



CRIME IMPACT STATEMENT

A development of 65 houses
AT Harry Dalton Playing Fields, Wilbraham Road, Chorlton, Manchester

FOR: **Anwyl Homes**

VERSION C: **25.11.22**

2022/0508/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: a cul-de-sac layout; an appropriate number and mix of houses; a suitable amount of defensible space around each property; parking is included within a garage or within the curtilage of most houses; a cycle store will be provided in the rear garden of each property; with appropriate fencing or other measures, there will be a clear distinction between public, semi-private and private space; and, greenspace has been included on the site which all residents can enjoy.

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:

- introduce environmental enhancements to the streetscape at appropriate spaces within the development;
- include measures to prevent vehicles parking on the access road and green verges
- clearly define ownership, management and maintenance of peripheral greenspaces;
- install appropriately secure fencing and gates to define and secure front and rear boundaries to the houses; and,
- specify Secured by Design standard doors, windows, glazing and door hardware for the houses and garages.

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.

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Consultant

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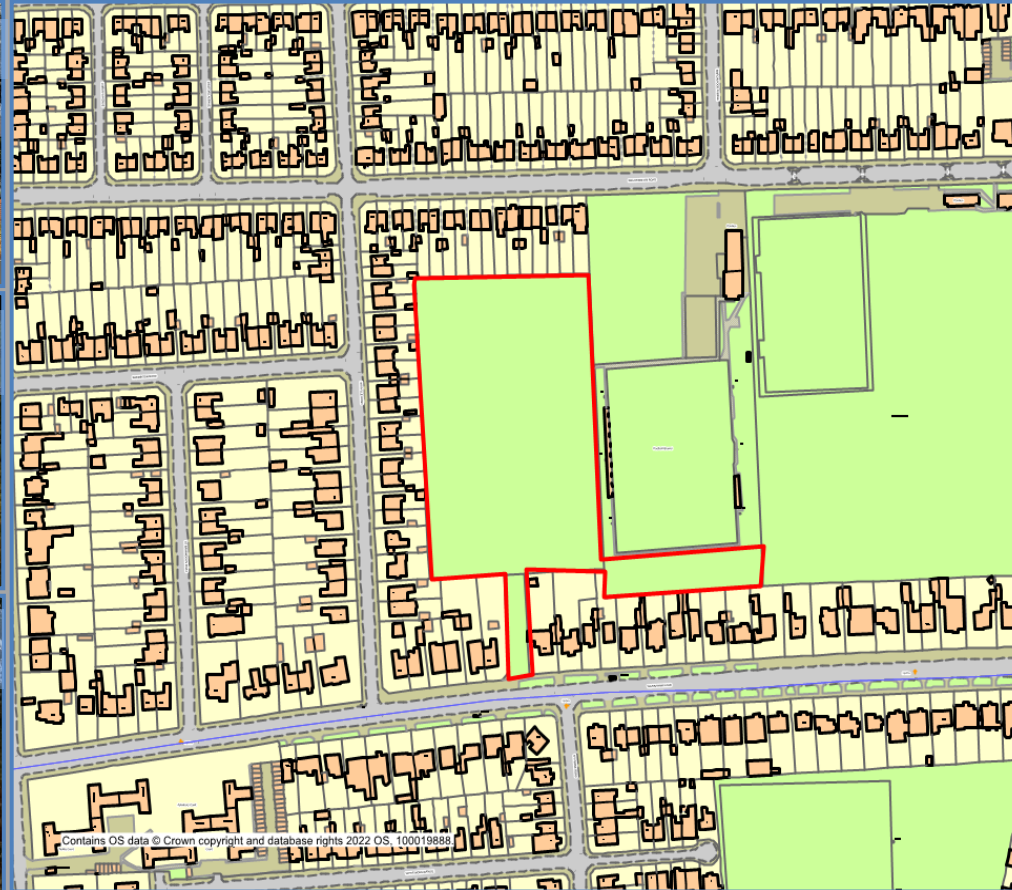
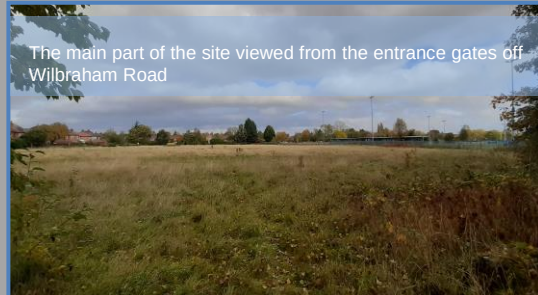
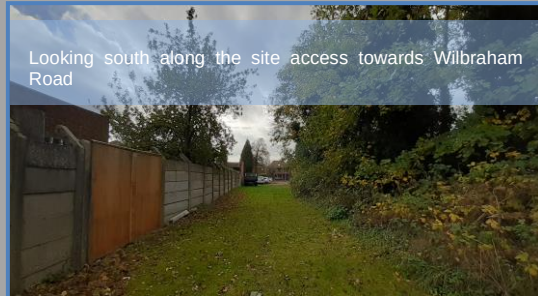
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1 The Site and Surroundings

