



CRIME IMPACT STATEMENT

A development of 8 apartments and 14 houses
AT Longhurst Road, Higher Blackley, Manchester

FOR: Great Places Housing Group

VERSION A: 16.03.23

2016/0910/CIS/03

Greater Manchester Police

design**for**security

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:

- an appropriate number and mix of houses;
- a suitable amount of defensible space around each property;
- parking is included within the curtilage of the houses and apartments;
- a cycle store will be provided for apartment residents;
- appropriate boundary fencing will be installed to define semi-private and private space within the development;
- amenity space is provided for all house and apartment dwellers; and,
- grass verges and street trees will be at least partially retained.

Advice is included in the report, which we consider will enhance security of the development and this set out in section 3.3. The recommendations are summarised as follows:

- install Secured by Design standard doors, windows, glazing and door hardware for all properties;
- install appropriately secure gates to restrict access from the front to rear of the houses and apartments;
- relocate the apartment residents' cycle store to a suitable position within the secure amenity space;
- provide a store or anchor at the rear of the houses to which residents may secure their bicycles;
- consider a higher quality finish to the apartment residents car park and driveway;
- include measures to prevent vehicles parking on the access road and green verges; and,
- clearly define ownership, management and maintenance of the embankment at the western edge of the site.

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

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1 Visual Audit

The photographs and plan below show the development site and its surroundings. The broadly, rectangular-shaped site, edged in red on the plan, is located on the south side of Longhurst Road, Higher Blackley. Longhurst Road is a minor, largely residential, street that connects Tweedle Hill Road/Victoria Avenue to the eastern entrance of Blackley Cemetery. Housing is mainly confined to the northern side of Longhurst Road and comprises modest two-storey family properties. The street is lined with semi-mature trees planted in the grass verges on both side of the road. Only a few of the houses have the benefit of off-road parking resulting in many cars parked on the highway. There is a parking layby on the southern side of the road in front of the eastern end of the site, which I assume to have been created to facilitate drop-off to the former children's centre. To the south, St Andrews Church and rectory sit on top of an embankment, high above the site, within the Crab Lane Conservation Area. Set within a secure, steel-rail boundary, St Andrews Community Hall is situated immediately east of the site. The hall is a modest, single-storey building that is principally accessed from Longhurst Road, although there is a pathway that connects the Church and rectory to the hall. The land west of the site is undeveloped, being steeply sloping and densely populated with vegetation. Several trees to the south and west of the site are protected by a tree preservation order, TPO.

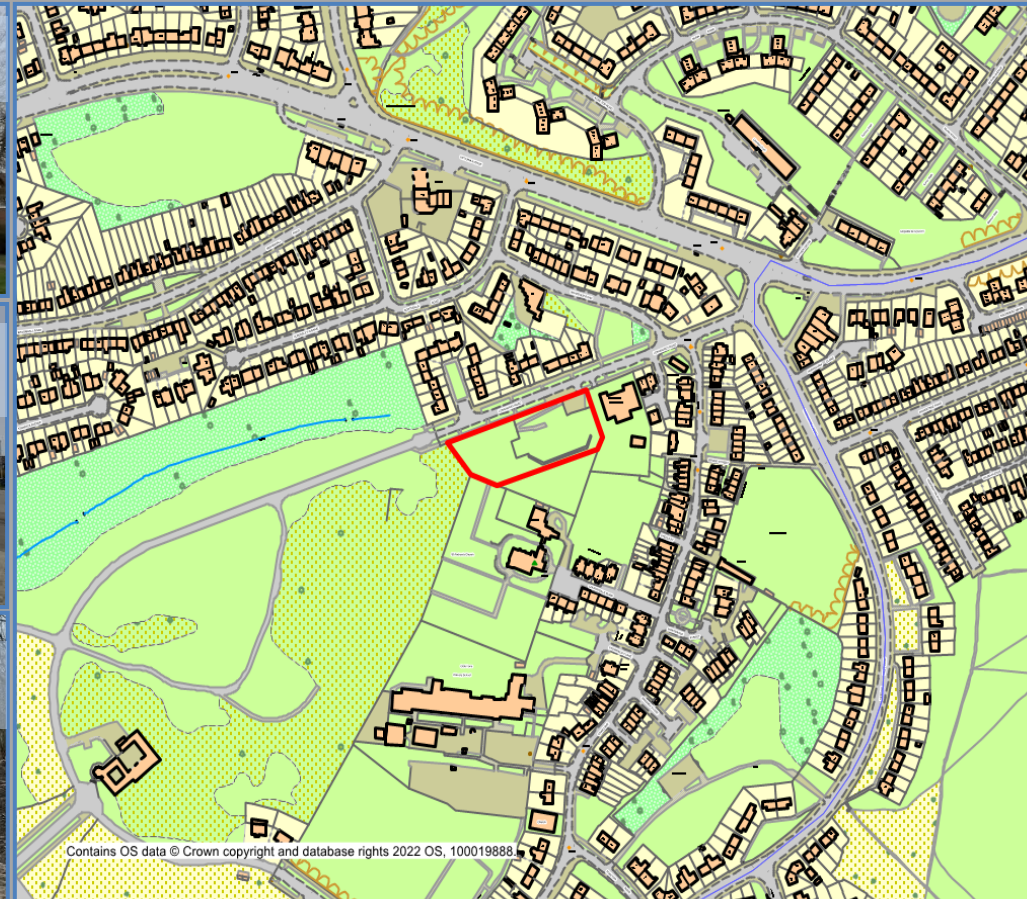
Looking west along Longhurst Road with the site on the left of the image



