



CRIME IMPACT STATEMENT

A development of 15 apartments and 8 houses
AT former Greenbrow Social Club, Greenbrow Road, Wythenshawe
FOR Wythenshawe Community Housing Group

VERSION A: 04.04.23

2022/0521/CIS/01

Greater Manchester Police
designforsecurity

EXECUTIVE SUMMARY

Development supported

We consider a residential scheme appropriate and are happy to support the proposals.

From a crime prevention perspective, the positive features of the development include: the scheme design is well-designed; Wythenshawe Community Housing Group have a very good track record in developing and managing residential property; there will be an appropriate number of dwellings on the site; the orientation the houses and apartments will focus activity in appropriate areas whilst also facilitating passive surveillance of the public realm and the car park; the perimeter of the development will be appropriately secure; and, secure, car and cycle parking been included in the scheme.

Advice is included in the report, which we consider will enhance security of the development and this set out in sections 3.3 and 4. The principal recommendations are:

- install doors, locks, windows, glazing, and, ideally, intruder alarms that meet a recognised security standard;
- install appropriate controls at the communal entrance doors to the apartment building and the entrance gate to the car park to restrict access to residents and *bona fide* visitors;
- consider enhancing the quality of the surfacing either side of the vehicle entrance gates;
- reconsider adding a lock and access controls to the pedestrian entrance gate to the apartment building;
- install fencing to restrict access around the sides of the apartment building;
- review the type of fencing to the front of the houses;
- review the location of rear garden gates to plots 01, 02 and 03;
- review the provision of a car park access gate to plot 04; and,
- install dusk to dawn lighting to all external doors of the houses and apartments, and to the car park and access road.

At the planning application stage, Greater Manchester Police Design for Security will make representations to Manchester Planning to require the inclusion of a condition requiring the completed development to achieve Secured by Design, SBD, accreditation. Should the recommendations included in this report be adopted, I have every confidence that the scheme will achieve the award and the condition met.

Adrian Murphy MRTPI

Consultant

e: adrian.murphy@designforsecurity.org

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1 Visual Audit

The application site and its surroundings are shown on the plan and photographs below. Edged in red on the plan, the site is located at the junction of Greenbrow Road and Newall Road in Newall Green, Wythenshawe. Greenbrow Road defines the application site's eastern boundary; it is a long, meandering road, one of the main circulation routes that serves Newall Green. It is largely residential in character and comprises mainly, post war, family houses set out in a 'garden-village' style, with grass verges and street trees, and generous front and back gardens. Many of the front gardens are defined with privet hedges, although an increasing number are replacing privet with timber fencing. Greenbrow Road also includes shopping parades, giving local residents access to a small range of shops and services. Immediately adjacent to the site there is a bus stop and next to it, within the grass verge, there is a 5G telecommunications mast and associated electronics cabinets; graffiti is evident on each of these three cabinets. There is also a bus stop and shelter on the eastern side of Greenbrow Road, opposite the site. Newall Road defines the site's southern boundary; it is a narrow, local circulation route that forms a junction with Greenbrow Road at two points, one adjacent to the site and the other around 100 metres to the north. Housing on Newall Road is of similar, garden-village style. Newall Road includes speed humps and there is no grass verge on the southern side of the road opposite the site. The site's northern boundary adjoins the side and rear garden of number 225 Greenbrow Road. Side and rear garden boundaries of number 27-33 and 65/67 Newall Road adjoin the western boundary. There appears to be access gates on the rear boundary of three of these houses, allowing access through the site onto Greenbrow Road.

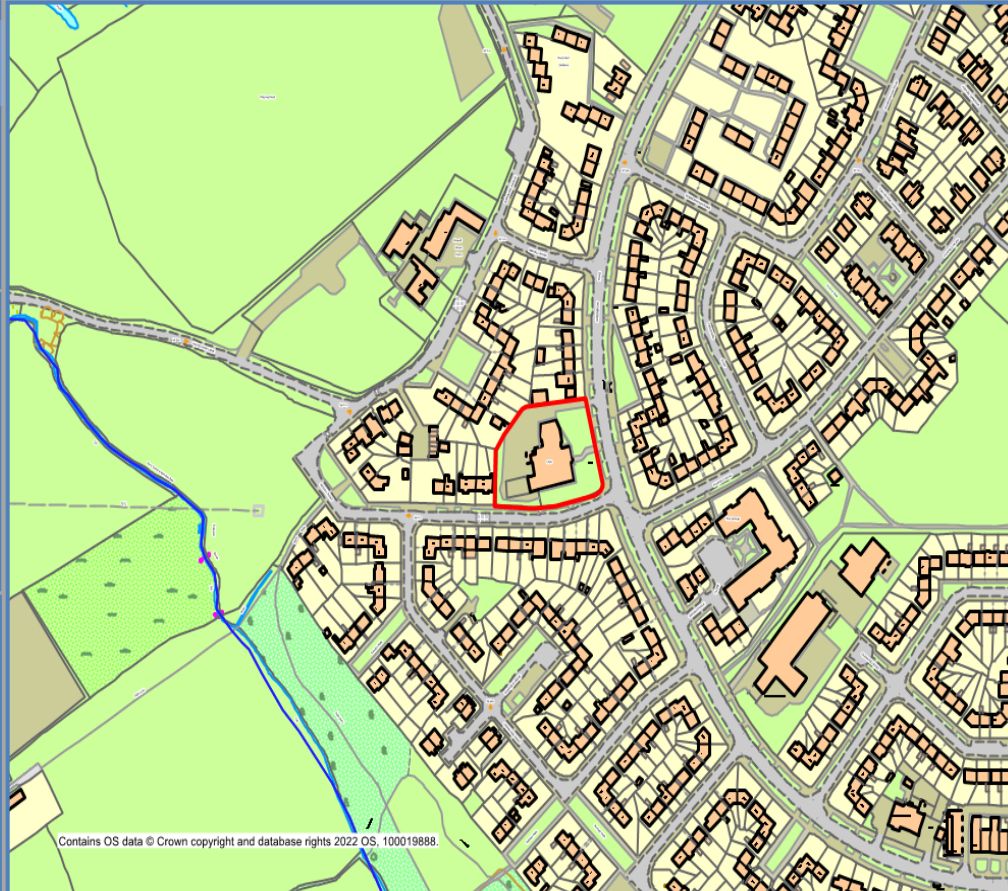
The northern approach to the application site (on the right) at Greenbrow Road