The development site and its surroundings are shown on the plan and photographs below. Edged in red on the plan, the site is located on the northern side of Wilbraham Road in Chorlton, south Manchester. Wilbraham Road, A6010, is a busy thoroughfare that connects Fallowfield to the east with Chorlton to the west and carries a large volume of traffic throughout the day. The section of Wilbraham Road nearest to the site is straight and wide, and is residential in character, with large semi-detached and detached family houses that have driveway parking to the front and generous back gardens, several of which adjoin the site's southern boundary. The lining of the highway includes a lane for cyclists and markings to contain traffic within a single running lane. There is a pedestrian refuge in the centre of the road just to the east of the site access and bus stops on both sides of the road close to the access. The footpaths on both sides of the road are particularly wide and include areas of grass and mature trees. The rear gardens of more modest, semi-detached houses, that face Morville Road, adjoin the site's western boundary. Similarly, the rear gardens of semi-detached houses that face Brantingham Road adjoin the northern boundary of the site. St Margaret's Church Playing Fields are situated east of the site, between Wilbraham Road and Brantingham Road. This facility includes a clubhouse, car park and football pitches - including an enclosed pitch with turnstiles and very modest, spectator stands, which is the home of Maine Road Football Club. St Margaret's Fields are accessed from Brantingham Road where tall railings and steel palisade vehicle and pedestrian gates secure the boundary.



The application site extends to approximately 2.22 hectares(ha) and comprises an irregular shaped parcel of land within the administrative boundary of MCC (Grid Reference – E 382643 / N 394254). The application site comprises two distinct parcels of land, as described below. The part of the site identified for the proposed housing development comprises a roughly rectangular shaped parcel of land, which extends to 2 ha. 354 Wilbraham Road and its associated garage are the only existing buildings/structures within the site boundary. Access to the site is obtained from Wilbraham Road. The housing site is privately owned by GMYF and is secured on all boundaries by fencing and gates aside from 354 Wilbraham Road which is an occupied dwelling. The part of the site identified for ecological enhancement comprises 0.22 ha. The ecological mitigation area is owned by the St Margaret's Centre. Access into the site is primarily gained from Wilbraham Road, where a poorly surfaced and overgrown track connects the site to the road. The track is sufficiently wide as to allow vehicles to pass, although cars of local residents occupy part of the track. There is also a pair of gates on the eastern boundary that allow access from St Margaret's Fields although this route is unsuitable for anything other than off-road vehicles. The boundary of the site is defined largely by an array of different rear garden boundaries of adjacent houses, principally timber panel fencing or hedges. The site's eastern boundary is secured with a 1600mm high, steel-palisade fence.