Steel railings and gates define the site's Longhurst Road boundary



The vacant part of the site e once occupied by the Longhurst Children's Centre



St Andrews Community Hall immediately east of the site



Looking east along Longhurst Road with the site on the right of the image



Modest, well-maintained, family housing faces the site across Longhurst Road



The application site was formerly occupied by Longhurst Children's Centre, a single-storey, flat roofed building used as a day nursery. The building was set back from the Longhurst Road boundary, towards the site's southern edge on top of a short, grassed embankment and retaining wall. The building was demolished over ten years ago and the site remains vacant, all that remains is an area of hard-standing where the building once stood, a tarmacked space that was, presumably, used for parking or outdoor play, the concrete retaining wall and grassed embankment, and perimeter fencing comprising powder-coated, steel railings and paladin fencing, around 2400-3000mm high. In July 2017, planning permission was granted for the erection of 10 no., two-storey, residential dwellings with associated car parking, landscaping, regrading of ground levels and boundary treatments. The development was not commenced, and the permission has now expired.

2 Crime Statistics & Analysis

2.1 Crime in the neighbourhood

The data below relates to crimes recorded between 1st December 2021 to 30th November 2022.

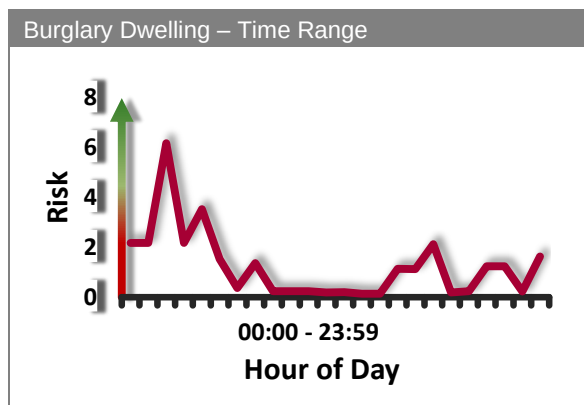
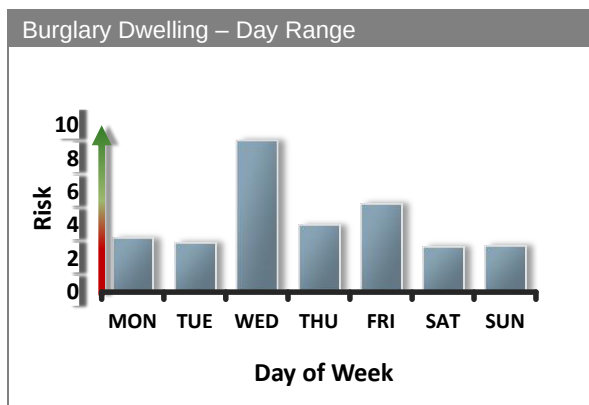
All crime

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
30	<5	31	264	27	5	13	10	11	0