Approaching the application site (on the left) from Newall Road



The application site seen from the junction of Greenbrow Road and Newall Road



The Greenbrow Road elevation of the social club that occupies the application site



The Newall Road elevation of the social club



The rear, western, part of the application site viewed from



The application site extends to approximately 0.3 hectares and comprises a regular shaped plot of land that is occupied by Greenbrow Road Social Club, its associated car park and landscaped grounds. The club was a members-only venue with a bar and a large, function room but went into administration in 2021 and stands vacant. The building is situated at the centre of the site and is largely brick-built, with large windows and includes single- and two-storey elements. The main entrance doors face Greenbrow Road. There is also a timber enclosure at the southwest corner of the building, assumed to have been a smoking area or a compound for storage of barrels and waste. The western part of the site is tarmacked, floodlit and was used for parking; access to the car park is gained from Greenbrow Road at the north-east corner of the site. The remainder of the site is simply grassed, albeit now unkempt. There are two mature trees on the site, one in front the main entrance and the other between the driveway and the north elevation. The site's northern and western boundaries are secured with a timber fencing ranging in heights from around 1800-2000mm as well as, in parts, a hedge. A dwarf wall and railings, with a combined height of around 2000mm high, define the Greenbrow Road and Newall Road boundaries. The pedestrian and vehicle entrances to the site both located on Greenbrow Road, are fitted with ornamental, steel-railed gates, around 2000-2400mm high, and secured with a padlock.

2 Crime Statistics & Analysis

2.1 Crime in the neighbourhood

The data below relates to signal crimes recorded between 1st October 2021 to 30th September 2022.

Domestic Burglary	Non-Domestic Burglary	Criminal Damage	Crimes involving the use or threat of violence	Theft (including shoplifting)	Robbery	Drug related offences	Theft from Motor Vehicle	Theft of Motor Vehicle	Bicycle Theft
19	5	33	207	24	5	<5	9	<5	<5

2.1.1 There were 319 recorded crimes in the neighbourhood around the development site during the period analysed. This volume of crime is moderate and below the average for a typical suburban neighbourhood within Manchester.

2.1.2 The most common crimes recorded were:

- the use, or threat, of violence - 65%
- criminal damage – 10%
- burglary - 8%
- theft - 8%
- vehicle crime, i.e., theft of and theft from a vehicle - 4%.

2.1.3 Typically, crimes involving the use or threat of violence are most common in many neighbourhoods, however, the percentage of violent crimes is much higher than usual. In many suburban residential areas, recorded incidents of burglary, vehicle crime, criminal damage and theft tend to occur at a similar volume. In this location, criminal damage, burglary and theft are a little more common than incidents of vehicle-related crime.

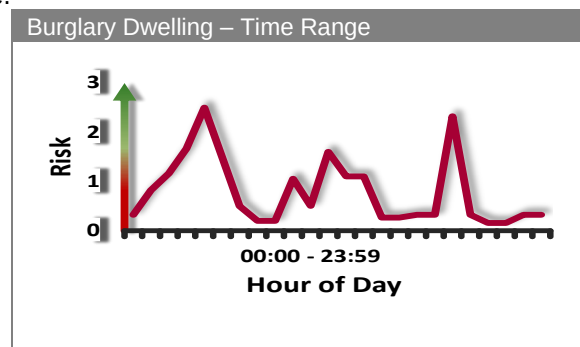
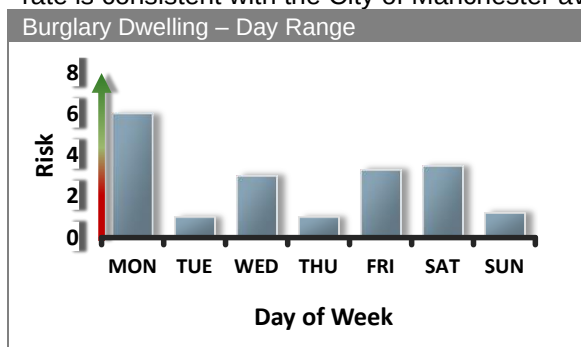
2.1.4 The top 5 streets/places for recorded crime were:

1. Greenbrow Road - 64 crimes
2. Foxfield Road – 35 crimes
3. Rowarth Road – 32 crimes
4. Newall Road – 16 crimes
5. Pensford Road - 14 crimes.

