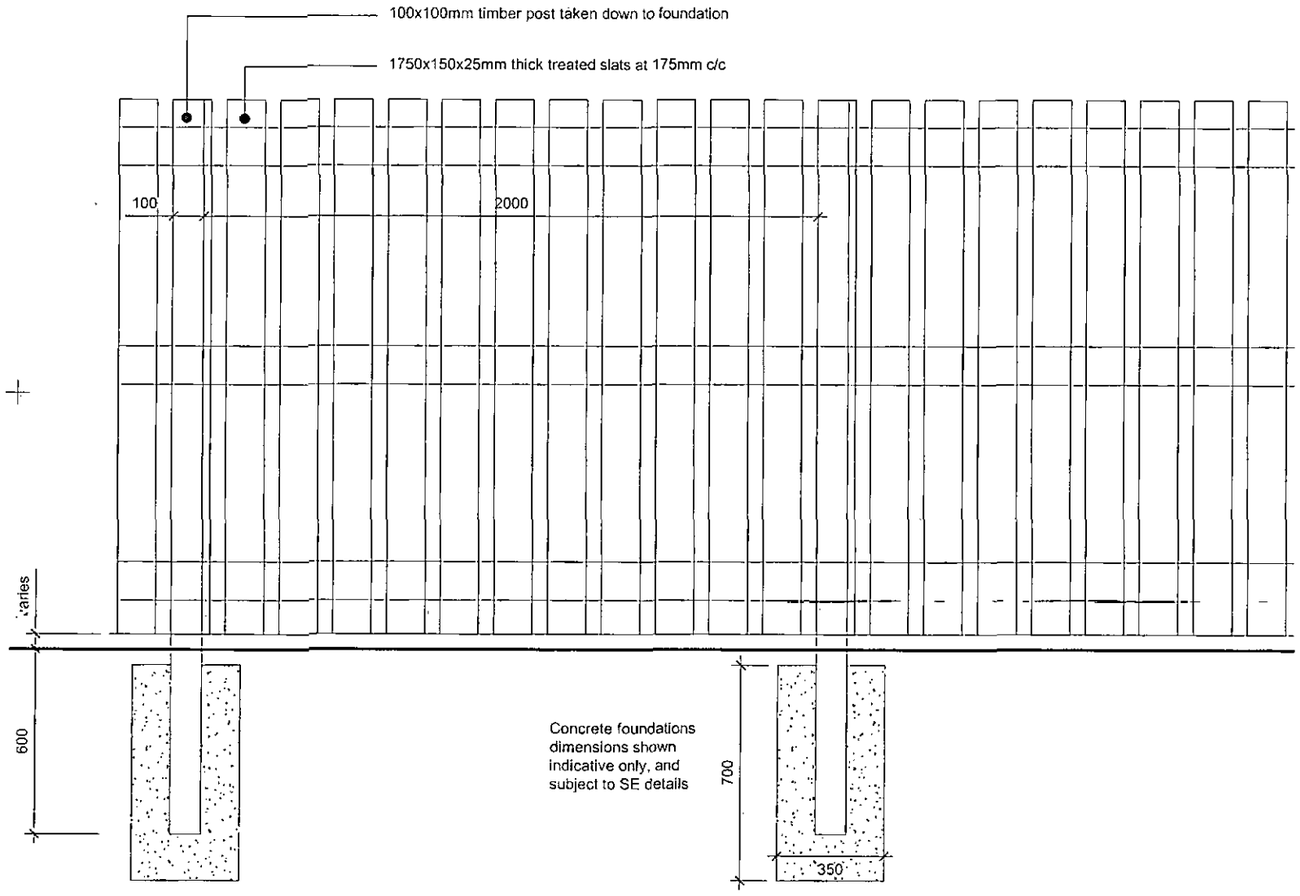
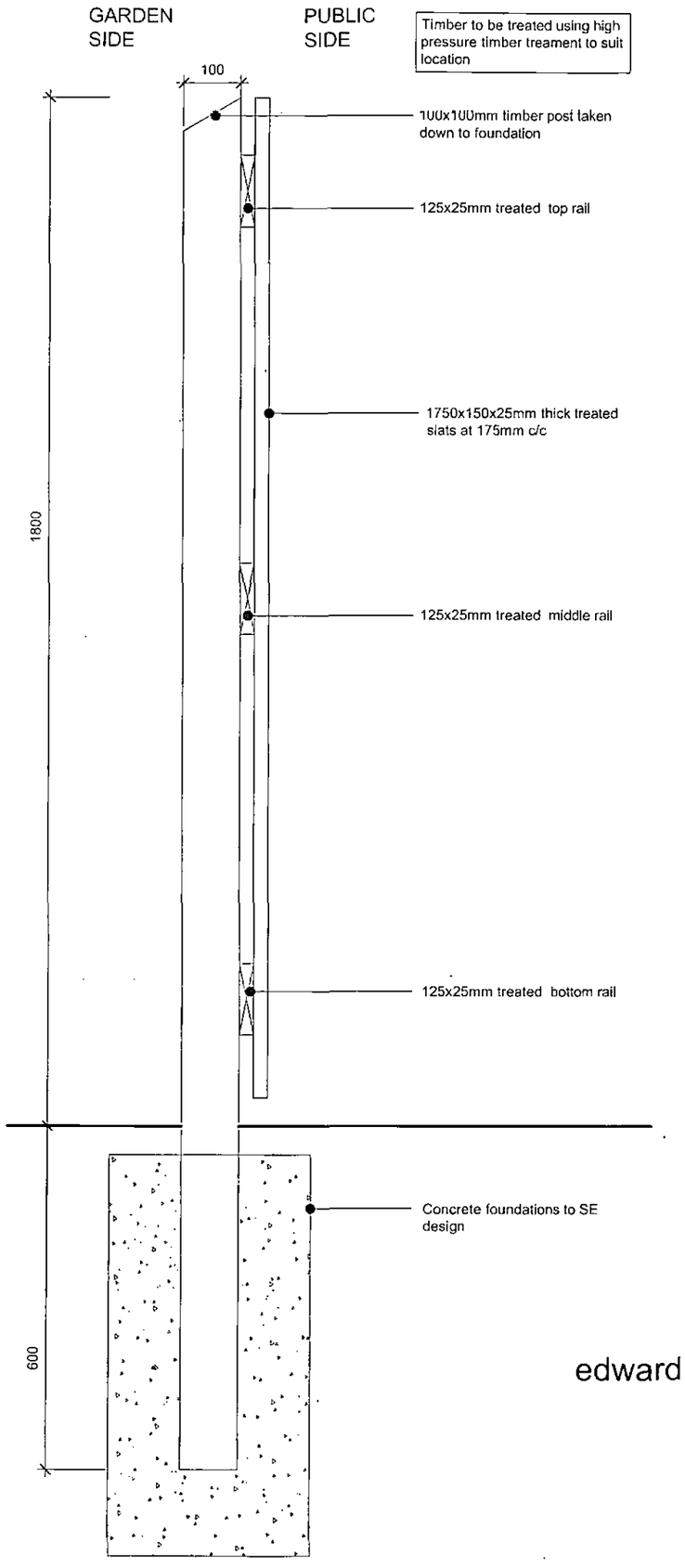


