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Architectural Liaison Officer
(Designing Out Crime Officer)
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Our Ref: **03.06.25 (041.25.SM)**
Your Ref: SMD/2025/0243
Date: 3rd of June 2025

Dear Sir,

Ref: SMD/2025/0243
Proposal: Outline planning permission with some matters reserved for access for residential development and associated landscaping and on-site infrastructure
Location: LAND EAST OF MANIFOLD DRIVE AND SOUTH OF RAKEWAY ROAD , Manifold Drive , Cheadle , Staffordshire

The proposal has been reviewed with particular reference to Police CPI's Secured by Design guidance and in accordance with the recognised principles of Crime Prevention Through Environmental Design.

Whilst this is an outline planning application, I am concerned about the proposed site layout.

I recommend that the proposed road and footpath layout are reconsidered. There should be only one joint pedestrian and vehicle link to these proposals and pedestrian routes must run alongside vehicle routes to the front of Dwellings. The preferred layout would be one that is outward looking. There is a direct link between increased permeability and an increase in crime and antisocial behaviour. Please consider the following guidance.

The following comments should be considered in the light of the following:

- Under the heading Promoting Healthy and Safe Communities, Para 96(b) of the NPPF 2024 states "Planning policies and decisions should aim to achieve healthy, inclusive and safe places which - are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion ...";
- Under the heading Achieving Well-Designed Places, Para 135(f) of the NPPF 2024 states "Planning policies and decisions should ensure that developments - create places that are safe ... and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience";
- Under the heading Planning Should Address Crime Prevention, Design Para 10 of the NPPG states "Designing out crime and designing in community safety should be central to the planning and delivery of new development";
- The statutory obligation placed on local authorities to do all they reasonably can to prevent crime and disorder in accordance with Section 17 of the Crime and Disorder Act 1998;
- **(Where these proposals require a Design And Access Statement to accompany the application)** The 2006 CABE document entitled 'Design and Access Statements: How to Write, Read and Use Them', which states "Statements should demonstrate how development can create accessible and safe environments, including addressing crime and disorder and fear of crime."

1. Development design concerns and guidance.

1.1 Layout of roads and footpaths.

I recommend that the proposed road and footpath layout are reconsidered.

There should be only one joint pedestrian and vehicle link to these proposals and pedestrian routes must run alongside vehicle routes to the front of Dwellings.

The preferred layout would be one that is outward looking.

There is a direct link between increased permeability and an increase in crime and antisocial behaviour.

Secured by Design. Residential Guide. 2025. Section 8. Roads and footpaths.

Section 8.1 Vehicular and pedestrian routes shall be designed to ensure that they are visually open, direct, well-used and shall not undermine the defensible space of neighbourhoods. Design features can help to identify the acceptable routes through a development, thereby encouraging their use, and in doing so enhance the feeling of safety. Where it is desirable to limit access/use to residents and their legitimate visitors, features such as rumble strips, change of road surface (by colour or texture), pillars, brick piers or narrowing of the carriageway may be used. This helps to define the defensible space, psychologically giving the impression that the area beyond is private.

Section 8.2 It is important when designing roads and footpaths to maximise the benefits of passive surveillance, and furthermore, when addressing safety and security of street layouts, public realm, and footpaths, that designing out crime is adopted as a broader package of works. This includes landscape design, lighting, layout of buildings, etc. to ensure that all roads and footpaths (including public rights of way) are safe, secure, and accessible for all, in support of the Violence Against Women and Girls (VAWG) agenda.

Active Travel England.

Section 8.3 Active Travel England, is an executive agency, sponsored by the Department for Transport. They are:

- investing in and improving standards for active travel schemes across England
- integrating active travel in the planning and development system
- focusing on inclusivity and accessibility and giving people from all walks of life the opportunity to try active travel
- helping councils to access state of the art data and analysis to use in active travel planning and design

Further information is available at: Gov UK – Active Travel England - Planning Active Places: **Active Travel England**

Wherever possible pedestrian routes should run alongside vehicle routes and be limited to as few as possible.

Footpath and bicycle route design.

Section 8.9 Routes for pedestrians, cyclists and vehicles shall be integrated and assist easy, intuitive wayfinding through the application of inclusive design by increasing activity and therefore natural surveillance, proven deterrents for crime and anti-social behaviour.

Section 8.10 Paragraph 96b of the NPPF (December 2024) states that ‘planning policies and decisions should aim to achieve places which are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continued use of public areas.’

Section 8.11 *Public footpaths should not run to the rear of, and provide access to, gardens, rear yards or dwellings as these have been proven to generate crime.* Where developments have to incorporate existing public rights of way, early consultation with the DOCO is required to ensure that the appropriate mitigating action is taken to reduce criminal opportunity.