2.1.5 There were 64 offences committed on Greenbrow Road with the greatest concentration around the local shopping parade to the north of the application site. Crimes involving the use or threat of violence were most common.

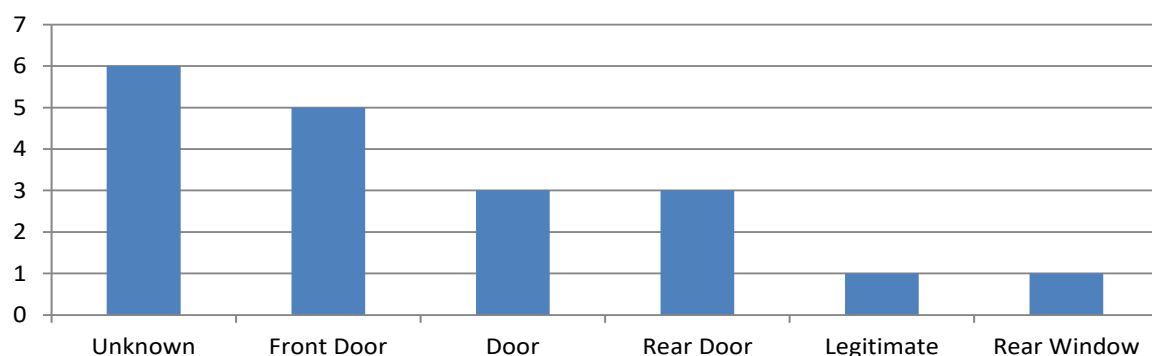
Domestic burglary

2.1.6 There were 19 burglaries committed within the neighbourhood during the period analysed. The burglary rate is consistent with the City of Manchester average.



- 2.1.7 The risk of burglary is greatest on a Monday, and the most common times for offences to be committed are the middle of the night and in the late afternoon.

Burglary Dwelling – Point of Entry

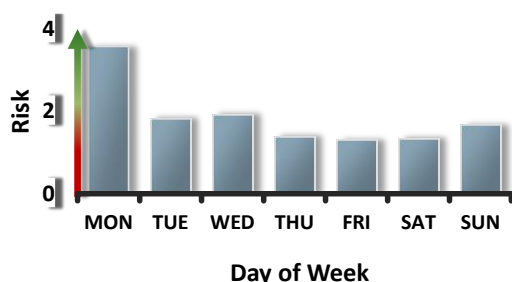


- 2.1.8 In 19 cases of burglary in this neighbourhood, the offender forced a door on 11 occasions whilst there were 7 incidents where offenders were likely to have entered a property via an unlocked door or window. There was just 1 incident where entry was gained by forcing a window.

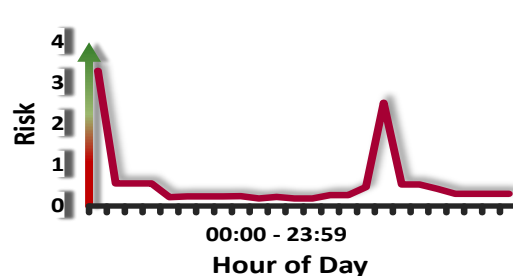
Vehicle Crime

- 2.1.9 There were just 12 incidents of vehicle-related crime; the rate is very much lower than the City of Manchester, Greater Manchester and national rates.

Vehicle Crime – Day Range



Vehicle Crime – Time Range



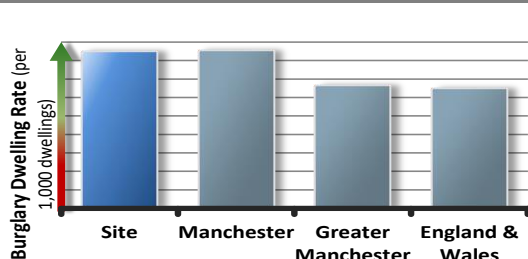
- 2.1.10 With the exception of Monday, the risk of vehicle crime is consistently low throughout the week. Offences are most often carried out around mid-night and in the late afternoon.

2.2 Crime rate comparison

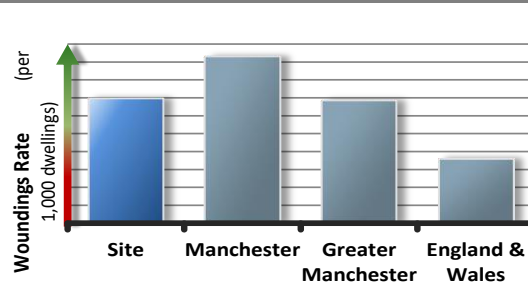
Comparing crime rates in the neighbourhood around the site to those in Manchester, Greater Manchester and England & Wales

The rates below relate to crime committed within 500m of the site. England & Wales data was last recorded for January – December 2021.