TYPICAL ELEVATION 1:20



TYPICAL SECTION 1:10

Notes:
Sketch schemes may be based on plan information of unknown origin and is subject to verification and survey.
Contractors must verify all dimensions on site before commencing any work or shop drawings. This drawing is not to be scaled. Use figured dimensions only.
Building areas are liable to adjustment over the course of the design process due to ongoing construction detailing developments.

Subject to statutory approvals and survey.

50 40 30 20 10mm

A	Post centres amended to 2m, and depth revised to min. 1/3 of post height	14.03.12 ta

revisions
status Planning

edward architectural services ltd
prospect house 32 sovereign street leeds ls1 4bj t 0113 398 4000
www.eas-limited.co.uk

project Standard Details
client Gleeson Homes & Regeneration
title Boundary Treatments
1200mm High Timber Fence

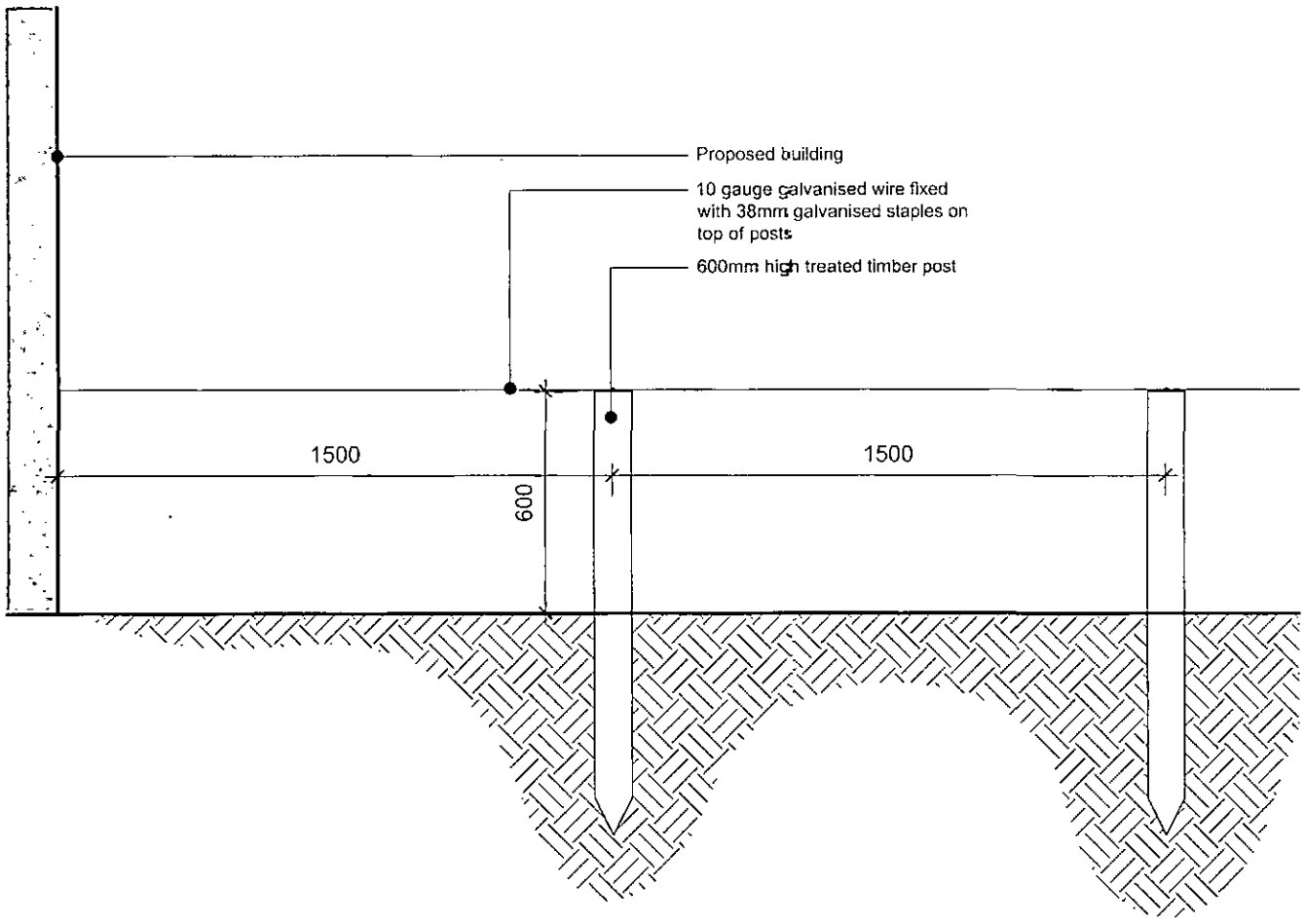
drawn je checked ge date 13.04.11 scale varies@A3
job no 0282 drawing no SD-100 rev A