2 Crime Statistics & Analysis

2.1 Crime in the neighbourhood

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

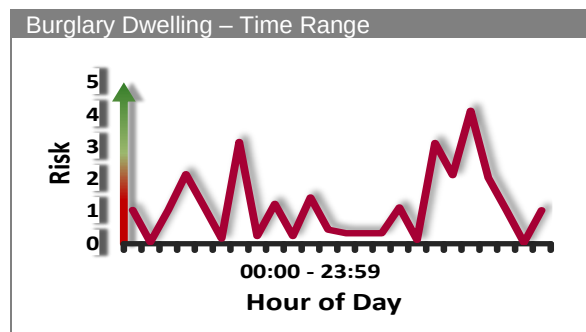
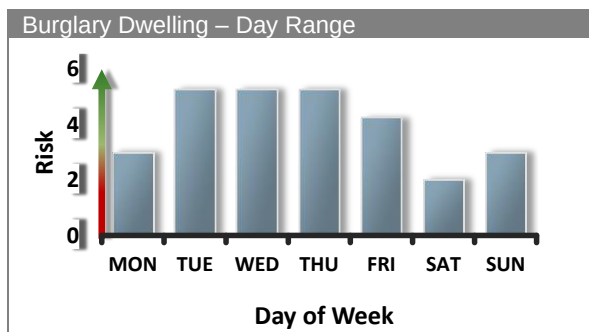
All crime

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
29	0	18	176	19	7	7	21	5	7

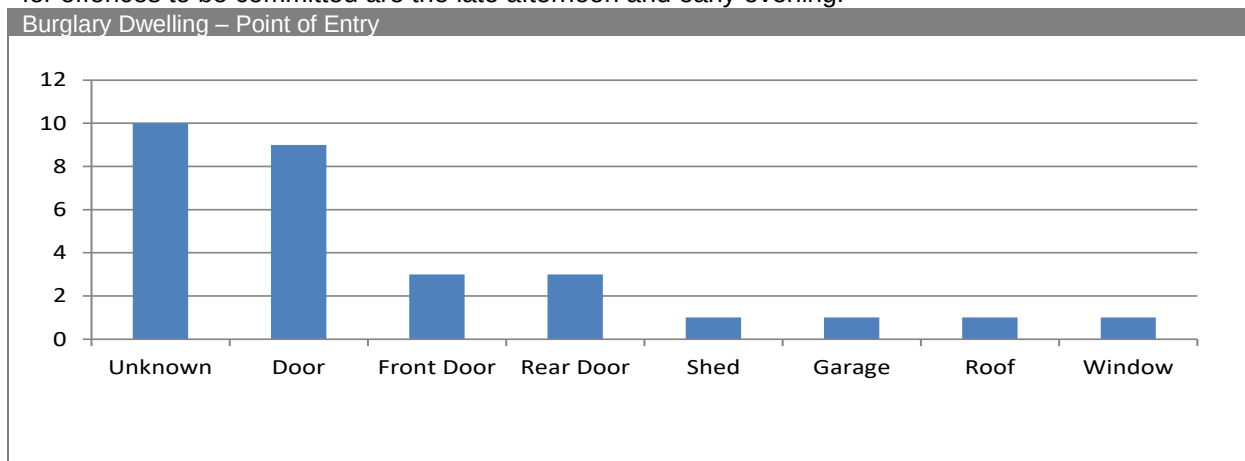
- 2.1.1 There were 304 recorded crimes in the neighbourhood around the development site during the period analysed. This volume of crime is below the average for a typical suburban neighbourhood within Manchester.
- 2.1.2 The most common crimes recorded were:
- the use, or threat, of violence - 58%
 - burglary - 10%
 - vehicle crime, i.e., theft of, theft from and criminal damage to a vehicle - 9%
 - theft - 9%
 - criminal damage – 6%.
- 2.1.3 Typically, crimes involving the use or threat of violence are usually the most common in any given neighbourhood. The percentage of violent crimes in this part of Chorlton 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 top 5 streets/places for recorded crime were:
1. Clarendon Road - 34 crimes
 2. College Road - 22 crimes
 3. Grosvenor Road – 20 crimes
 4. Manley Road – 19 crimes
 5. Wilbraham Road - 16 crimes.
- 2.1.5 There was a particular concentration of crime north of the development site, at the numerous terraced streets in between Clarendon Road and Manley Road as well as on these two roads.
- 2.1.6 Looking at the streets immediately surrounding the site, there were 5 crimes that took place at Morville Road, 7 on the section of Wilbraham Road in the vicinity of the site and 9 crimes on the on the section of Brantingham Road closest to the site. Burglary was the most common offences recorded in the immediate environs of the site.