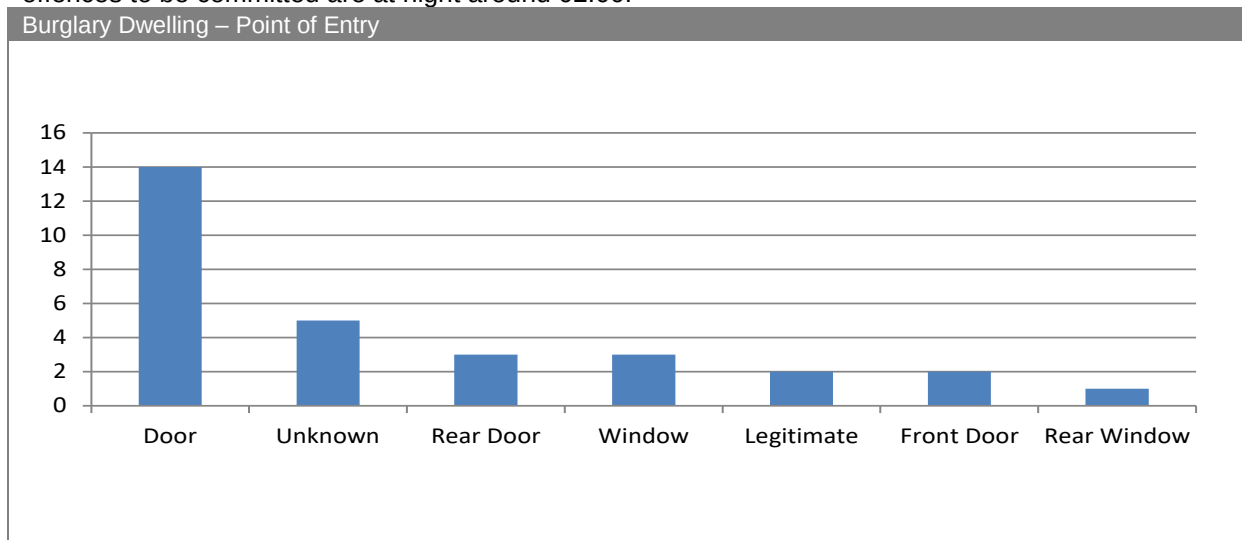
- 2.1.1 There were 405 recorded crimes in the neighbourhood around the development site during the period analysed. This volume of crime is around the average for a typical suburban neighbourhood within Manchester.
- 2.1.2 The most common crimes recorded were:
- the use, or threat, of violence - 65%
 - burglary - 8%
 - criminal damage – 8%
 - theft - 7%
 - vehicle crime, i.e., theft of, theft from and criminal damage to a vehicle - 5%.
- 2.1.3 Typically, crimes involving the use or threat of violence are usually the most common in any given neighbourhood; this is the case in this one although the percentage is a little higher than in others. In many residential areas, recorded incidents of burglary, vehicle crime, criminal damage and theft tend to occur at a similar volume. In this instance, burglary, vehicle-related crime and theft are a little more common than incidents of criminal damage.
- 2.1.4 The streets that experienced most crimes were:
1. Crab Lane – 38 crimes
 2. Victoria Avenue - 29 crimes
 3. Wavertree Road - 29 crimes
 4. Munn Road – 28 crimes
 5. Northdale Road - 23 crimes
 6. Riverdale Road - 22 crimes
- 2.1.5 There was a particular concentration of crime south of Victoria Avenue, particularly south of the application site at Riverdale Road/Chapel Lane, east of the site on the residential streets east of Tweedle Hill Road, and just north of the site centred on Weardale Road and Wavertree Road.
- 2.1.6 There were 7 crimes that took place at Longhurst Road, 5 involved the use or threat of violence and 2 were vehicle related.

Domestic burglary

- 2.1.7 There were 30 burglaries committed within the neighbourhood during the period analysed. The burglary rate is similar to the City of Manchester average for neighbourhoods of the same size but higher than rates across the conurbation and the country. Properties on Northdale Road, Wavertree Road, Crab Lane and Victoria Avenue were most likely to be targeted.