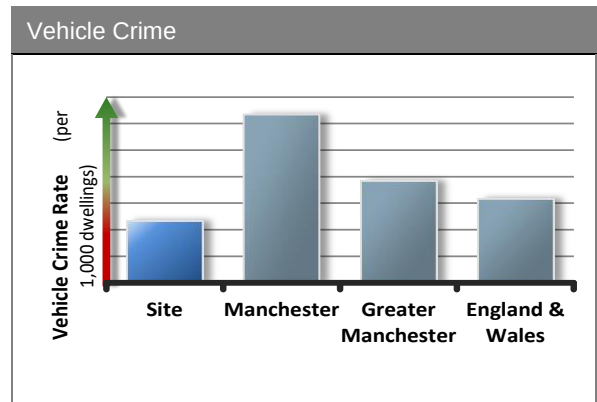
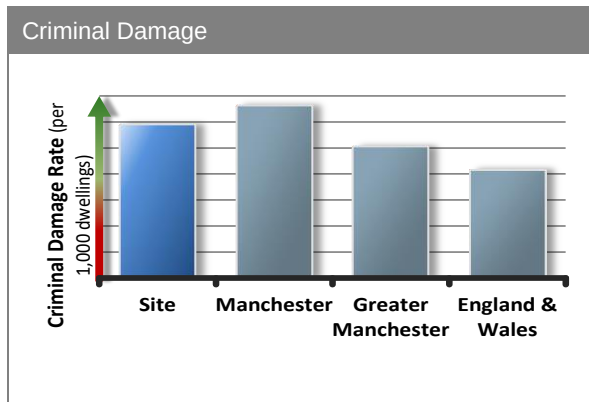
Domestic Burglary



Wounding



- 2.2.1 The rate of domestic burglaries per 1000 dwellings in the neighbourhood around the site is **1% lower** than the rate for Manchester, **28% higher** than the Greater Manchester rate and **31% higher** than the rate for England & Wales.
- 2.2.2 The rate of wounding per 1000 dwellings in the neighbourhood around the site is **25% lower** than the rate for Manchester, **2% higher** than the Greater Manchester rate and **95% higher** than the rate across England & Wales.



- 2.2.3 The rate of incidents of criminal damage per 1000 dwellings in the neighbourhood around the site is **11% lower** than the Manchester rate, **17% higher** than the Greater Manchester rate and **42% higher** than the rate across England & Wales.
- 2.2.4 The rate of incidents of vehicle crime per 1000 dwellings in the neighbourhood around the site is **63% lower** than the Manchester rate, **40% lower** than the Greater Manchester rate and **27% lower** than the rate for England & Wales.

2.3 Typical modus operandi used in committing burglary, theft, criminal damage and vehicle-related crimes in Manchester, & measures to reduce vulnerabilities

2.3.1 Doors have been targeted when left insecure

To minimise the risk of 'walk-in' burglaries:

- front doors to houses should be fitted with a fixed handle or a 'split spindle', so that the only way in is with a key;
- communal entrance doors to apartments should be self-closing and lock automatically upon closing;
- where this can be balanced with the design of a development and its ability to fit the context of the local area, defensible space should be provided between dwellings and the 'street', i.e., a small front garden enclosed with a suitably high fence. Separation of the passing public from a property can also help to reduce the risk of criminal damage; and,
- dusk-to-dawn lighting should be fitted to all external doors.

2.3.2 Doors have been forced open with tools and bodily pressure

To minimise the risk of offenders forcing doors:

- all external doors should be certified to PAS 24 security standard;
- front doors should be visible to neighbouring properties and from the 'street' rather than set within recesses or on more secluded elevations;
- side or rear gardens should be enclosed with appropriately high fencing and locking gates so that rear doors are only accessible to residents; and,
- secluded passageways to the sides and rear of properties should be avoided wherever possible as such routes can facilitate offender access to rear gardens, as well as attract anti-social behaviours such as graffiti, fly-tipping and damage to fencing.

2.3.3 Glazing in doors and windows has been smashed to gain entry or commit criminal damage

To minimise the risk of offender smashing glazing in doors and windows:

- laminate glass should be fitted to all external doors and to all windows on the ground floor of the development;
- windows should be fitted with locks and opening restrictors; and,
- access to gardens and private amenity space should be restricted by installing high fencing and locking gates.

2.3.4 Vehicles were targeted when parked on driveways, in unsecured car parks or on the 'street'

To minimise the risk of vehicle-related crime:

- car parking should be located within the boundaries of the property, within an area that is both very secure and well overlooked by residents or monitored by an effective CCTV system. Consideration should be given to installing automatic vehicle gates and fencing around car parks.

2.3.5 Offenders have stolen bicycles

To minimise the risk of offenders targeting bicycles:

- cycle stores should be provided within a secure part of the site;
- rear garden gates should be robust, tall, self-closing and self-locking;
- CCTV should monitor activity in and around communal cycle stores; and,
- PIR lighting should be installed to illuminate cycle stores.

2.3.6 Offenders have damaged boundary fencing

To minimise the risk of offenders targeting fencing:

- rear garden boundaries should avoid being exposed to the public realm;
- communal pathways providing access to rear gardens should be secured with self-closing, self-locking gates; and,
- fencing should be especially robust when unavoidably exposed to the public realm.

