FAO Rachael Roddis
PO Box 634
Barnsley
S70 9GG

Ref: 2025/0003

26 June 2026

Location

Land adjacent to Shaw Lane, Carlton Barnsley S71 3HG

Thank you for giving South Yorkshire Police 'Designing Out Crime Officer' the opportunity to review this planning application. It is evident from the submitted plans and accompanying Design and Access Statement that the principles of Secured by Design (SBD) and Crime Prevention Through Environmental Design (CPTED) have been thoughtfully and comprehensively embedded within the design and layout of the proposed development. This reflects a commendable commitment to creating a safe, secure, and sustainable environment for future occupants.

While reviewing this application, I kindly request that the following comments be taken into consideration. If deemed necessary, please condition them (or in part) as part of this process.

South Yorkshire Police encourages applicants to build/refurbish developments incorporating the guidelines of Crime Prevention Through Environmental Design (CPTED). Along with enhanced security schemes such as BREEAM, SABRE and Secured by Design (SBD) that offer developers additional security information and accreditation. Enhanced security schemes have been proven to reduce the opportunity for crime and the fear of crime as well as creating safer, more secure, and sustainable environments.

It is important to note that there is no charge for the services provided by Designing Out Crime Officer, nor for obtaining SBD accreditation. Based on the current specification, if the development has full street lighting and all external doors and windows are manufactured to meet PAS 24 2022 standards and are SBD accredited, the development would be eligible to achieve the silver award under the Secured by Design scheme. This would represent a significant enhancement to the overall safety and security of the site.

The requirements can be found at SBD New Homes 2024 and SBD Application.

Should the developer decide not to apply for secured by design accreditation, the below recommendations are the minimum required to meet Building Regulations (Document Q) and provide a reasonable level of security.

Boundary treatments

It is recommended the rear boundary treatments for each plot are to a height of 1800mm such as masonry materials, close boarded timber fencing or other durable materials. Rear plot dividers in height of 1800mm consisting of the same material as above should be installed between properties.

Additional trellis topping fencing can be added to the top of any fencing to enhance the security and prevent climbing access. This type of fence topping is fragile and will break when climbed. It also allows for better natural surveillance through the fencing.

Access must be restricted from the front of each plot into the rear garden by installing a 1800mm high lockable gate. This gate should be positioned near to the front building line to eliminate recesses and to increase natural surveillance restricting unauthorised access.

I note that the artists impression varies from the location plan in that it does not have visitor parking. This may need to be addressed by alterations.

Dwelling front boundaries.

Plots with open front gardens, should have a marked boundary that clearly distinguishes the private space of the garden, from the public space outside it. This should consist of hedge / low wall / fence / railings of around 1m in height.

Open plan frontages often contribute to complaints of nuisance and anti-social behaviour. By having a robust form of boundary treatment, there will be no dispute over ownership and maintenance of particular plots. It will reduce the probability of desire lines being created across front garden areas.

The effect of having clear front boundaries would be to stop people casually wandering across the face of individual houses, a common cause of nuisance and conflict. The boundary also defines “defensible space” adding to property security.

Rear gardens. Side boundaries dividing house plots from each other.

Plot dividers need to be tall and substantial enough to provide both privacy and security. Closed boarded timber fencing should be provided to a minimum 1.5m in height and include privacy screen (a section of higher fencing) of 1.8m in height projecting out from the building for about 2m, to provide a private amenity area adjacent to the home.

Access gates to rear gardens.

Gates to the side of the dwelling 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). Since the introduction of smart meters there is no longer a requirement to set gates back from the building line to access to service meters. **Such gates must be located on or as near to the front of the building line as possible.**

Public spaces to be well overlooked and illuminated.

Plots 15-19 have a large green area that appears communal, but lacks ownership, a clearly defined maintenance plan would be required.

All public open space (POS) and publicly accessible areas should be designed to allow as much supervision as possible from nearby dwellings. This means including windows in gable elevations where appropriate. Lighting provision should be able to support this.
In addition, boundaries between public and private space needs to be clearly defined, including features that prevent unauthorised vehicle access, and POS should not immediately abut residential buildings, and should not be positioned bordering the rear of gardens. Buffer zones should separate rear gardens from any POS.

Trees and vegetation.