Z:\Projects\0282 (Gleeson Standard drawings)\CAD\Drawings\SD100A-Timber Fence.dwg, SD-100

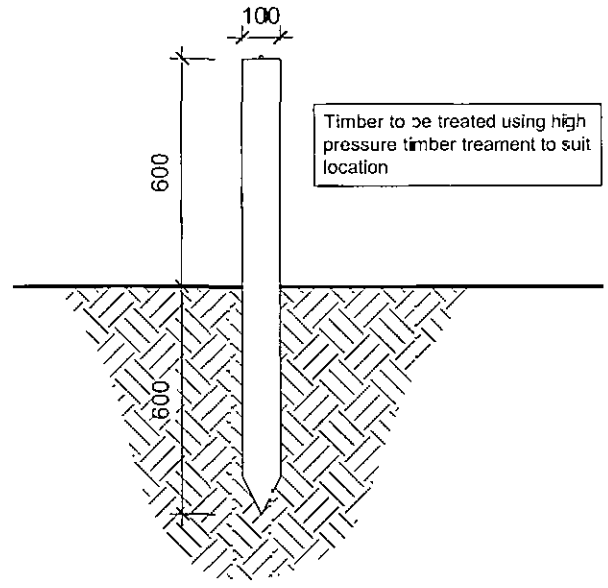
Notes:
Sketch schemes may be based on plan information of unknown origin and is subject to verification and survey.
Contractors must verify all dimensions on site before commencing any work or shop drawings. This drawing is not to be scaled. Use figured dimensions only.
Building areas are liable to adjustment over the course of the design process due to ongoing construction detailing developments.

Subject to statutory approvals and survey.

50 40 30 20 10mm



TYPICAL ELEVATION 1:20



TYPICAL SECTION 1:20

revisions
status -

edward | architectural services ltd

prospec house 32 sovereign street leeds ls1 4bj : 0113 398 4000
www.eas-limited.co.uk

project Standard Details

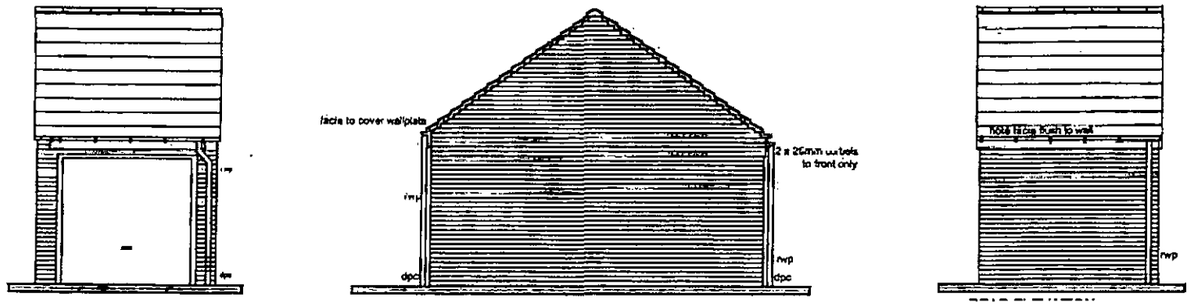
client Gleeson Homes & Regeneration

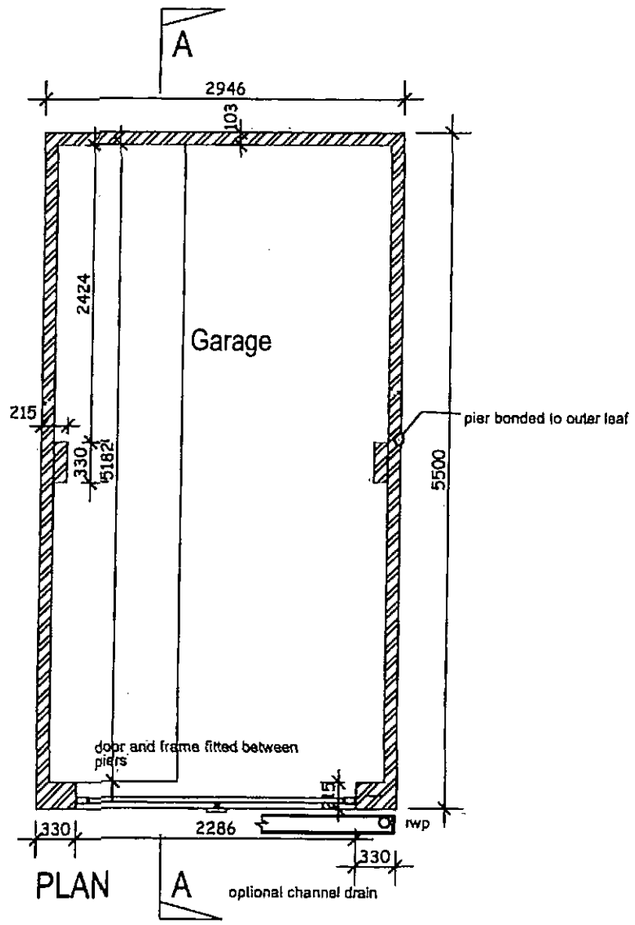
title Boundary Details
Post and Wire Fence