Section 8.12 Where a segregated footpath is unavoidable, for example where there is a public right of way, an ancient field path or heritage route, designers shall make the footpath a focus of the development by ensuring it is a safe space and accessible for all, in support of the **National Police Chiefs' Council's Policing Violence Against Women and Girls - The National Framework for Delivery: 2024 – 2027**. A segregated footpath should be:

- *as straight as possible*
- *wide*
- *well-lit (see paragraphs 8.21 to 8.23)*
- *devoid of potential hiding places*
- *overlooked by surrounding buildings and activities*
- *carefully landscaped (see paragraphs 8.16 to 8.20)*
- *well-maintained so as to enable natural surveillance along the path and its borders*

Section 8.13 *Physical barriers may also have to be put in place where 'desire' lines (unsanctioned direct routes) place users in danger, such as at busy road junctions. It is important that the user has good visibility along the route of the footpath.*

Section 8.14 Where isolated footpaths are unavoidable, and where space permits, they shall be at least 3 metres wide (to allow people to pass without infringing personal space and to accommodate passing wheelchairs, bicycles and mobility vehicles). If footpaths are designated as an emergency access route they must be wide enough to allow the passage of emergency and service vehicles and have lockable barriers.

Rear access footpaths.

Secured By Design. Homes 2023. Section 13. Rear access footpaths.

Section 13.1 *Research studying the distribution of burglary in terraced housing with open rear access footpaths has shown that up to 85% of entries occurred at the back of the house.*

Section 13.2 It is preferable that footpaths are not located at the rear of properties. If they are essential to give access to the rear of properties they must be gated. *The gates must be placed at the entrance to the footpath, as near to the front building line as possible, so that attempts to climb them will be in full view of the street. Where possible the street lighting scheme should be designed to ensure that the gates are well illuminated.*

Section 13.3 *Gates must be capable of being locked (operable by key from both sides of the gate). The gates must not be easy to climb over, crawl under or removed from their hinges and they should serve the least number of homes as possible, usually no more than four.*

Section 13.4 Gates will generally be constructed of timber when allowing access to the rear of a small number of dwellings. However, *in larger developments where the rear footpath provides access to a large number of properties then a gate constructed of steel may be required* by the DOCO.

Substantial purpose made gates meeting LPS 1175 Security Rating 1 (A1) or Sold Secure Silver (minimum) standard are available and may be required by the DOCO.

Any gate providing access to the rear of dwellings should be designed so as to resist being easily climbed over, crawled under or being forced open and they must allow high levels of surveillance of the footpath from the street.

Through-roads and cul-de-sacs.

Section 8.4 There are advantages in some road layout patterns over others especially where the pattern frustrates the searching behaviour of the criminal and their need to escape. Whilst it is accepted that through routes will be included within development layouts, *the designer must ensure that the security of the development is not compromised by excessive permeability, for instance by allowing the criminal legitimate access to the rear or side boundaries of dwellings, or by providing too many or unnecessary segregated footpaths (Note 8.4).* Developments that promote intuitive wayfinding and enhance the passive surveillance of the street by residents within their homes and high levels of street activity are desirable as they have both been proven to deter criminal behaviour.

Note 8.4: *The Design Council's/CABE's Case Study 6 of 2012 states that: "Permeability can be achieved in a scheme without creating separate movement routes" and notes that "paths and pavements that run as part of the street to the front of dwellings reinforce movement in the right places to keep streets animated and do not open up rear access to properties."*

Section 8.5 A review of available research in this area concluded that: *"Neighbourhood permeability... is one of the community level design features most reliably linked to crime rates,* and the connections operate consistently in the same direction across studies: *more permeability, more crime.* Several studies across several decades link neighbourhood property crime rates with permeability versus inaccessibility of neighbourhood layout. Neighbourhoods with smaller streets or more one-way streets, or fewer entrance streets or with more turnings have lower property crime rates..."

Source: *Taylor R B 2002 "Crime Prevention Through Environmental Design (CPTED): Yes, No, Maybe, Unknowable, and all of the above" in Bechtel RB (ed) "Handbook of Environmental Psychology", John Wiley, New York, Pages 413 – 426. Cited by Professor Ted Kitchen Sheffield Hallam University 2007.*

Section 8.6 Cul-de-sacs that are short in length and not linked by footpaths can be very safe environments in which residents benefit from lower crime.

Section 8.7 However, research shows that the benefit of a cul-de-sac can be compromised if one or more of the following undesirable features exists:

- backing onto open land, railway lines, canal towpaths, etc.
- are very deep (long)
- *linked to one another by footpaths (leaky cul-de-sacs)*
- poorly lit

Section 8.8 Cul-de-sacs that connect by footpaths to other parts of a development, often referred to as *'leaky cul-de-sacs'*, experience the highest levels of crime when compared to crime levels within a true cul-de-sac. *Crime in this kind of design can be 110% higher than crime in a true cul-de-sac and therefore should be avoided.*

Source: *Professor Rachel Armitage, "Crime Prevention Through Housing Design" 2013, Part 2, Chapter 6, "The Impact of Road Layout on Levels of Crime and Fear of Crime."*

Planting next to a footpath.

Please consider the following guidance in relation to providing open views over footpaths and any Public Open Space.

Section 8.16 In general, planting next to a footpath should be arranged with the lowest-growing specimens adjacent to the path, and larger shrubs and trees planted towards the rear. Planting immediately abutting the path shall be avoided as shrubs and trees may grow over the path, creating pinch points, places of concealment and unnecessary maintenance.

Section 8.17 Careful consideration is required when selecting tree species to be used adjacent to a footpath or verge and consider their whole-life growth characteristics. Many trees will grow tall, dense canopies as they reach maturity. If unmaintained, this broad canopy will spread many metres from the trunk of the tree, and over-hang paths and may create difficulties in maintaining a clear, accessible route, in addition to creating a sense of enclosure for path users. Routes with overhanging branches can also be a particular issue for people with sight loss. A large canopy may also block natural light and restrict the effectiveness of street lighting.