Domestic burglary

- 2.1.7 There were 29 burglaries committed within the neighbourhood during the period analysed. The burglary rate is a little lower than the City of Manchester average for neighbourhoods of the same size and also higher than rates across the conurbation and the country. Properties on Brantingham Road, Manley Road and Grosvenor Road were most likely to be targeted.



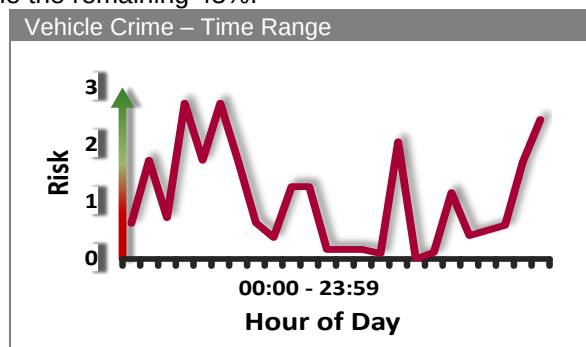
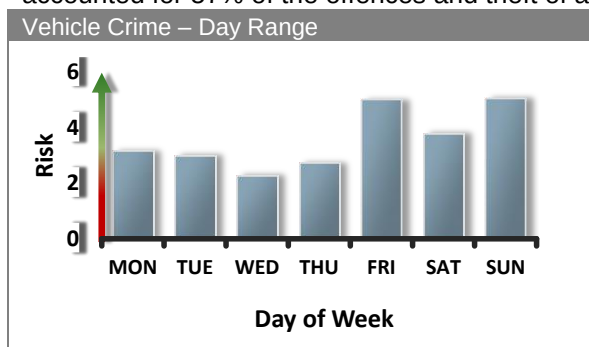
- 2.1.8 The risk of domestic burglary is greater during the week than at the weekend. The most common times for offences to be committed are the late afternoon and early evening.



- 2.1.9 In 15 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 was only one incident where entry was gained via a window. There were 10 burglaries where offenders were likely to have entered a property via an unlocked door or window, and 3 incidents where the offender targeted a garage or outbuilding.

Vehicle crime

- 2.1.10 There were 26 vehicle-related crimes in the area during the period analysed. Theft from a vehicle accounted for 57% of the offences and theft of a vehicle the remaining 43%.

