised vehicle access.

8.5 Children’s play areas should be well-enclosed and situated away from main traffic routes, but close enough to properties that can provide natural surveillance. Equipment should be safe and vandal proof. Boundaries around children’s play spaces need to be clearly defined using 900mm to 1200mm wooden or metal palisade type fencing with self-closing gates. This assists with the surveillance into the space from outside, prevents children straying and dogs gaining access.

8.6 Any area used for football or other activities should be located away from (but if possible in view of) residential properties or regularly used roads, to prevent resident annoyance.

(Source: Wrexham County Borough)
9.0 LIGHTING

9.1 Good quality lighting provision can help to improve the quality of the built environment and increase pedestrian activity after dark, as well as increased levels of natural surveillance. An increased provision of lighting is likely to lead to an increased notice of criminal activity.

9.2 Lighting should be designed to protect potentially vulnerable areas and danger spots without casting shadows and causing light pollution.

9.3 Crime and the fear of crime can be combated by using a Public Lighting Strategy that aims to have uniformity of light across a target area. Bright, shady and unevenness must also be designed out.

9.4 The incorporation of imaginative lighting, including the use of buildings, can help to reanimate previously inhospitable locations.

9.5 Lighting fixtures can be designed in a way that adds to the overall street scene and townscape, as well as being positioned in a way that highlights attractive features (such as listed buildings) or key pedestrian routes in the built environment.

9.6 Aspects of light pollution and over-subscription must also be considered, where lighting should be sensitive to the needs local residents and users by avoiding glare and compromising privacy.

![Fig. 33: Lighting can help to increase pedestrian activity and natural surveillance.](Source: Dudley Metropolitan Borough Council)

![Fig. 34: Evesham train station at night](Source: Abacus Lighting)

9.7 Lighting column design and placing needs careful consideration to prevent them being used as climbing tools for accessing private areas.

9.8 Lighting within the public realm should be designed to comply with relevant British Standard Codes of Practice.
10.0 LANDSCAPE DESIGN

10.1 Landscape design plays an important role in creating an attractive environment that reinforces identity and enjoyment of a place, as well as generating a sense of pride and ownership. Poor landscape design can compromise the safety and security of its users and the surrounding properties. It is essential that landscaping is considered at the start of the project and not added to after completion as an afterthought.

10.2 Landscaping spaces must not restrict the opportunity for natural surveillance and should be designed to prevent the potential for hiding places.

10.3 The use of certain plants such as the spiny or thorny variety can help to prevent graffiti and unnecessary loitering. Plants can be used to enhance perimeter security and to soften the image of any physical barriers such as railings and fencing. Appropriate species include Holly, Hawthorn, Berberis, Blackthorn and Rose.

Fig. 35: Landscaping recommendations

10.4 Careful placing of suitable plant and tree species can reduce opportunities for concealment or vandalism (including graffiti), and help define public and private spaces.

10.5 The type and positioning of trees needs careful consideration so they do not become climbing-aids to gain access over boundary fencing or to obscure street lighting when fully grown.
10.6 All hard landscaping features and street furniture should be securely fixed and made of robust materials to prevent removal and damage through vandalism.

![Image](example.png)

**Fig. 36: Robust public facilities – Lido Park, Droitwich**

10.7 Surveillance corridors can be maintained by limiting the maximum height of shrubbery and the minimum height of the lowest branches on trees.

10.8 Landscape treatments need to consider appropriate locally distinctive elements incorporating existing features that contribute to character or local distinctiveness.

![Image](example.png)

![Image](example.png)

**Fig. 37: Lido Park, Droitwich: low hedges help to maintain surveillance corridors**

**Fig. 38: Appropriate landscaping provides clear, open views of public space**
11.0 CAR PARKING

11.1 The main forms of criminal activity in car parks are theft of and from vehicles, and assault. Parking as part of a new development should seek to create safe and convenient facilities. A range of design measures can be used to create a safe and attractive environment with good natural surveillance in residential parking and public car parks.

**Residential Parking and Garages**

11.2 Where feasible, street parking should be designed into a development from the outset. In residential areas, car parking built within the curtilage is preferred, as this encourages more effective control and ownership of the vehicles.

11.3 Where resident parking is designed between dwellings, a window placed in the gable end of one of the units is recommended. This allows a view out of the unit and helps with control over the parked vehicles. Suitable (automatically switched) lighting to cover this space is required.

11.4 Communal garage blocks should be avoided. Past experience shows that they become play areas for youths particularly if the garages have flat roofs. Rainwater downpipes should be designed so they cannot be used as climbing aids or damaged.