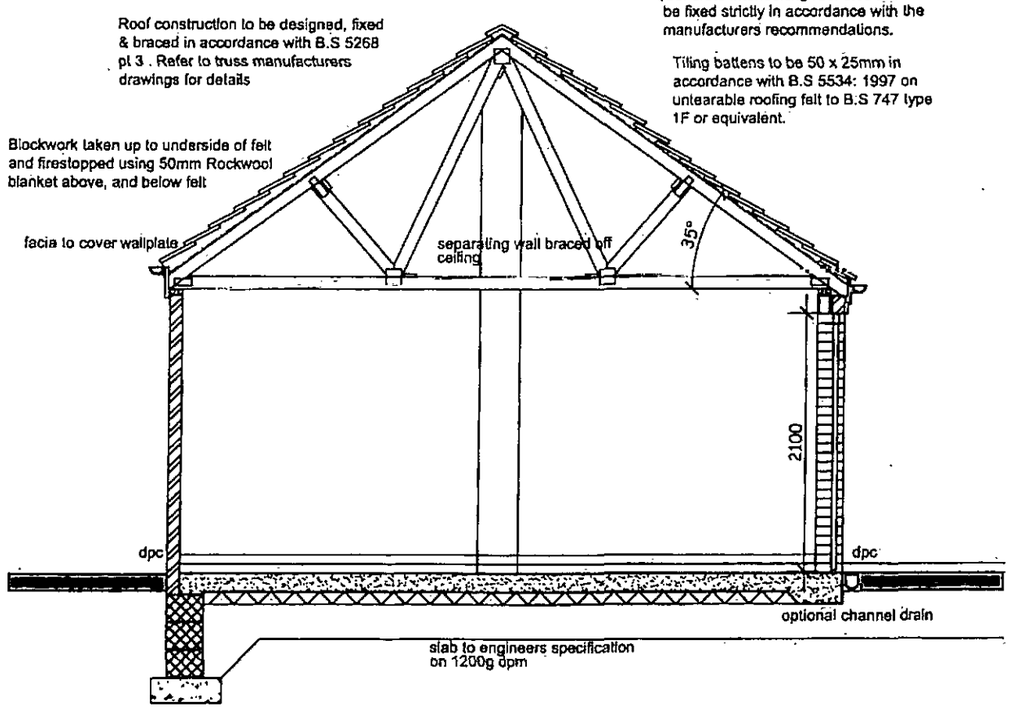
drawn je checked . date 13.04.11 scale 1:20@A4

job no 0282 drawing no SD103 rev .

Z:\Projects\0282 (Gleeson Standard drawings)\CAD\Drawings\SD103-Post and Wire Fence.dwg, SD103







SECTION A - A

Do not scale from this drawing - Work to figured dimensions only. All dimensions to be checked on site prior to the execution of any work.

Where any discrepancy is found to exist within or between drawings and/or documents it should be reported to the technical department immediately.

Rev	Date	Revision	Initial

gleeson

Gleeson Homes & Regeneration

6 Europa Court, Sheffield Business Park, Sheffield, S9 1XE

Tel: 0114 261 2900 Fax: 0114 261 2939 Web: www.mjgleeson.com

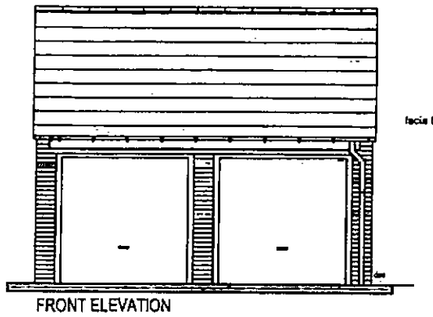
Project

Standard Detail

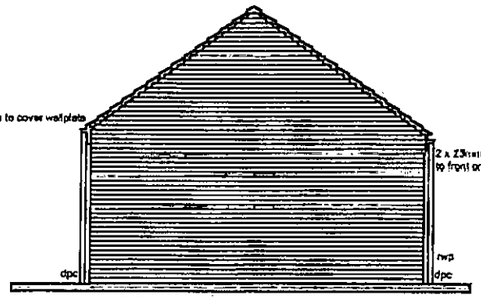
Title

Detached Single Garage

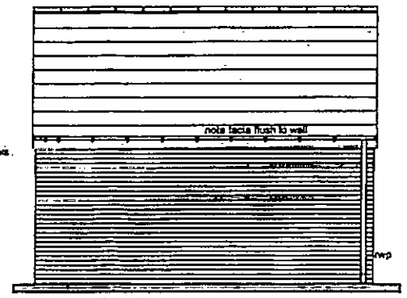
Job No	Drg No	Stage	
--	SD701	--	
Scale	Date	Drawn	Rev
1:50/1:100	18/10/2010	JC	*