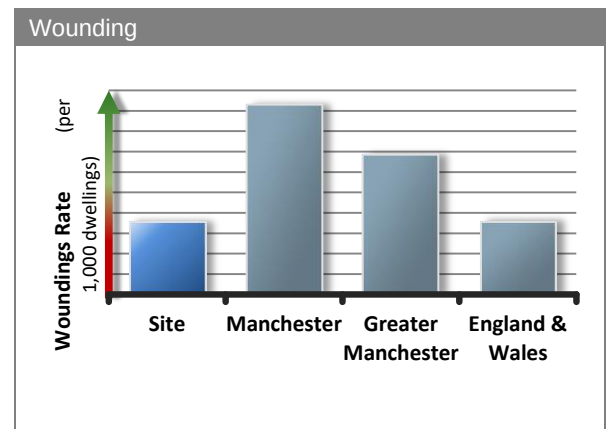
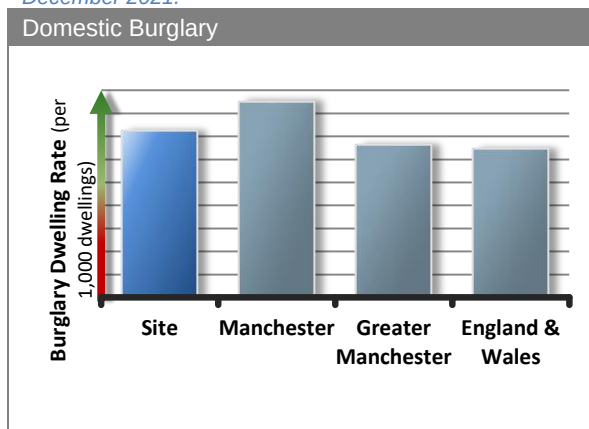


- 2.1.11 **Day/Time Range:** The risk of vehicle crime in the local area peaks on Friday and Sunday during the early hours of the morning. Offenders often target vehicles during the early hours of the morning as owners are likely to leave vehicles unattended and out of sight for long periods of time, creating a perceived low risk opportunity.

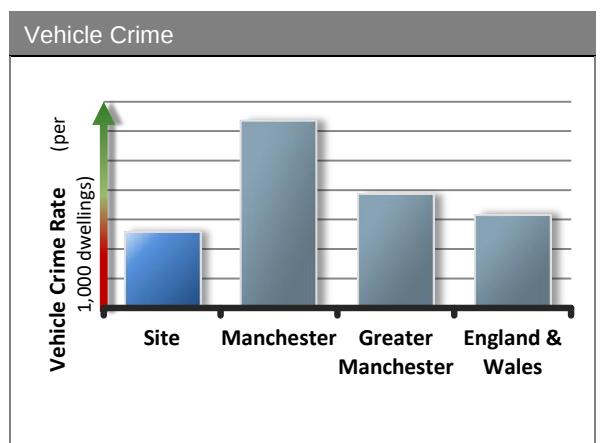
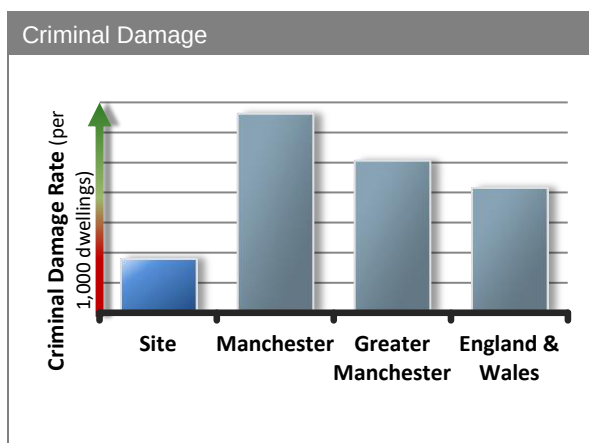
2.2 Crime rate comparison

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 **15% lower** than the rate for Manchester, **9% higher** than the Greater Manchester rate and **12% higher** than the rate for England & Wales.
- 2.2.2 The rate of wounding per 1000 dwellings in the neighbourhood around the site is **62% lower** than the rate for Manchester, **48% lower** than the Greater Manchester rate and **1% lower** than the rate for England & Wales.



- 2.2.3 The rate of criminal damage per 1000 dwellings in the neighbourhood around the site is **73% lower** than the Manchester rate, **64% lower** than the Greater Manchester rate and **57% 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 **59% lower** than the Manchester rate, **33% lower** than the Greater Manchester rate and **18% 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;
- 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 should be restricted by installing appropriately 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.

2.3.5 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.