2.3.7 Theft of plant and machinery, and criminal damage during the construction period.

To minimise the risk of offenders targeting the construction site:

- a secure boundary should be erected around the site;
- access should be restricted to contractors and authorised visitors;
- security staff should patrol during non-working hours;
- lighting and CCTV should be installed to illuminate the site and record activity;
- at the end of the working day, plant and machinery should be arranged to prevent forced access onto the site; and,
- plant and machinery should be fitted with a tracking device.

2.4 Environmental features of the site and surroundings that may influence crime patterns

2.4.1 Features of the physical environment can influence patterns of criminal and anti-social behaviour. They affect a potential offenders' perceptions about a possible crime site, their evaluations of the circumstances surrounding a potential crime site, and the availability and visibility of one or more witnesses, who might intervene, at or near a site. Offenders may decide whether or not to commit a crime in a location after they determine the following:

- How easy will it be to enter the area?

- How visible, attractive, or vulnerable do targets appear?
- What are the chances of being seen?
- If seen, will the people in the area do something about it?
- Is there a quick, direct route for leaving the location after the crime is committed?

2.4.2 Aspects of the local environment that might help to reduce the risk of crime and disorder at the site are as follows:

- the site is located in a neighbourhood with a much lower than average burglary rate and low vehicle-related crime rate compared to elsewhere in Manchester;
- the site is prominently located at the junction of Greenbrow Road and Newall Road benefitting from casual supervision by occupants of passing vehicles and pedestrians and people waiting for and alighting buses;
- windows on the front and rear elevations of neighbouring houses facilitate surveillance over the site by nearby residents;
- the adjacent houses and flats and the streets are well-maintained. Neighbourhoods where there are clear signs of physical deterioration and neglect tends to increase an offenders' perception that areas are vulnerable to crime and their actions will go unchallenged;
- the boundary wall and railings, and timber fencing, restrict access onto the site;
- the wall and railings are particularly robust and are likely to be unaffected by attempts at vandalism; and,
- there is a means of access through the site to three of the Newall Road facing houses, the residents of which will have a vested interest ensuring the application site is secure and adequately maintained.

2.4.3 There are also some features that might facilitate crime and disorder, and these include:

- the prominence site means that very visible to offenders, which may be a particular issue during redevelopment of the site;
- bus stops can be focal points for crime – particularly vandalism of shelters and assaults;
- the 5G mast and associated cabinets adjacent to the site have attracted graffiti; and,
- vacant buildings sometimes attract trespassers intent on criminal damage or theft.

3 Development Appraisal

3.1 The proposed development

3.1.1 The proposed development includes:

- the clearance of Greenbrow Road Social Club, the timber enclosure, car park and landscaped grounds;
- retention of most of the perimeter walls and fencing, and the pedestrian gate, with some removal on Newall Road;
- retention of two mature trees on the site and of the mature and immature trees on the grass verges adjacent;
- construction of a three-storey, apartment building;
- construction of eight houses;
- laying out a car park and access road to it; and,
- replacing the existing hinged vehicle gates with a motorised, sliding gate.

Apartments

- 3.1.2 The proposed, apartment building will be sited at the north-eastern quarter of the site facing Greenbrow Road. The principal communal entrance will face Greenbrow Road, accessed via the existing pedestrian gate, which will have an electronic lock fitted, activated by residents' fob. The building will contain a total of fifteen apartments, of which there will be five on each floor; ten will be one-bedroom units and five will have two bedrooms. On each floor, apartments will be accessed internally via a central corridor. Access to the upper floor apartments will be gained via a staircase located in the entrance lobby; there is no lift. There will be a secondary entrance on the northern elevation allowing residents easy access to a communal car park, located to the rear of the apartment building, and an integrated, refuse store, located in the north-western corner of the building, accessed externally only. The car park includes 13 spaces for apartment residents, a further two parking bays will be located in front of the building, adjacent to the proposed entrance gate. A cycle store will be provided within each apartment and five, cycle parking stands will be sited, externally, at the side of the communal entrance door. There will be landscaped strip between the building and the boundary wall and fence that defines the Greenbrow Road boundary.

Houses

- 3.1.3 Comprising 2 x four-bedroom, 4 x three-bedroom and 2 x two-bedroom houses, and set out in four pairs of semis, the eight houses proposed will be located in the southern half of the site. The houses on plots 1-7 will have a front door facing Newall Road whilst the front door of the house on plot 8, the corner plot, will face Greenbrow Road. The four-bedroom houses, on plots 1 and 2, will each have two parking spaces in front of the house, and two of the three-bedroom houses (plots 3 and 4) will have one parking space in front of the respective house. Parking spaces for plots 5-8, one per house, will be located in the communal car park at the rear of the apartment block. Access to the rear parking court for residents of plots 5-8 will be gained via gate in their respective rear gardens. Each of the eight houses will have a front and a rear garden, though much of the front gardens of plots 1-4 is taken up by parking. Rear gardens will include a shed for cycle storage and a space to store refuse/recycle bins. In addition to those houses with access to the A gate at the side of each house will allow front to rear access for

Communal car park

- 3.1.4 In addition to the parking spaces for apartment residents and residents of the houses on plots 5-8, there will be three parking spaces allocated to the residents of existing houses north-west of the site, i.e., numbers 27, 29 and 33 Newall Road. A new gate fitted with a digi-lock will allow access from the rear gardens of these houses into the car park.
- 3.1.5 Vehicle access into the car park will be gained from Greenbrow Road at the north-eastern corner of the site, with entry controlled by a motorised, sliding gate, which I assume will be activated by presenting a card or fob to a reader at the gate.