Section 8.18 Trees with slender or fastigate forms naturally grow a narrow, tall canopy, and are less likely to over-hang paths regardless of their maturity. Similarly, pleached trees have been trained to produce a narrow canopy above a very straight, clear stem. A variety of species are available with similar growth forms, which provide height and structure without the issue associated with large canopies.

Section 8.19 Where footpaths run next to buildings or roads, the path shall be open to view. This does not prevent planting but will influence the choice of species and the density of planting. Defensible space shall be created to separate a path from a building elevation, to ensure that public footpaths are not immediately next to doors and windows. This is particularly important in areas with a known graffiti or anti-social behaviour problem.

Lighting of footpaths.

Section 8.21 Where it is expected that a footpath will be in constant use, it shall have all the required attributes as listed at **paragraph 8.12** and be lit in accordance with BS 5489-1:2020 (see Section 19). However, if such attributes are absent along a footpath, it may be advisable to discourage its use in some circumstances by not illuminating it during the hours of darkness.

Section 8.22 It is important that landscape architects, lighting designers and ecologists (where appropriate), co-ordinate their plans to avoid conflict between lighting and landscape provision, i.e. tree canopies. It is advisable that trees are planted at least 5m away from any light source. **See paragraph 19.2** regarding the technical requirements for public lighting, 'dark sky' policies and light pollution.

Section 8.23 Secured by Design encourages, wherever possible, the use of the most environmentally friendly light sources. The Institute of Lighting Professionals (ILP) currently favours the use of good quality LED lighting and other energy effective light sources and advises against the use of fluorescent lighting which is environmentally unsustainable for a variety of reasons. Further information is available at: <https://www.securedbydesign.com/initiatives/safer-streets>

1.2 Planting and Landscaping (Planting in new developments).

Landscaping must not impede natural surveillance and must not create potential hiding places for intruders, especially where it is adjacent to footpaths and any public open space, or where it may obscure views of and from doors and windows.

This is valuable in helping to maintain a clear field of vision around a site, and in reducing fear of crime and opportunities for crime

*Secured by Design. Residential Guide. 2025.
Section 18. Planting in new developments.*

Section 18.1 Landscape provision such as the planting of trees and shrubs in new developments can enhance the health and well-being of residents and create attractive residential environments. The landscaping needs to be carefully designed to ensure it does not encourage crime and ASB as a by-product of its design. Designs will be supported provided that:

- The layout provides sufficient space to accommodate specimens once they have reached maturity, clear of access routes and required circulation areas, with shade and shadow at night being key considerations
- Future maintenance requirements and budgets are considered at the planting design stage, and management programmes are put in place to ensure the landscape fulfils the aims of the original design
- The planting design takes full account of all other opportunities for crime that may generate as a result of the scheme (or future maintenance)

Section 18.2 When designed and planted appropriately, certain species of plants such as spiny or thorny shrubs can help prevent crime, anti-social behaviour, graffiti and loitering, and create or enhance perimeter security. Defensive planting is not just about prickly shrubs, it is about selecting the right type of plant for the right aspect and environment, for example, open branched and columnar fastigiated trees can be used in a landscape scheme where natural and formal surveillance is required. Climbing plants can be used to cover walls to deter graffiti. Carefully selected trees and shrubs can be used to 'green up' the most hostile of environments providing both horizontal and vertical interest, without adding to crime risks.

Section 18.3 *Planting shall not impede the opportunity for natural surveillance and wayfinding, and must avoid the creation of potential hiding places. As a general recommendation, where good visibility is needed, shrubs shall be selected to have a mature growth height no higher than 1m, and trees shall have no foliage, epicormic growth or lower branches below 2m, thereby allowing a 1 metre clear field of vision.* Trees on appropriate root stock can provide a more reliable means of reducing the likelihood of impeding natural surveillance, by modifying the natural growth habits. As a general rule, building frontages shall be open to view except, for example, houses standing in their own private grounds. Attention shall be given to the location of walls and hedges so that they do not obscure doors or windows, and the position of trees that may become climbing aids into property or obscure lights or VSS cameras.

1.3 Public open space.

Please consider the following guidance, where it is applicable.

Secured by Design. Residential Guide. 2025.

Section 9. Communal areas and play spaces.

Section 9.1 Poorly designed and specified public realm and communal areas, such as playgrounds, roof gardens, communal gardens, community dining rooms, toddler play areas, seating facilities have the potential to generate crime, the fear of crime and anti-social behaviour. The design and layout of play spaces will vary depending on the age requirements. The various types of play spaces are referred to as:

- Local Areas of Play (LAP) – primarily for the under 6 year olds
- Local Equipped Area for Play (LEAP) – primarily for children who are starting to play independently
- Neighbourhood Equipped Area of Play (NEAP) – primarily for older children
- Multi-Use Games Areas (MUGA) – primarily for older children

Section 9.2 *Facilities shall be designed to allow natural surveillance from nearby dwellings with safe and accessible routes for users to come and go. Boundaries between public and private space shall be clearly defined and open spaces must have features which prevent unauthorised vehicular access.* Communal spaces as described above should not immediately abut residential buildings.