2.3.6 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 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 rear gardens of houses that face Wilbraham Road, Morville Road and Brantingham Road help to secure large parts of the site boundary;
- the parts of the site that the public may gain access, i.e., off Wilbraham Road and the eastern boundary adjacent to the grounds of Maine Road Football Club, these boundaries are secured with appropriately tall and robust fencing;
- signage at the site entrance gates off Wilbraham Road are sufficiently robust as to deter intruders;
- signs mounted on the entrance gates inform the public that, *inter alia*, trespassers will be prosecuted, and a contact number is provided should anyone require it;
- there is little on the site that might attract offenders;
- the access to the site, off Wilbraham Road, is clearly visible to residents who live in the adjacent houses. The casual supervision of residents is likely to deter some criminal activity;
- the rear windows of houses that face Brantingham Road and Morville Road overlook the site. Again, the casual supervision of residents over the site is likely to deter criminal activity;
- similarly, when games or training is in progress at Maine Road FC the presence of players and spectators may discourage offenders;
- the site is hidden from the view of passing pedestrians and traffic. 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 very active in this neighbourhood;
- secluded sites can become focal points for anti-social behaviour, including fly-tipping, which can affect the quality of life of neighbouring residents;
- it appears that the space connecting the site to Wilbraham Road is used for parking by nearby residents. Cars parked along the access may be more prone to crime because the level of supervision is less than on private driveways, and should the development of the site proceed, there may be tensions relating to access rights on the route;
- some rear garden boundaries of houses that face Wilbraham Road are likely to become more accessible to the public, including offenders, as a result of the development of the site, which might compromise the security of these properties unless measures are installed to maintain security and privacy; 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 Full planning application proposing the erection of a residential development, with associated infrastructure, including landscaping, ecological mitigation, drainage and car parking, access from Wilbraham Road, and demolition of garage to the rear of 354 Wilbraham Road.
- 3.1.2 The dwellings will comprise a mix of 4 two-bedroom houses, 25 three-bed houses, and 36 four-bedroom houses. The houses will be 2- and 2.5-storey, and include semi-detached, detached properties and a single terrace of 3 houses, all of which will be arranged along the loop road. Each house will have driveway parking for two cars, to the front or side of the property, in addition several will also have a detached garage. All of the houses will have a very modest, front garden and a larger, rear garden.
- 3.1.3 The site access road will include footpaths and landscaped verges where it connects Wilbraham Road to the wider site. Land at the south-eastern corner of the site will become an ecological enhancement area.

3.2 Positive aspects of the proposals

- 3.2.1 A residential development is an appropriate use for the site given the surrounding land uses.
- 3.2.2 The proposals will result in the redevelopment of land which, if it remains unused may attract criminal and anti-social activity, for example, fly-tipping, which may affect the quality of life of nearby residents and security of their houses.
- 3.2.3 Developments built around a cul-de-sac tend to attract less crime than those located on 'through' roads that have a greater volume of traffic, including pedestrian traffic, where offenders tend to be less conspicuous.
- 3.2.4 Houses are mostly arranged in a perimeter block, with defensible to the front and rear of each dwelling.
- 3.2.5 The rear garden boundaries of the many of the proposed houses will adjoin those of existing houses reducing the risk of offenders approaching these houses from the rear.
- 3.2.6 The development includes a range of sizes of housing, which helps to diversify the resident population. A broader age range of residents can help to retain a presence throughout the day, e.g., families with young children, working people and retired people.
- 3.2.7 There are a significant number of houses within the development, which increases the likelihood of residents of some of the properties being present throughout the day. The presence of residents or

even just visible signs of people present - cars on driveways, lights on, external lighting on at entrance doors, for example - will help to deter offenders.