3.2 Positive aspects of the proposals

- 3.2.1 A residential development is an appropriate use for the site given the surrounding land use.
- 3.2.2 Whilst not obvious from visiting the site or analysing crime data, such sites often attract anti-social behaviour in the form of fly-tipping fire raising or graffiti. The redevelopment of the site will restrict the ability for such activities to take place.
- 3.2.3 Wythenshawe Community Housing Group have an excellent record of development and housing management.
- 3.2.4 There are a significant number and mix of houses and apartments within the development, which increases the likelihood of residents being from a broader age range, including young singles, older residents and families with children. Such a mix increases the likelihood of some of the residents of the houses and apartments being present throughout the day. The presence of residents or even just visible signs of people present - cars on driveways, lights on in houses, external lighting on at entrance doors, for example - will help to deter offenders.
- 3.2.5 The apartment building is suitably located, and includes parking and a small area of amenity space on the site. The proposed location of the communal entrance door is appropriate, and a secure lobby can be created with the installation of access controls to the inner doors on each floor and rear access door.
- 3.2.6 Front doors and principal room windows of the houses face the 'street', which helps to promote street activity and promotes natural surveillance. The existing houses on the opposite side of Greenbrow Road

and Newall Road will benefit from mutual supervision of the street from the proposed houses and apartments.

- 3.2.7 'Defensible space', defined with a wall and railings is provided to the front of the houses and the apartment building.
- 3.2.8 Private amenity space is provided within rear gardens of the houses, which will be appropriately secured with suitably high, boundary fencing and gates.
- 3.2.9 The landscaping of the modest front gardens of all properties and retention or introduction of street trees will support the quality of the local environment. Well-maintained verdant environments tend to attract less crime and anti-social behaviour.
- 3.2.10 The proposed in-curtilage parking arrangements for some of the houses and communal car park set within a secure boundary will facilitate the security of vehicles. Car parking provision that is separated from the passing public, on driveways, especially gated driveways, or in secure car parks, where vehicles can be readily supervised by residents, are less likely to be targeted by offenders than cars parked on the street or within ill-defined, unsecured, communal car parks.
- 3.2.11 In order to allow direct access from the rear gardens 27, 29 and 33 Newall Road, the residents of which will benefit from a parking space within the communal car park, a new, rear garden gate fitted with a digital lock will be installed.
- 3.2.12 Secure cycle parking is provided in sheds in the rear gardens of the houses and in dedicated spaces within each apartment.
- 3.2.13 Visitor's cycle parking is provided to the side of the communal entrance door to the apartments.
- 3.2.14 A refuse store is provided within the apartment building.

3.3 Recommendations to improve the security of the scheme

Security of the houses

- 3.3.1 Security-certified, external, front and rear doors, and ground floor window frames should be installed at each property. Laminated glass should be fitted to ground floor windows and external doors. An intruder alarm is advised.

Security of the apartment building

- 3.3.2 Security-certified, external, front and side entrance doors, apartment entrance doors, and ground floor window frames should be installed at each property. Laminated glass should be fitted to ground floor windows and external doors.
- 3.3.3 To minimise the risk of offenders 'tail-gating' legitimate residents/visitors via the communal entrance door, the inner lobby door should include a fob-operated, electronic lock.
- 3.3.4 Plant room doors should be at least FD30-rated and secured with a BS3621 certified lock.
- 3.3.5 The refuse store doors should be at least FD30-rated, be fitted with an electronic lock operated with a residents' fob and be self-closing and self-locking.
- 3.3.6 The front and rear, communal entrance doors should be brightly illuminated.
- 3.3.7 Individual, robust and lockable, postal boxes for each apartment should be located in the entrance lobby.

Apartments pedestrian entry gate

- 3.3.8 To allow free access from the street to the communal entrance door for residents, delivery staff and visitors, consider retaining the existing pedestrian gates and adding a self-closing mechanism to the active gate. This approach will avoid any requirement to fit an electronic lock with remote gate release and an audio-visual link to the apartments at the gate. If this recommendation is adopted then, in addition, it will require the erection of gates and/or railings to restrict front to rear access around the sides of the building. The gates/railings should be erected at:
 - a) the south-east corner of the apartment building and the rear garden fence of plot 08
 - b) between the north-eastern corner of the building, around parking bays 01 and 02 to join the Greenbrow Road boundary.

Communal car park entrance and access road

- 3.3.9 The existing vehicle entrance gate may be retained and fitted with a motorised arm or replaced with motorised gates that match the height of the adjacent, retained, wall and railings.
- 3.3.10 In order to emphasise ownership and suggest that a threshold has been crossed into a space that is more private, where one's actions may be under greater scrutiny, the application of a high-quality surfacing of the entrance to the car park is recommended, i.e., between Greenbrow Road and the entrance gates and the first two metres of the access road. Rather than a standard, tarmac finish, consider blockwork, similar to that for the proposed parking bays within the car park, or a coloured tarmac.
- 3.3.11 Install planters, bollards or knee-rails to prevent any vehicles parking in undesignated areas, particularly on the pathways on the north side of the building, where they may obstruct the flow of vehicles and restrict access to neighbouring houses.