11.5 Where a garage or parking space is positioned at the end of the back garden, the boundary fence should be 1.8 metres high with a viewing panel at a suitable height to allow observation from the dwelling by the owner.

11.6 Where detached garages are provided and space is available, the entrance should be positioned so that the resident and/or neighbours have an unrestricted view over the parking area.
Pay and Display/Surface Car Parking

11.7 Parking areas with no ownership and no surveillance will attract crime and anti-social behaviour, resulting in avoidance by the car owner and the potential for the area to spiral into decline.

11.8 Where communal off street car parking areas are necessary, they should be in small groups, close and adjacent to active frontages, with a high degree of natural surveillance over the site. Otherwise they may become potential areas for crime and nuisance problems.

Fig. 41: Gateway entrance to car park – Droitwich
Fig. 42: Landscaped car parking in Pershore helps define ownership space

11.9 Public Car parks should be designed to encourage maximum natural surveillance from surrounding areas and buildings. Layout design, maintenance and landscaping should reflect this feature.

11.10 Lighting to car parking areas should have a lux level that ensures a suitable degree of surveillance during the hours of darkness to allow the user to feel safe. The light levels should be ‘quality not quantity’, and be of a balanced design so as not to create light pollution or light trespass.

11.11 Car parks should incorporate CCTV provisions where deemed necessary.

Fig. 43: Overlooked car parking in Pershore town centre
Fig. 44: Off street car parks should have a sense of surveillance and physical presence
12.0 FARMS AND RURAL DWELLINGS

12.1 Farms and rural dwellings, coupled with their perceived level of relative isolation, have the potential to be an attractive target for thieves. Rural dwellings and farms should be encouraged to develop their property to maintain control of their own environment. Security, design measures and good site management practice can help to reduce the opportunities for criminality.

12.2 Good design principles and physical security measures should be applied to farms and their associated diversification developments, including, where possible, change of use of farm buildings for commercial/small business use.

12.3 Where the re-use of an agricultural building is granted for business or residential use, ensure high standards of physical security are met through design.

12.4 Farms and other premises in rural areas need to define the extent of their controlled property with appropriate perimeter fencing.

12.5 Roads leading to farm houses / main buildings should be gated.

12.6 ‘Sonic’ designs can help to deter criminals. For example, gravel surfaces can make it very difficult for an intruder to approach a property unheard.

12.7 Security lighting should be installed to enable surveillance within the main cluster of buildings.

12.8 Secure storage areas for equipment and machinery should be provided.

12.9 For further information on farms and rural dwellings, please refer to Wychavon District Council’s ‘Re-use of Rural Buildings’ Supplementary Planning Document (SPD).
13.0 PROPERTY CRIME – ‘TARGET HARDENING’

13.1 One of the most effective ways to prevent property crime is to make development as secure as possible through the introduction of ‘target hardening’ measures, for example in doors, windows and gates. ‘Secured by Design’ (http://www.securedbydesign.com) is a Home Office initiative being promoted by the Police through the Association of Chief Police Constables (ACPO). The scheme is designed to reduce crime by encouraging the use of products in developments that can improve resistance to crime.

13.2 It is important that a ‘fortress society’ is not produced from the fear of crime. However, insufficient appropriate security on homes could also lead to owners taking their own measures to avoid criminal activity, such as glass shards or barbed wire on wall tops.

13.3 Developers should seek ‘Secured by Design’ accreditation in consultation with the council and it’s Crime Prevention Design Advisors from the earliest stages of project planning.

13.4 For further information on target hardening measures, visit:

http://www.securedbydesign.com
14.0 MANAGEMENT AND MAINTENANCE

14.1 No matter how well physical development and the environment is designed in the first place, if subsequently badly managed and maintained, it can unwittingly give the impression that no one cares and that there is a lack of ownership. The appearance of an area is important and if allowed to degenerate, may well encourage crime and anti-social behaviour to flourish. This is particularly relevant where there is no individual ownership or where an absent landlord looks after a building or development.

14.2 Residents and users – including young people – should be involved in the management and design of their area, which can help provide a real sense of ownership.

14.3 Effective management should have a defined purpose and the power to make a difference. It should be inclusive and representative of all categories of stakeholders and as many individual stakeholders as possible, as well as being adequately resourced.

14.4 Any development should be of a design and construction which is durable and minimises the need for regular maintenance. This applies to both built elements such as buildings and street furniture and to landscaping and other features.

14.5 Design should encourage ownership and responsibilities for maintenance should be clearly set out. Development which is well maintained and quickly repaired can help to promote civic pride and reduce the opportunity for areas to fall into neglect.