- 3.2.8 The proposed layout of the dwellings will help to animate the loop road and facilitate passive surveillance across the development.
- 3.2.9 Defensible space is included on the street facing elevations.
- 3.2.10 Rear garden boundaries of the houses can be secured with appropriately high fencing and gates.
- 3.2.11 The provision of garage and driveway parking spaces will reduce the risk of vehicles being targeted by offenders.
- 3.2.12 Private and public amenity space has been included in the scheme, which will soften the appearance of the development. The inclusion of social spaces provides an opportunity for residents to meet and build relationships, which can help to develop a sense of community within the scheme and deters crime and anti-social behaviour.
- 3.2.13 Measures to enhance the appearance of the street in the form of entrance and transitional squares are included on the plans.

3.3 Recommendations to improve the security of the scheme

THE SITE

Ecological Enhancement Area

- 3.3.1 The public should be excluded from the Ecological Enhancement Area.

Amenity space adjoining the access road

- 3.3.2 To avoid abuse of the green space, i.e., over-running vehicles access issues should be resolved with adjoining property owners and where relevant designed into the scheme.
- 3.3.3 Where appropriate, dense, defensive (prickly) planting should be used to protect exposed boundary fencing of numbers 338 and 354 Wilbraham Road.

Amenity space at the south-western corner of the site

- 3.3.4 To enhance garden privacy and security of Plot 1 s well as the rear boundaries of numbers 356 and 358 Wilbraham Road, the amenity space immediately south of Plot 1 should be dedicated to the owner of Plot 1, and enclosed with a 1200mm high, steel railing to clarify ownership.

Streetscape

- 3.3.5 In order to emphasise ownership, and encourage maintenance of, and play/socialising in, the street, the application of a high-quality surfacing of the cul-de-sac and accessways at the north-east and north-west corners of the site is recommended. The creation of a shared surface/'Home-zone' design for at least parts of the 'street', rather than a standard engineering solution will emphasise 'territoriality', promote 'ownership' of the 'street' amongst residents, and encourage play/socialising – all of which adds to the overall supervision of the public space and deters crime. Particularly at the entrance to the development, we encourage the inclusion of such measures as distinctive signs and lighting. Such measures suggest that a threshold has been crossed into a space that is more private, where one's actions may be under greater scrutiny.

Amenity space

- 3.3.6 A greenspace management plan should be produced, which includes clear definition of ownership and responsibility for all greenspace within the development as well as a maintenance schedule.

HOUSES

Front garden boundaries

- 3.3.7 Front gardens should be defined with 900mm high hedges, railings, or dwarf wall with railing infill.
- 3.3.8 Ownership/management responsibility between plots should be clearly defined with a low railing or hedge.
- 3.3.9 In order to differentiate parking bays where they adjoin those of the neighbouring house, railings or pin kerb should be used to form a dividing line.

Rear garden fencing and gates

- 3.3.10 The palisade fencing securing the eastern boundary should be retained and screened from the view of residents using timber fencing.
- 3.3.11 Gates securing access to rear gardens should be 1800mm high and installed close to the front building line as is feasible.
- 3.3.12 Rear garden gates should include a lock that can be operated from either side of the gate to allow, for example, cyclists to enter and leave without compromising the security of the property. Ideally, the gates should be self-closing and self-locking.
- 3.3.13 Rear gardens should be secured with 1800mm high fences. Where side or rear boundaries adjoin public space add a 300mm panel of trellis to the top of the fence to enhance security, this should include new fencing to the rear garden of number 354 Wilbraham Road.
- 3.3.14 Fencing between neighbouring houses should include an 1800mm high, close-boarded fencing panel (acting as a privacy screen, generally erected perpendicular to the back of the house, it may then be lowered to 1200mm or 1500mm of close-boarded fencing with 600mm or 300mm sections of trellis to create a secure boundary whilst also allowing neighbours to interact.