Site boundary fencing

- 3.3.12 The existing boundary wall and railings seem overly high as a means of securing the front boundary of the proposed houses but acceptable for the apartment building boundary. I suggest that 1200mm high hedge is most suitable way of defining front gardens of housing in this neighbourhood, with similarly high, timber fencing or wall/railing as an alternative. The street to door pathways of plots 5-8 should have a self-closing, garden gate fitted.
- 3.3.13 The boundary shown on the 'Proposed Site Plan' between the amenity space to the front of the apartment building and the front garden of plot 08 should be defined with 1800mm high, wall/railing to match the Greenbrow Road boundary.
- 3.3.14 Repair, or replace, the damaged, timber panel to the boundary fence of number 226 Greenbrow Road to ensure this boundary remains secure. Retain as much of the existing hedge along the boundary to enhance security, the outlook for residents of the apartments and for the ecological benefits.
- 3.3.15 Ensure all other boundaries to existing houses facing Newall Road are suitably secure.

Rear garden gates to the proposed houses

- 3.3.16 Gates fitted to allow access to rear gardens should be 1800-2000mm high. The locking mechanism should be capable of being operated from either side of the gate so that, for example, cyclists can enter or leave the garden easily. Ideally, the gates should be self-closing and self-locking.
- 3.3.17 The gates securing the pathways to the side of plots 01, 02 and 03 should be brought forward towards the front building line.

Rear access to car park from 27, 29 and 33 Newall Road

- 3.3.18 The digital locks fitted to the new gates to be installed to facilitate access to the car park for the residents of 27, 29 and 33 Newall Road should be BS8607 rated. Alternatively, products such as the Jacksons Fencing, Gate Latch Deluxe, 2-way lockable gate latch or a Gatemate would be suitable.

Rear access to car park plot 04

- 3.3.19 There appears to be no reason to install a garden-to-car park gate to plot 04 or the pathway along the edge of plots 04 and 05.

Pathways at the front of plots 01, 02 and 03

- 3.3.20 Like those at plots 04-08, the paths connecting the street to the front door should be straight and direct.
- 3.3.21 Stone setts, or similar, should be used to form a visible dividing/ownership line between pathways/driveways.

Cycle parking

- 3.3.22 Garden shed doors should be secured with a Sold Secure™, padlock and hasp and staple, and fitted with a Sold Secure™, ground anchor. Sheffield stands set in concrete are most appropriate for the visitor parking at the apartment building entrance.

Grass verges

- 3.3.23 Given the issue with parking demands of residents and visitors in the future, existing grassed verges and the street trees along Greenbrow Road and Newall Road should be protected to prevent vehicles parking on the grass or damaging trees.

4 Physical Security

The following checklist forms the security requirements for this scheme to achieve Secured by Design accreditation.

4.1 Doors

Apartments

- ☐ The communal, front and side, entrance doors should be:
 - compliant with, and certified to, BS PAS 24, STS201, or LPS 1175 SR2;
 - include a multi-point electronic lock, (which is an integral part of the certification), capable of being operated via an electronic access control system; and,
 - self-closing and lock automatically on closure.
- ☐ An audio-visual unit should be located at Greenbrow Road-facing, communal, entrance door to allow visitors to communicate with residents.
- ☐ Residents should have a handset in their apartment to speak to (and view) visitors arriving at the front entrance door.
- ☐ Residents should be able to remotely operate the front, communal entry door's locking mechanism from within their apartments to allow bona fide visitors entry.
- ☐ The entrance door on the north elevation should be for the use of residents only.
- ☐ Apartment entrance and garden/terrace access doors must also be compliant with, and certified to, BS PAS 24, STS201, or LPS 1175 SR2:
- ☐ Apartment entrance doors must include a door viewer and chain, or similar opening limiter.
- ☐ Each apartment should be clearly numbered.
- ☐ The plant room and refuse store doors must be at least FD30-rated and be self-closing and self-locking. An electronic lock that can be activated by residents' fob should be fitted to the refuse store doors.

Houses

- ☐ Front doors and back doors must all be compliant with, and certified to, BS PAS 24, STS 202 BR2, or LPS 1175 SR2.
- ☐ Front doors should have fixed external handles or split spindles, meaning access is only possible with a key when closed.
- ☐ Front doors should have fixed sidelights or a door viewer, as well as an opening limiter fitted, so that residents can identify visitors prior to opening the door fully.
- ☐ Letter plates should meet the Door Hardware Federation's Technical Standard 008 (TS 008), be fitted with deflector plate, and be located a minimum of 400mm away from the internal handle and locking hardware.
- ☐ Each house should be clearly numbered with the number visible from the street.

4.2 Window frames

- ☐ Ground floor windows of houses and apartments must be compliant with, and certified to, BS PAS 24, be fitted with key-operated locks, and have fixed/lockable opening restrictors (not releasable from the outside) limiting opening to 100mm.

4.3 Glazing

- ☐ Glazing within, and surrounding, all external doors and all ground floor windows of the houses and apartments must incorporate at least one pane of glass rated as P1A under EN 356.

4.4 Intruder alarm

- ☐ It is good practice to fit an alarm to each property. Alarms should be linked to contacts on all external doors, with PIR detectors covering all ground floor rooms that have windows. In the absence of an alarm a 13amp fuse spur should be provided to allow future residents to fit their own alarm.