Section 9.3 *The provision of inclusively designed public amenity/play spaces as an integral part of residential developments, should make a valuable contribution towards the quality of the development and the character of the neighbourhood. In order to do this it must be carefully located to suit its intended purpose* – mere residual space unwanted by the developer is very unlikely to be acceptable.

- *The space must be inclusively designed for all, with wide, clearly visible entrances and exits, and due regard for wayfinding, permeability and natural surveillance, to ensure there are no potential hiding places or areas for inappropriate loitering*
- Boundary security measures and features should strongly and clearly define the public, communal, semi-private and private spaces
- Lighting provides reassurance and enables people to see at night that they are safe or, to assess a developing threat and if necessary, to identify a route they could take to avoid such a potential. How much light should be provided and what times these levels should be applied is a critical one for the success of a lighting strategy as it will, if correctly calculated, enhance the public's experience of an area whilst simultaneously increasing their safety in it
- Adequate mechanisms and resources must be put in place to ensure its long-term future management, such as landscaping and maintenance
- Care should be taken to ensure that a lone dwelling will not be adversely affected by the location of the amenity space
- It should be noted that positioning public amenity/play spaces to the rear of dwellings can increase the potential for crime and complaints arising from increased noise and nuisance

Section 9.4 Play areas and public amenities shall be designed so that they can be secured at night. This is to reduce the amount of damage and graffiti that occurs after dark. Specific requirements such as child safeguarding, preventing dogs entering, etc. will influence the design of such provision and therefore need to be discussed with the DOCO.

Section 9.5 The type of fencing and security measures will need to vary to suit the particular area. A single dedicated entry and exit point will enable parental/guardian control and supervision. Fencing at a minimum height of 1.2m can often discourage casual entry, provide a safe clean play area and reduce damage to the equipment.

Section 9.6 Consideration should be given to the provision of informal association spaces for members of the community, particularly young people. These must be subject to surveillance but sited so that local residents will not suffer from possible noise pollution. In addition, they should be sited in such a way that those using adjacent foot and bicycle paths will not be subject to harassment or otherwise be put in fear.

Section 9.7 External communal drying spaces shall be enclosed and have secured access via a locked gate so that they are only accessible to residents. The DOCO will provide advice in respect to fencing, gate construction and locking mechanisms.

Section 9.8 *It is important that all public realm and community spaces are fully inclusive, created for the benefit of all with safety and security at their core. Early engagement with the DOCO at the design stage will ensure that appropriate levels of surveillance and ownership are considered. This will help to promote greater health and well-being, encourage sustainability, and mitigate against crime and anti-social behaviour.*

1.4 Street Lighting (Switch off and no lighting, bollard mounted lighting, trees and lighting, private external lighting).

Street lighting should be carefully designed to cover all vulnerable areas without creating shadows. This can significantly reduce potential danger spots and reduce the fear of crime. Landscaping, tree planting and lighting schemes must not be in conflict with each other.

Secured by Design. Residential Guide. 2025. Section 19. Street lighting.

Section 19.1 All street lighting for adopted highways and footpaths, private estate roads, unadopted roads and car parks must comply with **BS 5489-1:2020**. Where conflict with other statutory provisions occurs, such as developments within conservation areas, requirements shall be discussed with the DOCO and the local authority lighting designers.

'Dark sky', 'Switch off' and developments without lighting.

Section 19.2 It is recognised that some local authorities have 'dark sky' policies and deliberately light some of their rural, low crime areas to very low levels of illumination. Some are currently experimenting with switching off street lamps in low crime areas between certain hours of the night in order to save energy costs and reduce CO2 emissions.

If such policies exist then these must be brought to the attention of the DOCO at the time of application. Secured by Design supports the Institution of Lighting Professionals (ILP) in discouraging 'switch off' unless a full risk assessment has been carried out, and the ILP also recommends that 'switch off' never be implemented purely for cost saving.

A variable controlled lighting level is always the preferred option in addition to one which does not disadvantage disabled and older people who may have a sensory impairment and require well-lit routes to enable easy wayfinding and to make other users more easily visible.

Attention to position and location of lighting to improve illuminance at ground level can avoid users casting shadows onto the surface whilst minimising light pollution.

Trees and lighting.

Section 19.4 Trees shall not be planted within 5 metres of a light source, as the branches can cause damage or reduce the effectiveness of the light. Seasonal variations shall be taken into account when designing planting schemes.

Section 27. Private External lighting.

Section 27.1 Where possible the lighting requirements within BS 5489-1:2020 should be applied (**see paragraph 19 (Note 27.1)**).

Use of Bollard Mounted lighting.

Section 19.3 SBD does not advocate the use of bollard lighting to achieve lighting uniformity. Bollard lighting is purely for wayfinding and can be easily obscured or damaged. It should be avoided, as it can increase the fear of crime, because it does not project sufficient light at the right height to recognise facial features.

Section 27.2 Lighting is required to illuminate all elevations containing a doorset, car parking and garage areas and footpaths leading to dwellings and blocks of flats.

Section 27.3 Bollard lighting should be avoided, as it can increase the fear of crime, because it does not project sufficient light at the right height to recognise facial features.

Section 27.7 External public lighting must be switched using a photo electric cell (dusk to dawn) with a manual override or via a Central Management System (CMS) for large scale developments. If LED light sources are used, then shorter burning hours can be programmed as no warm up time is required for the lamp.