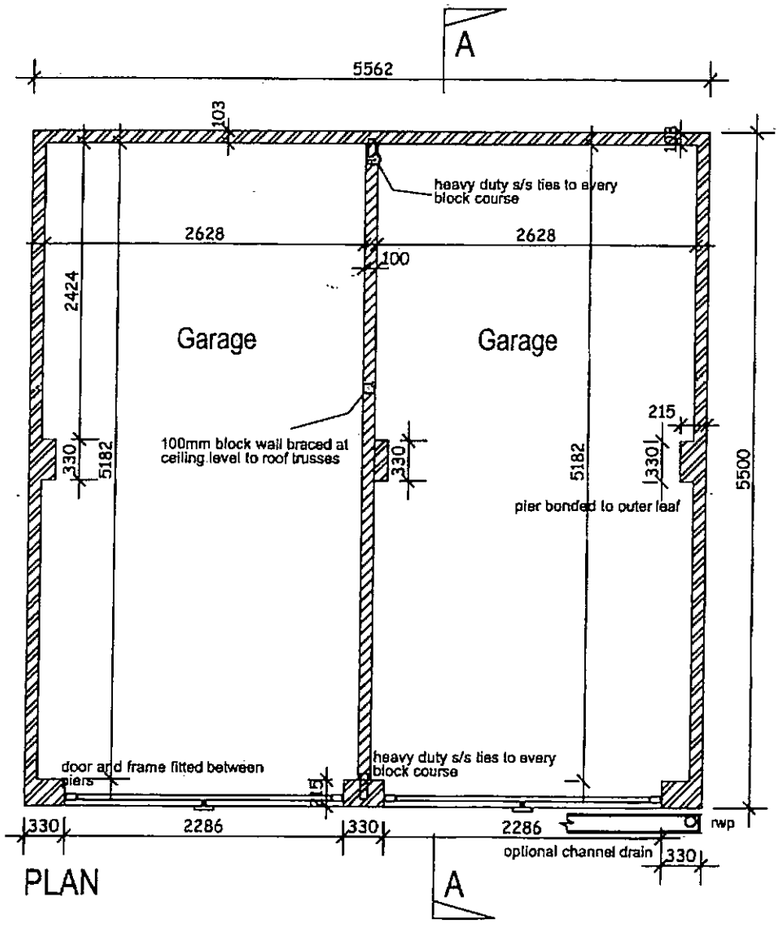
FRONT ELEVATION



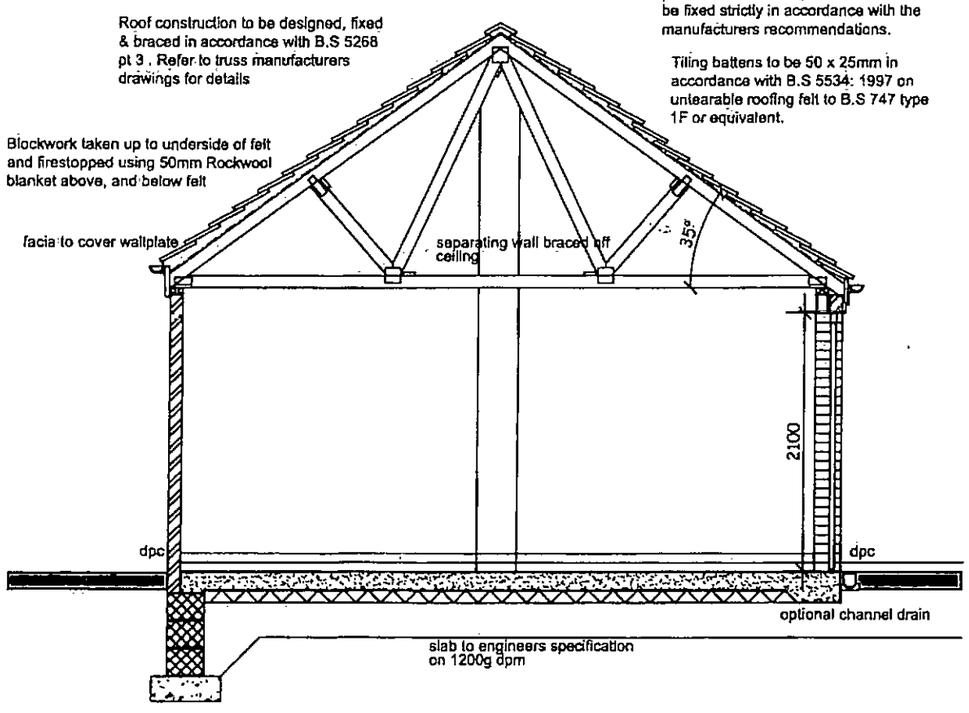
SIDE ELEVATION



REAR ELEVATION



PLAN



Do not scale from this drawing - Work to figured dimensions only. All dimensions to be checked on site prior to the execution of any work.

Where any discrepancy is found to exist within or between drawings and/or documents it should be reported to the technical department immediately.