House security

- 3.3.15 Each house should be fitted with a security-rated entrance door, with number, door viewer and opening limiter. Rear, patio, doors should also be security-rated.
- 3.3.16 The ground floor windows of each house should be security-rated, fitted with key-operable locks, and have opening restrictors fitted. Glazing in all external doors and all accessible windows should include laminate glass.
- 3.3.17 Fit an intruder alarm, or a fuse spur to allow residents to install an alarm system, to each house.
- 3.3.18 Install a dusk-to-dawn light at the front and rear entrance doors of each house.

Garage security

- 3.3.19 Vehicle and pedestrian doors should be security-rated.
- 3.3.20 Windows should be security-rated, and fitted with key-operable locks, and have opening restrictors fitted. Glazing in doors and windows should include laminate glass.
- 3.3.21 Fit an intruder alarm.
- 3.3.22 Install a dusk-to-dawn light at the vehicle and pedestrian doors.

Cycle parking

- 3.3.23 Cycle stores should be fitted secured with a Sold Secure™ hasp and staple and a Sold Secure™ padlock.

4 Physical Security

The following specification should be adopted, which meets the security requirements for this scheme to achieve Secured by Design accreditation.

4.1 Doors

- ☐ Front doors and rear doors) should 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.
- ☐ Garage vehicle doors should be compliant with, and certified to, LPS 1175 SR1/2.
- ☐ Garage pedestrian doors should be compliant with, and certified to, BS PAS 24 or be 44mm solid core doors fitted with a British Standard 5 lever lock. If any part of the door is glazed, the glass should include a laminate pane.

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- ☐ 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 the houses and the garages should 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 garages should 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 house and garage. 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 Boundary fencing and gates

- ☐ Front gardens should be defined with 900mm high hedges, railings, or dwarf wall with railing infill
- ☐ In order to distinguish parking bays where they adjoin those of the neighbouring house or flat, railings or stone setts should be used to define ownership.
- ☐ Retain the steel palisade fencing on the eastern boundary but screen it with timber fencing.
- ☐ Rear garden gates should be a minimum of 1800mm high and include a lock that can be operated from either side of the gate. The gates should be self-closing and self-locking.
- ☐ Where rear gardens of the houses adjoin public space, enclose the garden with 2100mm high fencing, a combination of 1800mm high, close-boarded timber with 300mm trellis, elsewhere 1800 high fencing is adequate.
- ☐ Fencing between neighbouring houses should include an 1800mm high, close-boarded, privacy panel. Fencing may then be lowered to include panels of 1200mm or 1500mm high, close-boarded fencing, finished with 600mm or 300mm sections of trellis.

4.6 Lighting

- ☐ Dusk-to-dawn lighting must be provided to all external front, rear and garage doors of all houses. Lamps should produce a 'white' light and be operated by photoelectric cell/daylight sensor.

4.7 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.

4.8 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 plan should be drawn up to address maintenance issues associated the landscaped areas within the site.

6 Construction

- ☐ The developer should take appropriate measures to secure their site during construction, and control pedestrian and vehicular access in and out.
- ☐ 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
12.10.21	Georgina Blackburn, Asteer Planning	Request for Crime Impact Statement
21.10.22		Site visited
03.11.22	Georgina Blackburn, Asteer Planning	Report issued
22.11.22	Georgina Blackburn, Asteer Planning	Additional plans and comments received
22.11.22	Georgina Blackburn, Asteer Planning	Report issued
24.11.22	Georgina Blackburn, Asteer Planning	Revised Colour Site Layout received
25.11.22	Georgina Blackburn, Asteer Planning	Report issued

B Associated Documents

This report is based on the following:

Drawing No.	Drawing Title	Date	Rev
Pre-app document – page 18	Proposed Site Layout		
Pre-app document – page 23	House type Floor Plans and Elevations		
APD/AH158/PL01	Proposed Colour Layout	13.10.22	F
SCD-09.4	Typical Domestic Cycle Storage Shed	DEC 2019	

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		02.11.22
B	Various changes to text to reflect comments from planning consultants	22.11.22
C	Minor revision to Proposed Colour Layout	25.11.22

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, STS02 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