Section 27.9 The use of light-emitting diode (LED) light sources is recommended with a colour temperature of no more than 4000 Kelvin and ideally below. This reduces blue light content and therefore the effects on human and ecology receptors.

1.5 Boundaries (Side and rear boundaries, Front boundaries, Rear access gates and refuse collection).

Where there is access to the rear of two or more Dwellings (Plots 13 to 16), then a lockable shared gate should be erected as close as possible to the front elevation of Dwellings (no more than 300mm).

To provide open access to services, meters should be forward of side and rear boundaries, preferably to the front of Dwellings.

Secured by Design. Residential Guide. 2025.

Side and rear boundaries.

Section 10.5 Vulnerable areas, such as exposed side and rear gardens, need more robust defensive barriers by using walls or fencing to a minimum height of 1.8m. There may be circumstances where more open fencing is required to allow for greater surveillance. Trellis topped fencing can be useful in such circumstances, to increase the height of the boundary and make it more difficult to climb over. However, if the overall height of the boundary exceeds 2m, the national planning guidelines state that planning permission will be required. Additional local rules can also affect what permissions are needed, so this needs to be confirmed before installation.

Section 10.6 Additional deterrent features such as increasing the height of fencing, layered planting schemes or defensive planting may be considered as an alternative. A wide range of specimens can be planted along the boundary of a property, which offer attractive planting characteristics of colour and form, whilst containing sharp thorns to dissuade intruders. Many species are available which may be trained to any shape, size or height, but it is important to consider both the growth rate and the ongoing maintenance when using planting for security purposes.

Section 10.7 From within a garden, specimens such as hawthorn may be trained to provide an additional physical barrier above the height of the fence with minimal impact on the garden below. Alternatively, ornamental specimens such as rose, may be attached to a fence to deter climbing.

Section 10.8 To enhance the security and longevity of boundaries, it is important to make sure that fencing is specified to a risk commensurate high standard. A high quality fence manufactured with a longer life expectancy will not only provide security but will reduce overall maintenance costs for residents or landlords. In doing so, providing fencing of a greater specification will support government sustainability agendas. Due to the importance of secure boundary delineation, fencing shall be constructed as follows:

- The method of fixing between panel/rails and posts shall create a secure mechanical bond so that panels/slats cannot be easily removed
- The fixings employed in the panel/pale to rail construction shall be of galvanized steel or stainless steel with a design life to match the timber components
- Posts shall be of a non-brittle material
- Where the fence panel is of a slatted design, they shall be oriented vertically to avoid step-up points for climbing. Panels shall be no less than 15mm thick, fitted flush across the attack face or recessed between the posts to resist them being pried off and they shall be securely affixed to the frame/rails
- Fencing panels or railings mounted on a wall shall be located as close to the outer (external) face of the wall as possible to eliminate climbing opportunities or use as informal seating
- Fence heights shall be of a minimum 1.8m overall and be capable of raking/stepping to compensate for changes to the surface levels and to maintain the overall height over different terrain
- Pedestrian gates shall be of a framed design and employ galvanised or stainless steel adjustable hinges and fixings mounted behind the attack face. On outward opening gates, where the hinges/brace is mounted on the attack face, fixings shall be of a galvanised or stainless steel coach bolt design. Hinge systems must not allow the gate to be 'lifted off' and therefore shall employ a method to restrict the removal of the gate from the fence post or wall. Gates must be capable of being locked (operable by key from both sides of the gate). The gate construction shall have the same design and construction attributes as the fence and ideally be self-closing in the interests of road safety
- Where entrance/driveway gates are required they should, ideally, be inward opening, of substantial framed construction and employ galvanised or stainless steel adjustable hinges and fixings mounted behind the attack face. Hinge systems must not allow the gate to be 'lifted off' and shall employ a method to restrict the removal of the gate from the adjoining fence post or wall. Gates shall be fitted with a galvanised or stainless steel drop bolts and facility for dedicated gate locking systems, padlocking (manual gates) or electro-mechanical locking (automated gates) and employ mechanical/electro-mechanical devices as applicable to hold gate leaves in the open position. The gate construction shall have the same design and construction attributes as the abutting fence
- A gate should not be capable of falling through single point failure, such as one hinge breaking. Gate Safe (a registered charity, founded specifically to improve the standard of safety for the installation and maintenance of automated gates and barriers) recommend that gates have three hinges, although a suitably sized tether for the size of the gate could be used to prevent the gate from falling if the hinge fails. In the event that a gate has an inverted hinge to prevent it being lifted off the post, two tethers must be fitted to the top and bottom of the gate, as an inverted hinge is no longer load bearing. Further information is available at: ***<https://www.gatesafe.org> or BS EN 12604***

- Automated gates supplied and installed must meet the relevant statutory safety standards and be UKCA (**Note 10.8a**) or CE (**Note 10.8b**) marked accordingly. Specifiers may wish to satisfy themselves that installers of powered gates are appropriately qualified, trained and follow recognised industry guidance that also allows for accessibility and ease of operation. The following organisations provide guidance and training for installers:
 - Door and Hardware Federation (DHF) – the DHF has a revised Code of Practice (DHF TS 011) designed to raise standards of powered gate safety. Gates installed to the new Code of Practice will be inspected by the National Security Inspectorate (NSI)
 - Gate Safe – The Gate Safe organisation produces operational good practice guidance designed to raise standards for the installation and maintenance of automated gates and barriers
- The tops of fences shall finish flush with their posts and a securely fixed capping rail run across the fence and posts to affect a continuous chain. The tops/top rail/capping of fencing and gates shall be of a design able to accommodate a security topping to deter attempts to scale over the perimeter
- All timber employed in the manufacture of the fencing shall be fit for purpose, from FSC certified sustainable sources and be treated to provide protection against all types of rot and insect infestation for a minimum of 25 years

Front boundaries.