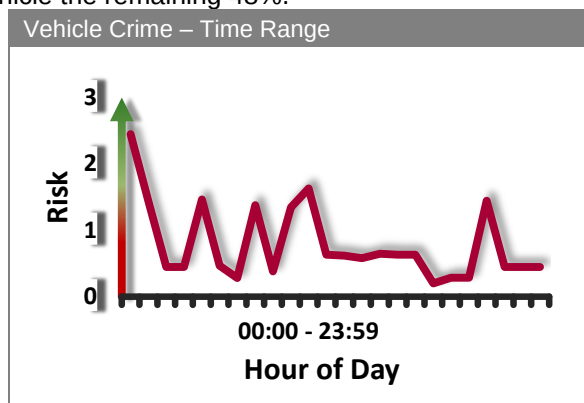
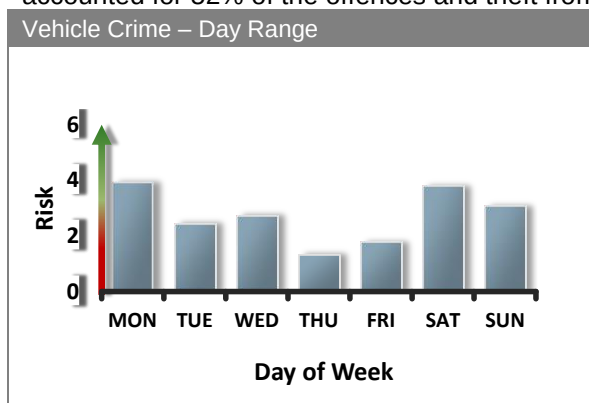
- 2.1.8 The risk of domestic burglary is greatest on a Wednesday and Friday. The most common times for offences to be committed are at night around 02.00.



- 2.1.9 In 19 cases of burglary in this neighbourhood, offenders have targeted the front and rear doors of homes as a means to gain entry - using force to a door open or a tool to damage the lock. There were 4 incidents where entry was gained via a window. Seven burglaries involved offenders entering a property via an unlocked door or window or were invited in by a resident.

Vehicle crime

- 2.1.10 There were 21 vehicle-related crimes in the area during the period analysed. Theft of a vehicle accounted for 52% of the offences and theft from a vehicle the remaining 48%.

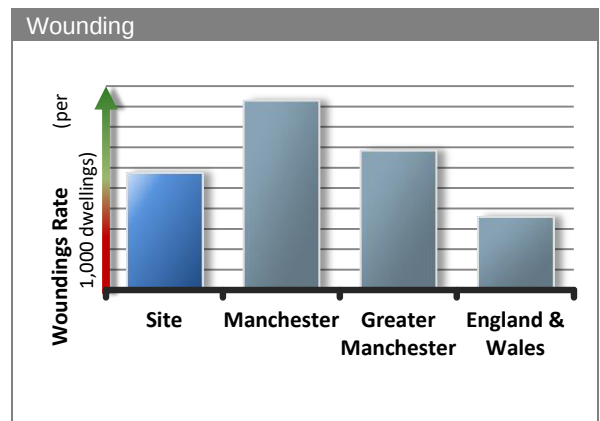
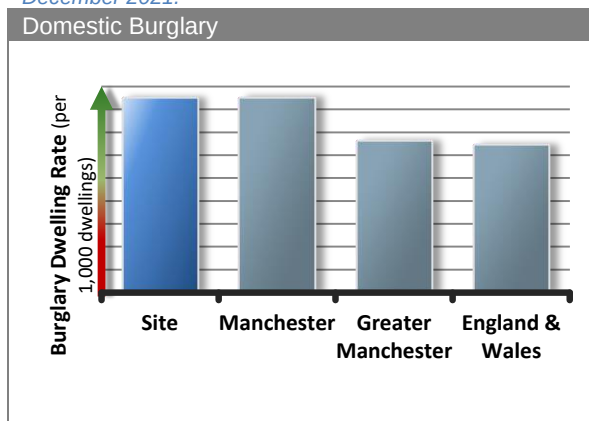


- 2.1.11 The risk of vehicle crime peaks is consistently low throughout the week. Offences are more likely to occur during at night or in the mid-evening.

2.2 Crime rate comparison

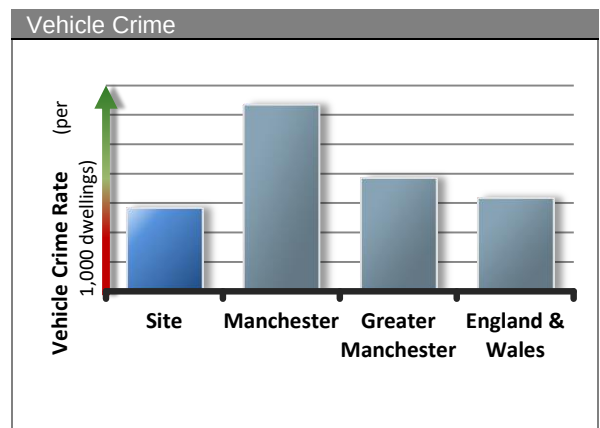
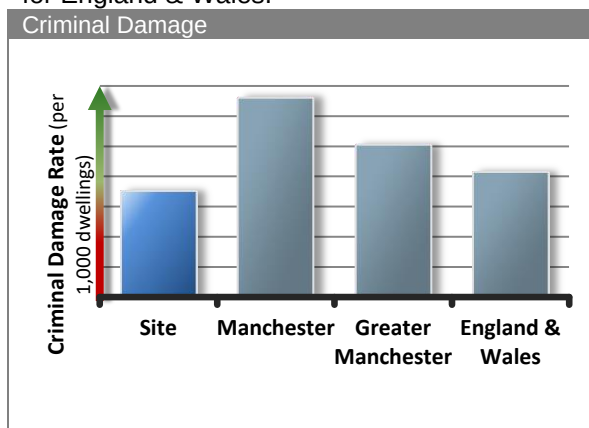
Comparing crime rates in the neighbourhood around the site to those in Manchester, Greater Manchester, and England & Wales