Rev	Date	Revision	Initial

gleeson

Gleeson Homes & Regeneration

6 Europa Court, Sheffield Business Park, Sheffield, S9 1XE

Tel: 0114 261 2900 Fax: 0114 261 2939 Web: www.mjgleeson.com

Project

Standard Detail

Title

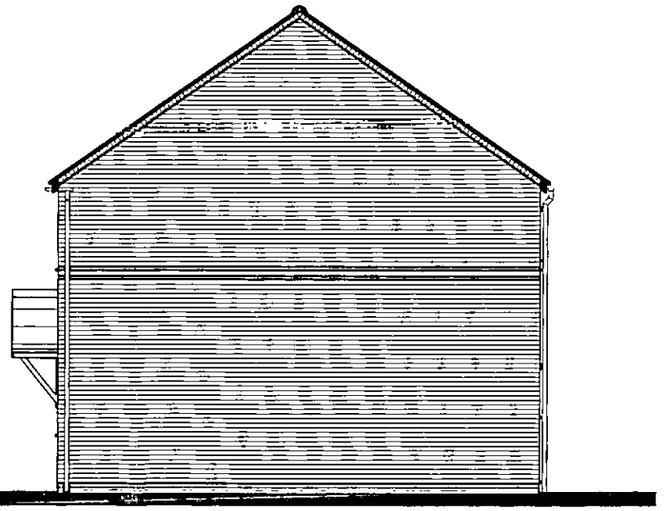
Twin Garage

Job No	Drg No	Stage	
–	SD702	–	
Scale	Date	Drawn	Rev
1:50/1:100	18/10/2010	JC	*

FRONT ELEVATION

SIDE ELEVATION

REAR ELEVATION



SIDE ELEVATION

Revisions:	Date:
C. Detail removed from OPP handing.	06.11.14
B. Verge detail note revised.	22.10.13
A. SVP tile vent added.	17.09.13

FEATURES
* Rolled profile roof tiles.
* Dry verge detail.
* Exposed rafter feet at eaves.
* Flat brick soldier arches.
* Cottage style windows with horizontal glazing bar.
* Brick cills.
* Cottage style main entrance door, with dual pitch canopy over on "gallows brackets"
* Triple band course at FF window cill level, cill omitted
* Brick quoins to corner and render on selected plots
* Vertical panel garage door
* Dark brick below DPC

gleeson

Client: GLEESON HOMES & REGENERATION

Project: HOUSE TYPE DRAWING

Title: TYPE 201
ELEVATIONS (RURAL 13)

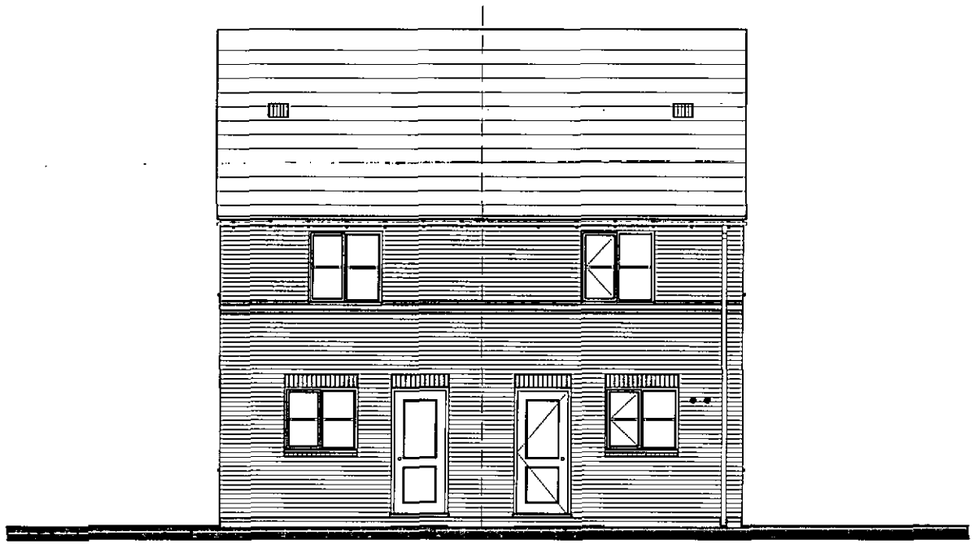
Scales: 1:100 @ A3 Cad ref :

Drawn: Checked: Date: July 2010

Drawing no. 13/201 -8 Rev. C

FRONT ELEVATION

SIDE ELEVATION



REAR ELEVATION

Revisions:	Date:
C. Detail removed from OPP handing. Airbrick to lower roof	13.11.14
B. Verge detail note revised.	22.10.13
A. SVP tile vent added.	18.09.13

FEATURES
* Rolled profile roof tiles.
* Dry verge detail.
* Exposed rafter feet at eaves.
* Flat brick soldier arches.
* Cottage style windows with horizontal glazing bar.
* Brick cills.
* Cottage style main entrance door, with dual pitch canopy over on "gallows brackets"
* Triple band course at FF window cill level, cill omitted
* Brick quoins to corner and render on selected plots
* Vertical panel garage door
* Dark brick below DPC

gleeson

Client: GLEESON HOMES & REGENERATION

Project: HOUSE TYPE DRAWING

Title: TYPE 202
ELEVATIONS (RURAL 13)