Section 10.1 It is important that the boundary between public and private areas is clearly indicated. For the majority of housing developments, it will be desirable for dwelling frontages to be open to view, so walls, fences and hedges will need to be kept low or alternatively feature a combination of wall (maximum height 1m) and railings or timber picket fence if a more substantial front boundary is required by the DOCO.

Section 10.2 Front garden planting of feature shrubs and suitable trees (e.g. open branched or light foliage, etc.) will also be acceptable provided they are set back from paths and placed to avoid obstructing visibility of doors, windows and access gates to the rear of the property. Similarly, planting which allows a clear line of sight to the pavement and road is preferable.

Section 10.3 Plant specimens may be used to discourage access to specific areas of the house frontage, for example blocking the view into a ground floor window. Encourage judicious planning, making sure that the plant used is suitable for the environment that it is being used in. For example, defensive layered planting (such as agave or holly in a planter). It is important to consider both the growth rate and the ongoing maintenance when using planting for security purposes.

Access gates to rear gardens.

Section 10.4 Gates to the side of dwellings that provide access to rear gardens or yards must be robustly constructed, be the same height as the fence (minimum height 1.8m) and be capable of being locked (operable by key from both sides of the gate). Such gates must be located on or as near to the front of the building line as possible (**see paragraphs 10.9 and 10.10**).

Examples of areas requiring attention include:

- **Between the Dwellings to Plots 1 and 2**, where gates and boundaries between these Dwellings must be recessed no more than 300mm from the front elevation of the Dwelling to Plot 1. Meters must be located forward of this boundary.
- **Areas where it is possible to access the side and rear of Plots and where it is possible to circulate Plots.**

This is of greater importance, where residents do not have immediate surveillance over their gates, and where there are no dwellings opposite.

Section 13. Rear access footpaths.

Section 13.1 It is preferable that footpaths are not located at the rear of properties. If they are essential to give access to the rear of properties they must be gated. The gates must be placed at the entrance to the footpath, as near to the front building line as possible, so that attempts to climb them will be in full view of the street. Where possible the street lighting scheme shall be designed to ensure that the gates are well-illuminated.

Section 13.2 Gates must be capable of being locked (operable by key from both sides of the gate). The gates must not be easy to climb over, crawl under or removed from their hinges and they should serve the least number of homes as possible, usually no more than four.

Section 13.3 Gates will generally be constructed of timber when allowing access to the rear of a small number of dwellings. However, where larger developments have a rear footpath which provides access to a number of properties, then a gate constructed of steel, certified to one of the following minimum standards, or above may be required by the DOCO:

- LPS 1175 Issue 8 Security Rating A1, or
- STS 202 Issue 12 Burglar Resistance BR1, or
- Sold Secure SS323 Bronze, or
- LPS 1673 Issue 1 Attack Rating AR.A60

Section 13.4 Any gate providing access to the rear of dwellings shall be designed to prevent it from being easily climbed over, crawled under or forced open and it must allow good natural surveillance of the footpath from the street.

This is necessary to reduce the opportunities for theft by bogus officials and unwanted (unobserved) access to property. In addition, this reduces the opportunity and need for an official to enter the building or access gates to read a meter.

Meters should only be located to the side of a dwelling, where they can be accessed within an in-curtilage parking area or where the orientation of dwellings provides a large amount of space and natural surveillance between dwellings. They must be as near to the front of the building line as possible and to the front of any fencing or gates (care should be taken not to provide a climbing aid).

Refuse Collection.

Recent developments provided with rear access routes to store and move bins for collection have resulted in these bins being left constantly to the front of dwellings. These bins are often misused including use as climbing aids. I recommend accessible bin stores or a dedicated store area be located the end of a block or to the front of Plots.

1.6 Location of Meters.

Secured by Design. Residential Guide. 2025. Section 28. Utility meters.

Section 28.1 There is no requirement for the location of the utility meters if 'smart meters' are utilised (remote signalling). Otherwise, utility meters shall be located outside the dwelling at the front or as close to the front of the building line as possible (to ensure they are visible in order to deter vandalism). If located to the side of the dwelling they must be as near to the front of the building line as possible and to the front on any fencing or gates (care must be taken not to provide a climbing aid). When installed in a building containing a number of residences such as flats, apartments or maisonettes, the meters shall be installed in a location that access does not introduce security risks to residential areas.

Note: This requirement includes 'Smart Meters', as the service providers will require open access to meters.

Meters should only be located to the side of a dwelling, where they can be accessed within an in-curtilage parking area or where the orientation of dwellings provides a large amount of space and natural surveillance between dwellings. They must be as near to the front of the building line as possible and to the front of any fencing or gates (care should be taken not to provide a climbing aid).