In order to maximise natural surveillance on the site, all trees and hedges should be subject to a management scheme in order to maintain the heights and densities of the vegetation. Trees should have their canopy raised to 2m from the ground and low growing bushes and vegetation should be maintained to 1m in height.
Defensible planting can be used as boundary treatments. Hostile plants such as Berberis Vulgaris can be planted parallel to fencing or below ground floor windows to create defensible space.

External lighting.

There is no lighting plan within the application Plots 18-21 have shared access from the road; it is unclear if street lighting is to be installed and who would be responsible for ongoing maintenance.

Street lighting along the highways and private estate roads to properties is essential. If the roads are not adopted as Highway and maintained by the Local Authority, clarification of who would be responsible for the street lighting maintenance will be

required. **No lighting provision along unadopted roads and private access roads would leave properties vulnerable to crime and is unacceptable**.

Street lighting provision should be included within the development.

Bollard lighting is not an appropriate lighting method and should not form part of the main lighting plan (or indeed used as bollards for traffic control, unless accredited to the appropriate standard) they should only be used for wayfinding. Not only are the lights heads easily obscured, but they also suffer repeated criminal damage and are frequently damaged by reversing vehicles, more critically they do not provide sufficient light at the right height to aid facial recognition and do not reduce the fear of crime, deter crime and antisocial behaviour.

All street lighting for both adopted highways and footpaths, private estate roads and footpaths and car parks must comply with BS5489-1:2020 standard. Where conflict with other statutory provisions occurs, such as developments within conservation areas, requirements should be discussed with the local authority lighting engineer.

It is advised that LED lighting standards are installed to produce downward lighting. This lighting should give a uniform spread of light around the site and not have any large areas of shade or shadow.

The site should provide external lighting such as low energy photoelectric cell or dusk until dawn lighting above all access doors of the building. Any fittings and wiring should be vandal resistant and located within inaccessible positions to deter any criminal damage.

Private external lighting.

Where possible the lighting requirements within BS 5489-1:2020 should be applied. Lighting is required to illuminate all elevations containing a doorset, car parking and garage areas and footpaths leading to dwellings.

Bins

Bin are exposed outside of Plot 4 and 15. Exposed bins are not aesthetically pleasing especial when placed near to the main entry exit point of a new development, they attract fly tipping, used as a dog bin and they can attract vermin and flies. All bins should be behind locked gates and only placed in bin collections points during specified times to avoid any fire risk.

Security measures.

Doorsets

As per Building Regulations (Approved Document Q), doors and windows should be to one of the following standards.

All doorsets allowing direct access into to the home, e.g., front and rear doors, interconnecting garage doorsets, French doors, bi-fold or sliding patio doorsets, dedicated private flat or apartment entrance doorsets, communal doorsets, easily accessible balcony doorsets. shall be certificated to one of the following standards:

PAS 24:2022,STS 201 Issue 14:2021 or LPS 1175 Issue 7.2:2014 Security Rating 2+ or LPS 1175 Issue 8:2018 Security Rating A3+, or STS 202 Issue 10:2021 Burglary Rating 2 or LPS 2081 Issue 1.1:2016 Security Rating B or STS 222 Issue 1:2021

All new builds must have the best possible door locks installed, especially the euro-profile cylinder lock types. Some of the door sets quoted above can include a minimum standard euro cylinder lock that meets TS007 standards and is 3 Star Rated. These locks offer less resistance to crimes relating to lock snapping which is still a common method of burglary across South Yorkshire.

It is strongly recommended that any doors that include a euro cylinder lock be rated to standards; TS007 3 Star, STS 217 or Sold Secure Diamond Standards. These offer more resistance to this type of attack and will prevent crime. Consult the door supplier to make sure that the PAS24 rating is not affected if locks are upgraded. DOORSET_BROCHURE_update_25.3.19.pdf (securedbydesign.com)

Windows.

Window frames must be securely fixed to the building fabric in accordance with the manufacturer's instructions and specifications. All easily accessible windows (including easily accessible roof lights and roof windows) must be certificated to one of the following standards:

The new PAS 24:2022 standard, LPS 1175: Issue 8:2019 Security Rating B10 or above, STS 201 or STS 202: Issue 3, BR2.
Ideally, laminated glazing should be installed and certificated to BS EN 356 1A rating, so that if there are any attempts of entry the glass will remain intact.

Car parking.

Parking for 15-17 appears shared, the bays should be identified for each plot to avoid disputes.