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



2.2.1 The rate of domestic burglaries per 1000 dwellings in the neighbourhood around the site is **the same as** the rate for the City of 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 **38 lower** than the rate for the City of Manchester, **16% lower** than the Greater Manchester rate and **61% higher** than the rate for England & Wales.



2.2.3 The rate of criminal damage per 1000 dwellings in the neighbourhood around the site is **47% lower** than the City of Manchester rate, **30% lower** than the Greater Manchester rate and **15% lower** than the rate for England & Wales.

2.2.4 The rate of vehicle crime per 1000 dwellings in the neighbourhood around the site is **55% lower** than the City of Manchester rate, **26% lower** than the Greater Manchester rate and **11% 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 forced open with bodily pressure and tools

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.

2.3.2 Doors have been targeted when left insecure

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

- front doors 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.
- 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.

2.3.3 Windows have been prised open by offenders

To minimise the risk of prising windows open:

- all ground floor windows should include key operated locks and opening restrictors; and,
- access to the rear of the dwellings should be controlled by the erection of robust boundaries and locking gates. Pedestrian routes alongside the rear boundaries should be avoided wherever possible.

2.3.4 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 should be restricted by installing appropriately high fencing and locking gates.

2.3.5 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.

2.3.6 Offenders have stolen bicycles

To minimise the risk of offenders targeting bicycles:

- a cycle store or a wall/floor anchor should be provided; and,
- rear garden gates should be robust, tall, self-closing and self-locking.

2.3.7 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.

2.3.8 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 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 moderate volume of crime;
- the steep, densely vegetated and difficult to access land to the south and west helps to secure a large part of the site's boundary;
- the steel railings and paladin fencing make trespass onto the site difficult;
- there is little on the site that might attract trespassers;
- the site is clearly visible to residents who live in the houses opposite. The casual supervision of residents is likely to deter criminal activity;
- with the exception of funeral parties and cemetery visitors, the street is lightly trafficked and does not convey through traffic. Consequently, the site is largely anonymous. More heavily trafficked routes often can act as a conduit for crime, with criminals identifying opportunities for crime and committing crime opportunities as they travel along them; and,
- the quality of the local environment around the site is good. When considering certain categories of crime, offenders tend to avoid well-maintained places; they may consider that their actions will be challenged by local residents.

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

- whilst the site is located in a neighbourhood with a moderate volume of crime, offenders engaged in house burglary are active;
- vacant sites can become focal points for anti-social behaviour, including fly-tipping, which can affect the quality of life of neighbouring residents;
- the lack of off-street parking at existing houses results in many vehicles being parked on the street or partly on the highway and partly on the grass verges. This arrangement has resulted in the deterioration of some of the verges. Should the development of the site proceed, there may

be tensions relating to availability of on-street parking for vehicles of existing residents and/or further of grass verges as available parking space diminishes; and,

- during the construction phase of any development, the presence of the site compound can be an attraction for offenders, who may also target property in the vicinity of the compound.

3 Development Appraisal

3.1 The proposed development

3.1.1 The proposed development involves:

- partial regrading of the site;
- retention of existing retaining walls at the southern and western fringes of the site and extension of these structures to facilitate development;
- construction of 8 apartments in two blocks (plots 1-8);
- construction of 14 houses in seven pairs (plots 9-22);
- retention of the embankment on the western edge of the site; and,
- where feasible, retention of grassed verges, and the on-street parking layby.