4.5 Boundaries

- ☐ The existing fencing at the front of the apartment building should be retained.
- ☐ 1800mm high, railings or fencing should be installed to prevent pedestrian access around the sides of the apartment buildings and to define and secure the boundary between the apartment amenity space and the garden of plot 08.
- ☐ Where feasible, the gardens of the proposed houses should be demarcated by low boundaries such as a hedge or railings to height of around 1200mm. Sub-divisional boundaries to the front of houses should be defined with a 1000mm railings, fence or hedges.
- ☐ Pedestrian and vehicle gates into the rear gardens should be in keeping with the height of adjacent boundary treatments and incorporate a key operable sash or deadlock. If residents, especially drivers or cyclists, are likely to use these gates when entering or leaving their property, then the gates must be lockable from both sides. Security would be enhanced if pedestrian gates were fitted with self-closing hinges and the locked automatically upon closure.
- ☐ Rear garden boundaries of the houses (to the car park or car park access pathway) should comprise 21800-2000mm high, close-boarded, timber fencing.
- ☐ Inter-garden boundaries at the rear of the houses should be formed with close-boarded, timber fencing and include an 1800mm high, privacy screen, perpendicular to the house. The fencing may be reduced to 1500mm for the remainder of the boundary or include a 1200mm/1500mm fence, finished with a 300mm high section of trellis.

4.6 Landscaping

- ☐ In order to facilitate natural surveillance across the development, any shrub planting within front gardens should not exceed 1200mm in height and tree canopies throughout the public realm of the site should fall no lower than 2000mm from the ground.

4.7 Lighting

- ☐ Dusk-to-dawn, LED lighting must be provided to the car park and its access road, the rear garden-to-car park entrance gates, and all front, side and rear doors of all houses and the apartment building.
- ☐ PIR lighting is only suitable for the plant room and refuse store.

4.8 Garden sheds

- ☐ Garden sheds should be fitted with Sold Secure™ locks, hasp and staple and a ground anchor to allow residents to secure their bikes or other valuable equipment.

4.9 Meter cupboards

- ☐ Unless smart meters are installed, meters should be located in ground level boxes to the front of each house, not with the secure area at the side or rear of the properties. Meters to the apartments should be located in a secure cupboard in, for example, the lobby

4.10 Downpipes

- ☐ Wherever possible, downpipes should be square in profile and fixed back to the brickwork to prevent climbing to upper floor windows.

5 Management & Maintenance

- ☐ A maintenance plan should be drawn up to address maintenance of the apartment building, car park and access road, vehicle gates, access controls, and amenity areas.

6 Construction

- ☐ The developer should take appropriate measures to secure their site during construction, and control pedestrian and vehicular access in and out. The contractor on this scheme should be a member of the 'Considerate Constructors Scheme and site security contractors should be Security Industry Authority (SIA) approved.

7 Secured by Design (SBD)

- ☐ Secured by Design focuses on crime prevention at the design, layout and construction stages of homes and promotes the use of security standards for a wide range of applications and products. To apply for Secured by Design certification for your development, visit our online application form at: <http://www.designforsecurity.org/secured-by-design/sbd-accreditation/>

A Contact Register

Date	Contact	Summary of Contact
08.10.22	Elliot Denby, Bernard Taylor Partnership	Request for Crime Impact Statement
18.11.22		Site visited
04.04.23	Elliot Denby, Bernard Taylor Partnership	Report issued

B Associated Documents

This report is based on the following drawings:

Drawing No.	Drawing Title	Date	Rev
SW-BTP-00-SP-DR-A-3953_105	Proposed Site Plan	21.10.22	B
SW-BTP-00-E-DR-A-3953_131	Street Elevations	21.10.22	A
SW-BTP-01-E-DR-A-3501_111	2B4P House Elevations T1	21.10.22	A
GR-BTP-01-ZZ-DR-A-3501_110	2B4P House Floor Plans T1	21.10.22	A
GR-BTP-02-E-DR-A-3953_114	2B4P House Elevations T2	21.10.22	A
GR-BTP-02-ZZ-DR-A-3953_113	2B4P House Floor Plans T2	21.10.22	
GR-BTP-03-E-DR-A-3953_117	3B5P House Elevations T1	21.10.22	A
GR-BTP-03-ZZ-DR-A-3953_116	3B5P House Floor Plans T1	21.10.22	A
GR-BTP-04-E-DR-A-3953_120	3B5P House Elevations T2	21.10.22	A
GR-BTP-04-ZZ-DR-A-3953_119	3B5P House Floor Plans T2	21.10.22	A
GR-BTP-05-E-DR-A-3953_123	4B6P House Elevations	21.10.22	A
GR-BTP-05-ZZ-DR-A-3953_122	4B6P House Floor Plans	21.10.22	
GR-BTP-06-E-DR-A-3953_129	Flat Bock Proposed Elevations	21.10.22	
GR-BTP-11-ZZ-DR-A-3953_126	4B6P House Floor Plans	21.10.22	2

In the event of any changes to the scheme, it may be necessary for Design for Security to review the recommendations in this report.

C CIS Version History

Version	Revisions	Date
A		04.04.23