Provision should be in curtilage parking or within view of the car owner's home. Where communal car parking areas are necessary, they should be in small groups, close and adjacent to homes and must be within view of the active rooms within these homes It may be necessary to provide additional windows to facilitate overlooking of the parking facility. Rear parking court areas hidden from view behind garden fencing are unacceptable. They are known to become associated with nuisance and anti-social behaviour as well as increasing the opportunity for car crime and rear access burglary.

Intruder alarms.

I would recommend installing an intruder alarm into each plot to provide additional security. Suitable standards are to BS EN 50131 or PD6662 (wired alarm system) or BS 6799 (wire free alarm system).

Alternatively, if intruder alarms are not being provided by the developer, installing a 13-amp spur point is a cost-effective measure to apply and will allow residents the option of purchasing their own intruder alarms.

Summary

South Yorkshire Police feel that the above recommendations would be beneficial to the security and safety of the site users. Therefore, it is advised that the points raised in this document should be implemented.

Any planning applications that may be under the remit of Protect Duty/PAL's will generate a DOCO notification to South Yorkshire Police Counter Terrorism Security Advisors, CTSA's who may wish to make further comment.

Even though the Designing our Crime officer has no further comment to make regarding this application, other comments which may not support the application may be made by other Police departments.

It is important to keep your development secure throughout the construction phase. For further advice: -
https://www.securedbydesign.com/images/CONSTRUCTION_SITE_SECURITY_GUIDE_A4_8pp.pdf

Legislation/Guidance.

Section 17 of the 'Crime and Disorder Act 1998' places a duty on each local authority: 'to exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent crime and disorder in its area to include anti-social behaviour, substance misuse and behaviour which adversely affects the environment'.

Despite the whole raft of other legislation/guidance surrounding the planning process, there is no exemption from the requirement of Section 17 as above as all departments within a Local Authority fall under the umbrella of the 'responsible authority' status.

PINS 953 confirms the requirement of the Planning Officer to consider the requirements of Section 17.

The National Planning Policy Framework (2023)

Section 3. Plan-making

Para 20. Strategic policies should set out an overall strategy for the pattern, scale and design quality of places (to ensure outcomes support beauty and placemaking), and make sufficient provision for:

b) infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat).

8. Promoting healthy and safe communities

Para 96. Planning policies and decisions should aim to achieve healthy, inclusive and safe places and beautiful buildings which:

b) 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 beautiful, well-designed, clear and legible pedestrian and cycle routes, and high-quality public space, which encourage the active and continual use of public areas; and

Para 100. To ensure faster delivery of other public service infrastructure such as further education colleges, hospitals and criminal justice accommodation, local planning authorities should also work proactively and positively with promoters, delivery partners and statutory bodies to plan for required facilities and resolve key planning issues before applications are submitted.

Para 101. Planning policies and decisions should promote public safety and take into account wider security and defence requirements by:

a) anticipating and addressing possible malicious threats and natural hazards, especially in locations where large numbers of people are expected to congregate45. Policies for relevant areas (such as town centre and regeneration frameworks), and the layout and design of developments, should be informed by the most up-to-date information available

from the Police and other agencies about the nature of potential threats and their implications. This includes appropriate and proportionate steps that can be taken to reduce vulnerability, increase resilience and ensure public safety and security; and

b) recognising and supporting development required for operational defence and security purposes and ensuring that operational sites are not affected adversely by the impact of other development proposed in the area.

Section 9. Promoting sustainable transport

Para 110. Planning policies should:

d) provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans).

Para 112. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

Para 114. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
b) safe and suitable access to the site can be achieved for all users.
c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code.
Para 116. Within this context, applications for development should:

c) create places that are safe, secure, and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards.

Section 11. Making Effective Use of Land

Para 123. Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

Section 12. Achieving well-designed places

Para 135. Planning policies and decisions should ensure that developments:

f) create places that are safe, inclusive, and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Para 141. The quality and character of places can suffer when advertisements are poorly sited and designed. A separate consent process within the planning system controls the display of advertisements, which should be operated in a way which is simple, efficient, and effective. Advertisements should be subject to control only in the interests of amenity and public safety, taking account of cumulative impacts.

Should you wish to discuss these comments and recommendations or require further details on any of the points mentioned in this report please contact me on the details below.

Yours sincerely

Nicola Doolan-Hamer
Designing out Crime Officer

South Yorkshire Police
Barnsley District
Email: nicola.doolan@southyorkshire.police.uk

South Yorkshire Police

In an emergency: **999**
Non-emergency: **101**

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