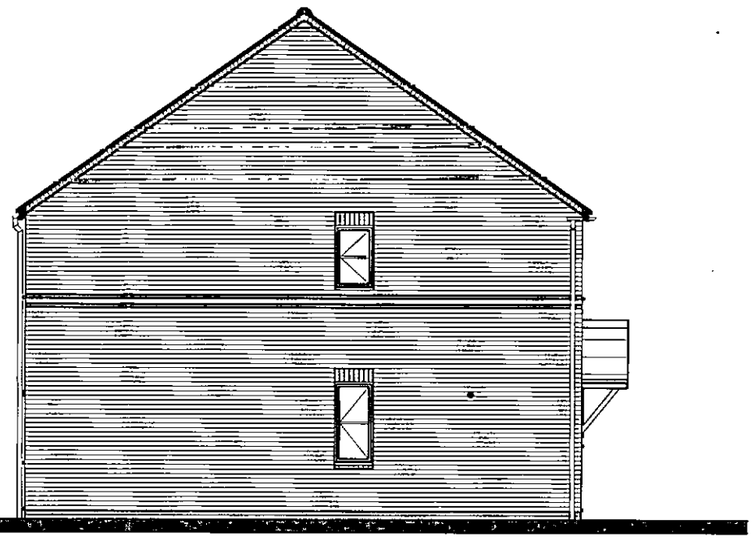
Scales: 1:100 @ A3 Cad ref :

Drawn: Checked: Date: July 2010

Drawing no. 13/202 -9 Rev. C

Revisions:	Date:
C. Kitchen & Bed 1 Wn, Living Wn & door.	06.12.13
B. Verge detail note revised.	18.10.13
A. SVP tile vent added.	18.09.13

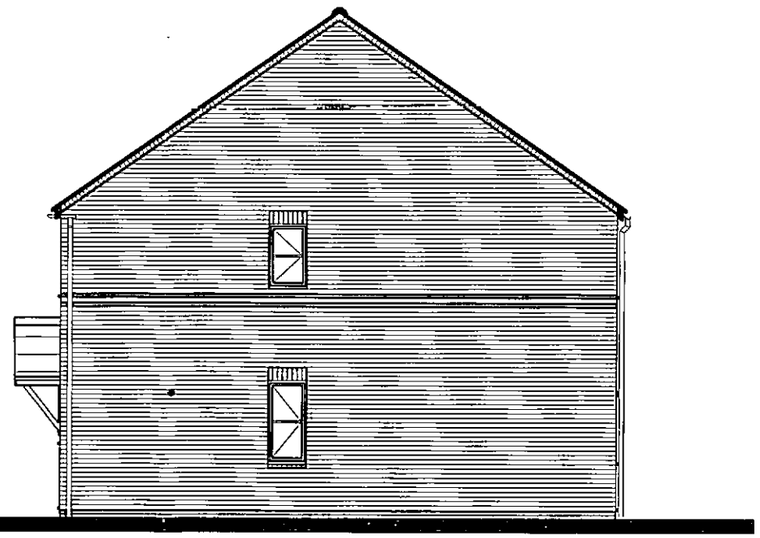
FRONT ELEVATION



SIDE ELEVATION

FEATURES
* Rolled profile roof tiles.
* Dry verge detail.
* Exposed rafter feet at eaves.
* Flat brick soldier arches.
* Cottage style windows with horizontal glazing bar.
* Brick cills.
* Cottage style main entrance door, with dual pitch canopy over on "gallows brackets"
* Triple band course at FF window cill level, cill omitted
* Brick quoins to corner and render on selected plots
* Vertical panel garage door
* Dark brick below DPC

REAR ELEVATION



SIDE ELEVATION

gleeson

Client: GLEESON HOMES & REGENERATION

Project: HOUSE TYPE DRAWING

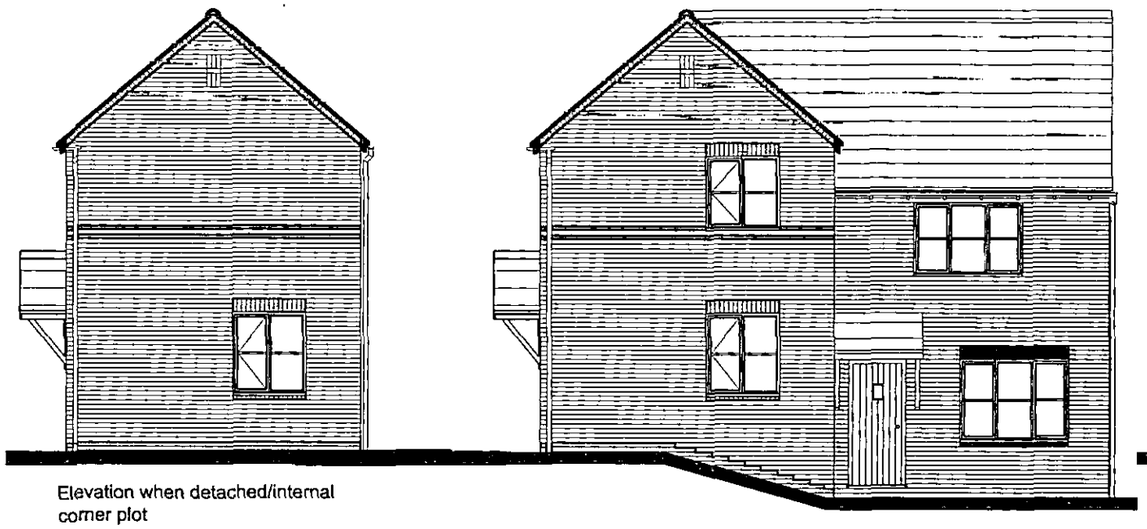
Title: TYPE 301
ELEVATIONS (RURAL 13)

Scales: 1:100 @ A3 Cad ref :

Drawn: Checked: Date: July 2010

Drawing no. 13/301 -8 Rev. C

Revisions:	Date:
B. Verge detail note revised.	22.10.13
A. SVP vent tile added.	18.09.13