3.1.2 The two blocks of apartments will be located at the eastern end of the site. Block 1 will accommodate 6, one-bedroom, apartments, three on each floor, and Block 2 the remaining 2, also one-bedroom units. Residents will share an 8-space, car park, which will be situated to the western side of Block 1 and in front of Block 2 and is accessed from Longhurst Road. Each apartment will have its own external entrance door on the front elevation of each of the blocks. In addition, ground floor apartments will have a rear door that allows access to a secure, shared amenity space to the eastern side of Block 2 and the rear of Block 1. Residents of the upper floor apartments will be able to access this amenity space via one of two gates, located on either side of Block 1. There will be a refuse and a cycle store on the western edge of the shared car park, directly opposite the parking bays. The side and rear boundaries of the apartment blocks, and the amenity space at the rear, will be secured with 1800-2100mm high, retaining walls, gates or timber fencing.

3.1.3 The houses will each have three bedrooms and have accommodation over three floors. Due to the gradient of the site, there will be a void at the rear of the ground floor; each of the upper floors will have around 40% more floorspace than the ground. Houses will be positioned facing Longhurst Road, each with a single, driveway parking bay between the house and the highway, and front doors facing the street. A door on the side elevation will allow access to the rear of the ground floor, whilst there will also be a door on the rear elevation on the rear elevation at first floor level that will allow access to the elevated, rear gardens. Residents can each access rear gardens from the front of their property via a gated pathway and a series of steps. Gardens will be enclosed with 1800mm-2100mm high, retaining gates, walls or timber fencing.

3.1.4 To help protect the roots of adjoining trees that are subject to the TPO, the embankment west of plot 22, but within the site boundary, will be retained. It will remain secured with 1800mm high, timber fencing with an access gate to allow access for maintenance and appears to be dedicated to plot 22.

3.1.5 Allowing for driveway access, wherever possible the grassed verges and trees along the edge of the carriageway of Longhurst Road will be retained; additional trees will be planted for those lost as a result of the construction works.

3.2 Positive aspects of the proposals

The following proposed features would make a positive contribution to the prevention of crime and fear of crime.

3.2.1 Given the surrounding land uses, use of the site for residential purposes seems entirely suitable.

3.2.2 The proposals result in the redevelopment of a site which may otherwise attract anti-social behaviour, such as fly-tipping.

3.2.3 The number and mix of houses and apartments within the development, 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 - lights on in houses, external lighting on at entrance doors, for example - will help to deter offenders.

- 3.2.4 Front doors and principal room windows of all houses and apartments face the street, which helps to promote street activity and promotes natural surveillance.
- 3.2.5 Defensible space is included at the front of each property in the form of front gardens defined with 1250mm high walls with decorative railings.
- 3.2.6 Rear gardens and apartment residents' amenity space will be enclosed with suitably highwalls, fencing and gates.
- 3.2.7 Apartment residents' shared amenity space allows residents to meet their neighbours, and build relationships and a sense of community, which can help to maintain social and environmental standards, as well as deter offenders.
- 3.2.8 The proposed, in-curtilage, parking arrangements for house and apartment residents will reduce the risk of vehicles being targeted by offenders.
- 3.2.9 Cycle parking has been considered for apartment residents.
- 3.2.10 Measures have been included in the steps to rear gardens of the houses to facilitate the movement of bicycles up and down.
- 3.2.11 Landscaping of the modest front gardens, partial retention of grass verges, and retention and planting of street trees helps to maintain the quality of the local environment. Well-maintained environments tend to attract less crime and anti-social behaviour.

3.3 Recommendations to improve the security of the development

The following points have been identified for further consideration and would need to be addressed for Design for Security to support the proposed scheme.

Security of the houses and apartments

- 3.3.1 Security-certified external doors, window frames and glazing should be installed at each property. An intruder alarm is advised.

Driveways of houses

- 3.3.2 In order to differentiate parking bays where they adjoin those of the neighbouring house, stone setts should be used to form a visible dividing/ownership line.

Rear garden access pathways

- 3.3.3 Individual (plots 9 and 22) shared-use, rear-access pathways, should be secured at, or very close to, the front elevation of the respective houses with an 1800mm-2100mm high gate. 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.

Cycle storage

- 3.3.4 To reduce the risk of theft and instil confidence in residents in the use of the cycle store, it should be:
 - located within the secure amenity space at the rear of Block 1
 - be very robust and include a roof to protect bikes from the elements
 - include a steel gate set within a steel frame fitted with a British Standard, key-operated, mortice lock or fob-operated, electronic lock (with a holding force of around 4500N)
 - the gate should be self-closing and self-locking.
 - be fitted with Sheffield stands that are securely anchored to the floor to allow cyclists to secure the frame and wheels of their bikes.