1.7 Design Features and Climbing Aids.

Particular attention must be paid to the junction of existing and proposed boundaries and that mature trees do not promote climbing.

Section 15. Climbing aids.

Section 15.1 Boundary walls, bins and fuel stores, street furniture, trees, low flat roofs, car ports or balconies should be designed to remove climbing aids to gain access into the property.

1.8 Car Parking and Vehicle Security (Defensible space, landscaping and lighting to parking areas).

Whilst in-curtilage car parking arrangements are preferred, where it is not possible to park within an owner's direct view, this can lead to obstruction of footpaths and highways and damage to landscaping etc.

Secured by Design. Residential Guide. 2025.

Section 16. Vehicle parking.

Section 16.1 Vehicles should either be parked in locked garages or on a hard standing within the dwelling boundary. In high crime areas the DOCO may require the addition of a gate or bollard to protect the hard standing parking area, however caution shall be taken to ensure that this is not the fire service emergency access route.

Communal parking and rear parking courts.

Section 16.2 Where communal parking areas are necessary, bays shall be sited in small groups, close and adjacent to homes, be within view of active rooms (*Note 16.2*), and clearly marked, so that it is obvious which parking spaces belong to which dwellings.

Note 16.2: The word 'active' in this sense means rooms in building elevations from which there is direct and regular visual connection between the room and the street or parking court. Such visual connection can be expected from rooms such as kitchens and living rooms, but not from more private rooms, such as bedrooms and bathrooms.

Communal car parking areas.

Section 63.1 Where communal car parking areas are necessary they shall be in small groups, close and adjacent to homes and must be within view of the active rooms within these homes (*Note 63.1*). It may be necessary to provide additional windows to facilitate overlooking of the parking facility.

Note 63.1: The word 'active' in this sense means rooms in building elevations from which there is direct and regular visual connection between the room and the street or parking court. Such visual connection can be expected from rooms such as kitchens and living rooms, but not from more private rooms, such as bedrooms and bathrooms.

Section 63.2 Lighting must be at the levels recommended by BS 5489-1:2020. To demonstrate compliance, the DOCO shall be provided with written confirmation from a competent lighting design professional (see *Note 63.2*) that the street lighting scheme conforms to BS 5489-1:2020. Additionally, a Construction (Design and Management) Regulations (CDM) risk assessment must be completed.

Layout of roads and footpaths.

Section 8. Layout of roads and footpaths.

Section 8.1 Vehicular and pedestrian routes shall be designed to ensure that they are visually open, direct, well-used and shall not undermine the defensible space of neighbourhoods. Design features can help to identify the acceptable routes through a development, thereby encouraging their use, and in doing so enhance the feeling of safety. Where it is desirable to limit access/use to residents and their legitimate visitors, features such as rumble strips, change of road surface (by colour or texture), pillars, brick piers or narrowing of the carriageway may be used. This helps to define the defensible space, psychologically giving the impression that the area beyond is private.

Defensible space.

I recommend that there is a change of road surface, tactile paving or similar detail at the entrance to the site from Manifold Drive, as this will help to promote a sense of ownership and highlight defensible space.

Section 8.2 It is important when designing roads and footpaths to maximise the benefits of passive surveillance, and furthermore, when addressing safety and security of street layouts, public realm, and footpaths, that designing out crime is adopted as a broader package of works. This includes landscape design, lighting, layout of buildings, etc. to ensure that all roads and footpaths (including public rights of way) are safe, secure, and accessible for all, in support of the Violence Against Women and Girls (VAWG) agenda.

Landscaping Adjacent to Parking Bays.

I recommend that any planting adjacent to parking bays should preferably be berberis or thorny and should have a mature or maintained growth height of 500mm to help prevent people from hiding in those areas.

Section 16. Vehicle Parking.

Section 16.5 Where dedicated garages are provided within the curtilage of the dwelling the entrance shall be easily observed from the street and neighbouring dwellings. Locating garages forward of the building line can obscure views to and from the dwelling. ***The minimum security standards for vehicular garage doorsets can be found in paragraphs 23.9 to 23.11.***

Lighting To Parking Areas and Facilities.

Particular attention must be paid to ensuring that there is sufficient lighting to the parking areas to the front of Plots and to Parking Courts.

Secured by Design. Residential Guide. 2025.
Communal car parking areas. Section 63. Car Parking.

Section 63.1 Where communal car parking areas are necessary they shall be in small groups, close and adjacent to homes and must be within view of the active rooms within these homes (**Note 63.1**). It may be necessary to provide additional windows to facilitate overlooking of the parking facility.

Note 63.1: *The word 'active' in this sense means rooms in building elevations from which there is direct and regular visual connection between the room and the street or parking court. Such visual connection can be expected from rooms such as kitchens and living rooms, but not from more private rooms, such as bedrooms and bathrooms.*

Section 16. Vehicle Parking.

Section 16.6 Where parking is designed to be adjacent to or between units, a gable end window will provide residents with an unrestricted view over their vehicles; opaque or otherwise obscured glass in gable end windows do not constitute an unrestricted view in these circumstances.

Section 16.7 Communal parking facilities must be lit to the relevant levels as recommended by **BS 5489-1:2020 (design of road lighting and public amenity areas)**.

See Section 19 for street lighting and paragraphs 49.9 and 49.10 for private lighting in communal areas.