14.6 Where possible, a programmed management regime should be in place with contract agreements and planning conditions attached to a development at the earliest stage to ensure that repairs, graffiti removal, street cleaning and abandoned vehicles are removed efficiently.
15.0 PLANNING CONDITIONS AND OBLIGATIONS

15.1 Certain planning applications may require the provision of additional measures to help combat crime if they have not already been included in the design aspects of the application. This may include:

- Ensuring that in areas of high crime that housing is suitable to live in with regard to safety, coupled with the protection of vulnerable tenants.

- Ensure that additional developments do not result in added crime in the area.

- Include crime prevention measures during the construction phase of development.

15.2 In the rare event of a planning objection to a proposal not being resolved by the setting of conditions, a planning agreement could be negotiated with developers to improve the safety features of a proposed development, such as CCTV or improved lighting facilities.

15.3 Government guidance in ‘Safer Places: The Planning System and Crime Prevention’ provides further examples of the type of planning conditions that may be used.
### USEFUL WEBSITES

<table>
<thead>
<tr>
<th>Website</th>
<th>URL</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACPO Crime Prevention Initiatives:</td>
<td><a href="http://www.acpo.police.uk/about/cpi.html">http://www.acpo.police.uk/about/cpi.html</a></td>
</tr>
<tr>
<td>British Parking Association</td>
<td><a href="http://www.britishparking.co.uk">http://www.britishparking.co.uk</a></td>
</tr>
<tr>
<td>CABE</td>
<td><a href="http://www.cabe.org.uk">http://www.cabe.org.uk</a></td>
</tr>
<tr>
<td>Cleaner, Safer, Greener; re Public Spaces</td>
<td><a href="http://www.cleanersafergreener.gov.uk">http://www.cleanersafergreener.gov.uk</a></td>
</tr>
<tr>
<td>Crime Concern</td>
<td><a href="http://www.crimeconcern.org.uk">http://www.crimeconcern.org.uk</a></td>
</tr>
<tr>
<td>The Design Council’s Design Against Crime Initiative</td>
<td><a href="http://www.designagainstcrime.org">http://www.designagainstcrime.org</a></td>
</tr>
<tr>
<td>Home Office Crime Reduction Website</td>
<td><a href="http://www.crimereduction.org.uk">http://www.crimereduction.org.uk</a></td>
</tr>
<tr>
<td>Policing Policy, Anti-Social Behaviour, Alcohol, Community Safety</td>
<td><a href="http://www.homeoffice.gov.uk">http://www.homeoffice.gov.uk</a></td>
</tr>
<tr>
<td>‘Secured by Design’ by the Association of Chief Police Officers</td>
<td><a href="http://www.securedbydesign.com">http://www.securedbydesign.com</a></td>
</tr>
<tr>
<td>Street Lighting</td>
<td><a href="http://www.publications.parliament.uk/pa/cm200203/cmselect/cmsctech/747/74707.htm">http://www.publications.parliament.uk/pa/cm200203/cmselect/cmsctech/747/74707.htm</a></td>
</tr>
</tbody>
</table>
FURTHER INFORMATION

Address:

Wychavon District Council
Civic Centre
Queen Elizabeth Drive
Pershore
Worcestershire
WR10 1PT

Telephone (Planning):

(01386) 565565 - between 9am-5pm, Monday-Friday

Website: http://www.wychavon.gov.uk

E-mail: planning@wychavon.gov.uk

Wychavon Community Safety Manager:

Telephone: (01386) 565301 - between 9am-5pm, Monday-Friday

Architectural Liaison Officer - West Mercia Constabulary:

PC Mike Stephenson
Crime Risk Manager South Worcestershire,
Police Station,
Castle Street,
Worcester
WR1 3AD

Tel: (01905) 331027
Fax: 01905 331018
E-mail: robert.stephenson@westmercia.pnn.police.uk
APPENDIX

Crime Statistics – Wychavon 2007/08

<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Wychavon</td>
</tr>
<tr>
<td>Violence against the person offences per 1000 population</td>
<td>8</td>
</tr>
<tr>
<td>Sexual Offences per 1000 population</td>
<td>1</td>
</tr>
<tr>
<td>Robbery Offences per 1000 population</td>
<td>0</td>
</tr>
<tr>
<td>Burglary dwelling offences per 1000 households</td>
<td>6</td>
</tr>
<tr>
<td>Theft of a motor vehicle offences per 1000 population</td>
<td>1</td>
</tr>
<tr>
<td>Theft from a vehicle offences per 1000 population</td>
<td>5</td>
</tr>
<tr>
<td>Interfering with a motor vehicle offences per 1000 population</td>
<td>1</td>
</tr>
</tbody>
</table>

DESIGNING OUT CRIME