Apartment block's driveway and parking bays

- 3.3.5 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 higher-quality surfacing of the drive and car park is recommended. Rather than a standard tarmac a higher

specification solution will emphasise 'territoriality', promote 'ownership' of the space amongst residents, which adds to the overall supervision and can deter intruders.

Grass verges and retained embankment

- 3.3.6 Given the issue with parking demands of residents and visitors in the future, existing grassed verges and the street trees along Longhurst should be protected to prevent vehicles parking on the grass or damaging the trees.
- 3.3.7 The embankment at the western edge of the site should be dedicated to the neighbouring dwelling (plot 22) or be subject to a grounds maintenance contract. The proposed access gate on Longhurst Road should be secured with a Sold Secure™ padlock. Access onto the embankment should be controlled subject to a management plan.

4 Physical Security

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

4.1 Doors

- ☐ All external front, side and rear, doors to all properties, must be tested, and certified to, BS PAS 24, STS 202 BR2 or LPS 1175 SR2.
- ☐ Entrance doors to all houses and apartments should have a fixed external handle, or the handle be fitted with a split spindle (meaning access is only possible with a key when closed), a door viewer and chain, or similar opening limiter, 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 lock.
- ☐ Each property should be clearly numbered, with the number visible from the street.

4.2 Windows

- ☐ Ground level windows to apartments and houses, (ground and first floor rear elevation only to houses), 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 external doors and all ground level windows on all properties must incorporate at least one pane of glass rated as P1A under EN 356. The remaining pane in a double-glazed unit may be toughened glass.

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 level 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 and gates

- ☐ The proposed front and rear boundary treatments set out on the Proposed Site Plan – Boundary Treatment (*drawing number 20-043-1004*) are ideal and are supported.
- ☐ Rear garden access gates should be located at the front building line. The locking mechanism should be capable of being operated from either side of the gate and the gates should be self-closing and self-locking.

4.6 Cycle store

- ☐ The apartment residents' cycle store should be weather-tight, secured with a steel-mesh/bar gate and fitted with a key-operated mechanical lock or a fob-operated, electronic lock that has a 4500 Newton holding force, and is self-closing and locks upon closure. It should also be fitted with Sheffield stands to allow cyclist to secure the frame and wheels.
- ☐ A Secured by Design accredited cycle store or a Sold Secure™, ground or wall anchor should be fitted in the rear garden of each house to allow residents to secure their bikes. Alternatively, if garden sheds are provided, they should be fitted with sold secure locks and have a ground anchor fitted, to allow residents to secure bicycles or other valuable equipment.

4.7 Landscaping

- ☐ The driveway and car park to the apartment blocks should be finished in a contrasting blockwork or coloured tarmac.
- ☐ Grassed verges to the street should be protected with the use of appropriate measures to prevent vehicles damaging the grass.

4.8 Lighting

- ☐ External, metal halide, lighting must be provided to the front, side and rear doors of all properties. Lights should be operated by photoelectric cell/daylight sensor. PIR security lighting is not appropriate. Fittings should produce 'white' light.

4.9 Other

- ☐ If smart meters are not fitted, meter cupboards should be located to the fronts of properties, not in the private areas.
- ☐ Rainwater pipes should be square in profile and fixed back to the building fabric to prevent climbing to upper floor windows.

5 Construction

- ☐ The developer should take measures appropriate to secure their site during construction, and control pedestrian and vehicular access into and out of the site. The contractor on this scheme should be a member of the 'Considerate Constructors Scheme'.
- ☐ Site security contractors should be SIA (Security Industry Authority) approved to ensure professional standards are adhered to (please see <http://www.sia.homeoffice.gov.uk/pages/acs-intro.aspx> for more details).

6 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
02.12.22	Kaja Sandura, Bowker Sadler Architecture	Request for Crime Impact Statement
08.03.23		Site visit
16.03.23	Kaja Sandura, Bowker Sadler Architecture	Report issued

B Associated Documents

This report is based on the following drawings:

Drawing No.	Drawing Title	Date	Rev
1000	Location Plan	01/12/22	
1002	Proposed Site Plan – Ground Floor	15/09/21	
1003	Proposed Site Plan – First Floor	15/09/21	
1004	Proposed Site Plan – Boundary Treatment	30/11/22	
1010	North Elevations	28/07/22	
1015	Proposed Section Block 3 3b5p	26/07/22	
1020	Apartment Plans – 1b2p – Type A	26/07/22	
1021	Apartment Plans – 1b2p – Type B	26/07/22	
1022	Town Houses – 3b5p – Type C	26/07/22	
1023	Town Houses – 3b5p – Type D	26/07/22	

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

C CIS Version History

Version	Revisions	Date
A		16.03.23

D Glossary

Burglary Resistance Standards

BS 7950, 1997

Specification for enhanced security performance of casement and tilt/turn windows.