Section 16.8 Parking bays should ideally benefit from good natural surveillance, for example being overlooked by the clear windows of public buildings and private dwellings. A location with good footfall is also desirable, to ensure there are sufficient people nearby who may notice suspicious activity and contact police. Bays that are either secluded, enclosed, or sited on their own within traffic islands, can be targeted because there are no passing pedestrians or vehicles to deter crime. Surrounding buildings with opaque or transfer covered windows will also provide little benefit.

Section 16.9 Lighting is required to meet the details contained within **Section 19** of this document. Luminaires shall be vandal resistant and not mounted below 2.5m from the ground and out of reach for those wishing to cause interference.

Section 16.10 A parking bay surrounded by vegetation or other obstructions (such as utility boxes) may provide cover for suspects to interfere with vehicles. Encroaching or uncontrolled undergrowth can hinder natural surveillance, restrict access for the car user, impact on the fall of light from nearby columns and can also hinder any video surveillance coverage. Shrubs shall be selected to have a mature growth height no higher than 1 metre; trees shall have no foliage, shoots or lower branches below 2m thereby allowing a 1 metre clear field of vision.

Bollard lighting is not appropriate as it does not project sufficient light at the right height and distorts the available light due to the 'up-lighting' effect; making it difficult to recognise facial features and as a result causes an increase in the fear of crime.

1.9 Gable end walls.

This is of greater importance where parking and pedestrian access is between Dwellings.

Section 12. Gable end walls.

Section 12.1 It is important to avoid the creation of windowless elevations and blank walls immediately adjacent to public spaces; this type of elevation, commonly at the end of a terrace, tends to attract graffiti, inappropriate loitering and potential anti-social behaviour, such as continually kicking a football against the wall. The provision of at least one window above ground floor level, where possible, will offer additional surveillance over the public area.

Section 12.2 Where blank gable walls are unavoidable, one of the following methods shall be used to protect them:

- Provide a 1m buffer zone using either a 1.2 – 1.4m railing (with an access gate) or a 1m mature height hedge with high thorn content. Hedging will have to be protected with a fence until it becomes established. The hedge shall be contained within the boundary of the adjacent building to increase the likelihood that it will be maintained
- Where there is insufficient room to create defensible space between public and private space, an appropriate (non-destructive) climbing plant shall be planted adjacent to the wall, or a finish applied to the wall that will allow easy removal of graffiti

2. **Crime Prevention and residential development.**

Please note that there is a current crime trend in relation to theft of boilers, heat pumps and cookers/ovens from completed residential development prior to them being inhabited.

For online advice on construction site security, the applicant's attention is directed to the following publications from recognised bodies:

- Construction Site Security – A Guide (British Security Industry Association)
- Construction Site Security Guide 2021 (Secured by Design)
- Construction Site Security Guide (National Business Crime Centre)

3. **Secured By Design.**

Secured by Design is a police initiative to guide and encourage those engaged within the specification, design and build of new homes to adopt crime prevention measures. Secured By Design has been proven to reduce the opportunity for crime and the fear of crime, creating safer, more secure and sustainable environments.

Secured by Design is owned by the UK Police Service and is supported by the Home Office. Building Control Departments in England (Part Q Security – Dwellings), Scotland (Building Standard 4.13) and Wales (Part Q Security – Dwellings) all reference SBD as a means of compliance.

Constructing well designed places, buildings and communities that promote both sustainable communities and health and wellbeing is an objective that Secured by Design widely supports; however, it is imperative that they must also be safe, secure, and accessible. Mitigating the opportunities for crime is not only about reducing and preventing injury and crime, but it is also about building strong, cohesive, vibrant and participatory communities.

Secured By Design. Homes 2023. National Design Guide.

The National Design Guide sets out the characteristics of well-designed places and demonstrates what good design means in practice. Detailed guidance is provided by the National Model Design Codes Parts 1 and 2. The purpose of National Model Design Code is to provide detailed guidance on the production of design codes, guides and policies to promote successful design. It expands on the ten characteristics of good design set out in the National Design Guide, which reflects the government's priorities and provides a common overarching framework for design.¹

The requirements and recommendations within this guide are based upon academically sound research findings that have proven SBD to deliver significant crime reductions and cost efficiency savings for a wide range of stakeholders including local authorities, housing associations, landlords, residents and the police service. The police service continually re-evaluates the effectiveness of Secured by Design and responds to emerging crime trends and independent research findings, in conjunction with industry partners, as and when it is considered necessary and to protect the public from crime

4. Further Information and Guidance.

Further help and information can be gained from the following web sites:

- www.securedbydesign.com
(The official Police Security Initiative and Police Preferred Specified security product scheme).
- www.bsi-global.com
(Standards, Training, Testing, Assessment and Certification).
- www.bregroup.com
(Offer quality of performance and protection certification for fire, security and environmental products and services).

If I can be of any further assistance, please do not hesitate to contact me on

The Secured by Design Website (www.securedbydesign.com) provides valuable information regarding police and home office recognised standards and licensed component manufacturers.

Crime prevention design advice is given free without the intention of creating a contract. The Police Service and the Home Office does not take any legal responsibility for the advice given. However, if the advice is implemented, it will reduce the opportunity for crimes to be committed.

Yours sincerely,

Architectural Liaison Officer.
(Designing Out Crime Officer.)