BS 4873, 2005: Specification for aluminium windows.

BS 7412, 2007: Specification for plastic windows made from PVC-U extruded hollow profiles.

BS 644-1, 2003: Wood windows. Specification for factory assembled windows - various types.

BWF:TWAS: Timber window accreditation scheme.

BS 6510, 2005: Specification for steel windows, sills, window boards & doors.

BS PAS 23-1, 1999

General performance requirements for door assemblies.

A performance standard for door sets, which certifies that a particular door set is fit for purpose. Door products must also have BS PAS 24 certification.

BS PAS 24-1, 2012

General security performance requirements for door assemblies.

An attack test standard for door sets, which certifies that a particular door, frame, lock and hardware set has withstood a series of physical tests. This is the minimum police requirement for Secured by Design dwellings, and is also applicable to French/double doors, and sliding doors.

ENV 1627-30 (Security Ratings WK1 to WK6)

Windows, doors, shutters - Burglar resistance Requirements and classification

The classification system used in ENV 1627-30 is aimed at the commercial market and is based on five elements:

- a) Resistance of glazing
- b) Performance of hardware
- c) Resistance to static loading
- d) Resistance to dynamic loading
- e) Burglary resistance by manual intervention

LPS 1175 (Security Ratings 1 to 6)

Specification for testing and classifying the burglary resistance of building components

This includes doors, shutters, garage doors and grilles typically for commercial premises and higher risk domestic premises and is acceptable to the ABI and the Police. The standard has 6 levels, 6 being the highest, with levels 1 and 2 equivalent in many respects to BS PAS 24 and BS 7950.

STS01 Issue 4: 2012

Enhanced security requirements for doorsets and door assemblies for dwellings to satisfy the requirements of PAS23 and PAS24

As the title suggests this is an equivalent test standard to PAS 24, incorporating PAS 23 (fitness for purpose), published by Warrington Certification.

STS02 Issue 3: 2011

Requirements for burglary resistance of construction products including hinged, pivoted, folding or sliding doorsets, windows, curtain walling, security grilles, garage doors and shutters.

This specifies a broadly similar range of attack tools and times to those specified at the lower levels of LPS1175. However, STS202 does not extend to cover the higher levels of risk addressed within LPS1175 and the attack methods used differ.

EN 356, 2000 (Ratings P1A to P8A)

Glass in building. Security glazing. Testing and classification of resistance against manual attack.

A performance standard for manual attacks on glazing. P2A is comparable to the performance of a 6.8mm laminated glass, and P4A to that of a 9.5mm laminated glass.

Commonly Used Acronyms

CIT

Cash in transit (refers to vehicles, personnel and routines).

CPTED

Crime Prevention Through Environmental Design
(Learn more at www.designforsecurity.org/about/cpted)

CRS

Crime Reduction Specialist. Sometimes known as CPO (Crime Prevention Officer)

INPT

Integrated Neighbourhood Policing Team.

PVB/PolyVinyl Butyral (Glazing interlayer)

A commonly used interlayer used in the production of laminated glass.

LPCB (Loss Prevention Certification Board)

A brand of the BRE Global (Building Research Establishment) family. The LPCB work with insurers, Government, police, designers, manufacturers, contractors and end users to develop methods of assessing performance and reliability of security products to ensure their fitness for purpose.

UKAS (United Kingdom Accreditation Service)

The sole national accreditation body recognised by government to assess, against internationally agreed standards, organisations that provide certification, testing, inspections and calibration services.

Useful Websites

Design for Security

www.designforsecurity.org

Secured by Design

www.securedbydesign.com

RIBA Product Selector

www.ribaproductselector.com

LPCB – Red Book Live

www.redbooklive.com

Crime Reduction (Home Office)

www.crimereduction.homeoffice.gov.uk

DAC (Design Against Crime) Solution Centre

www.designagainstcrime.org

Building for Life

www.buildingforlife.org

CLG (Communities and Local Government)

www.communities.gov.uk