Elevation when detached/internal corner plot

SIDE ELEVATION

302 - end terrace type and will be attached to a variety of others unit types, refer to site layout

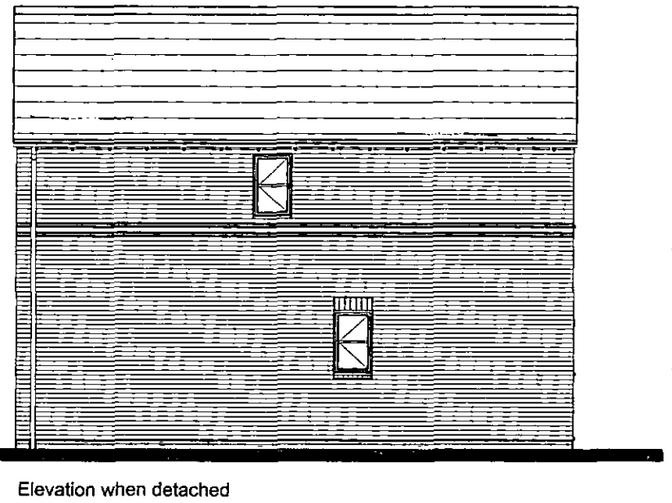
FRONT ELEVATION

FEATURES

* Rolled profile roof tiles.
* Dry verge detail.
* Exposed rafter feet at eaves.
* Flat brick soldier arches.
* Cottage style windows with horizontal glazing bar.
* Brick cills.
* Cottage style main entrance door, with dual pitch canopy over on "gallows brackets"
* Triple band course at FF window cill level, cill omitted
* Brick quoins to corner and render on selected plots
* Vertical panel garage door
* Dark brick below DPC

Elevation when detached/internal corner plot

REAR ELEVATION



Elevation when detached

REAR ELEVATION

gleeson

Client: GLEESON HOMES & REGENERATION

Project: HOUSE TYPE DRAWING

Title: TYPE 302 ELEVATIONS (RURAL 13)

Scales: 1:100 @ A3 Cad ref :

Drawn: Checked: Date: July 2010

Drawing no. 13/302 -9 Rev. B

Revisions:	Date:
C. Detail removed from OPP handing. Airbrick to lower roof	12.11.14
B. Verge detail note revised.	22.10.13
A. SVP tile vent added.	18.09.13

FRONT ELEVATION

SIDE ELEVATION

FEATURES
* Rolled profile roof tiles.
* Dry verge detail.
* Exposed rafter feet at eaves.
* Flat brick soldier arches.
* Cottage style windows with horizontal glazing bar.
* Brick cills.
* Cottage style main entrance door, with dual pitch canopy over on "gallows brackets"
* Triple band course at FF window cill level, cill omitted
* Brick quoins to corner and render on selected plots
* Vertical panel garage door
* Dark brick below DPC

REAR ELEVATION

gleeson

Client: GLEESON HOMES & REGENERATION

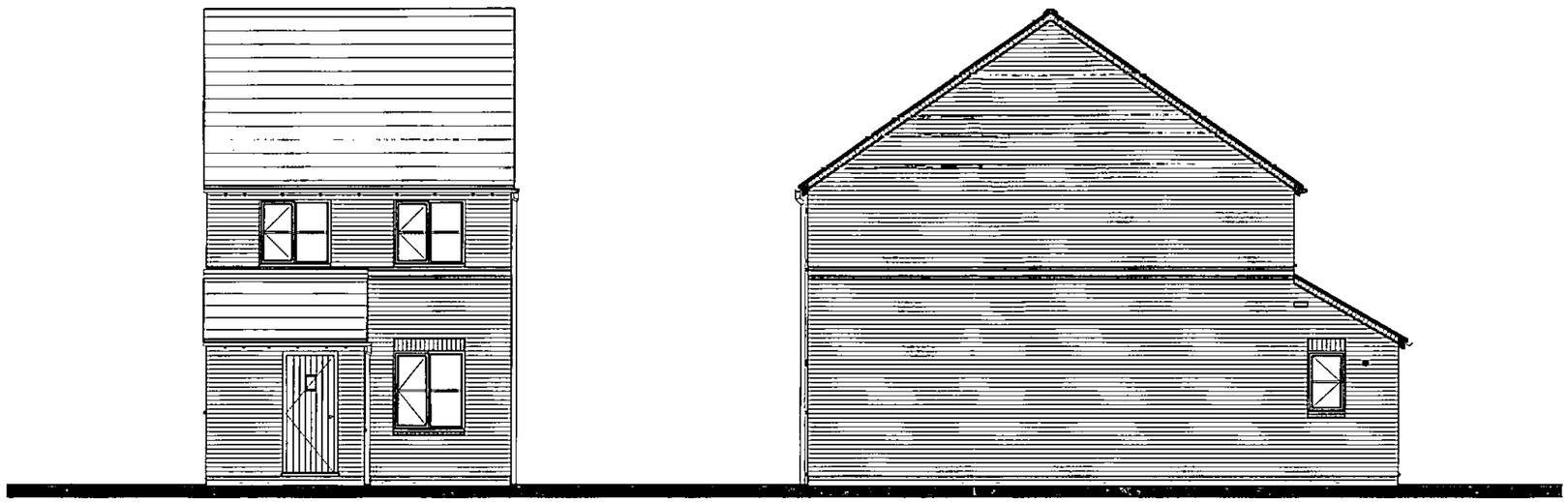
Project: HOUSE TYPE DRAWING

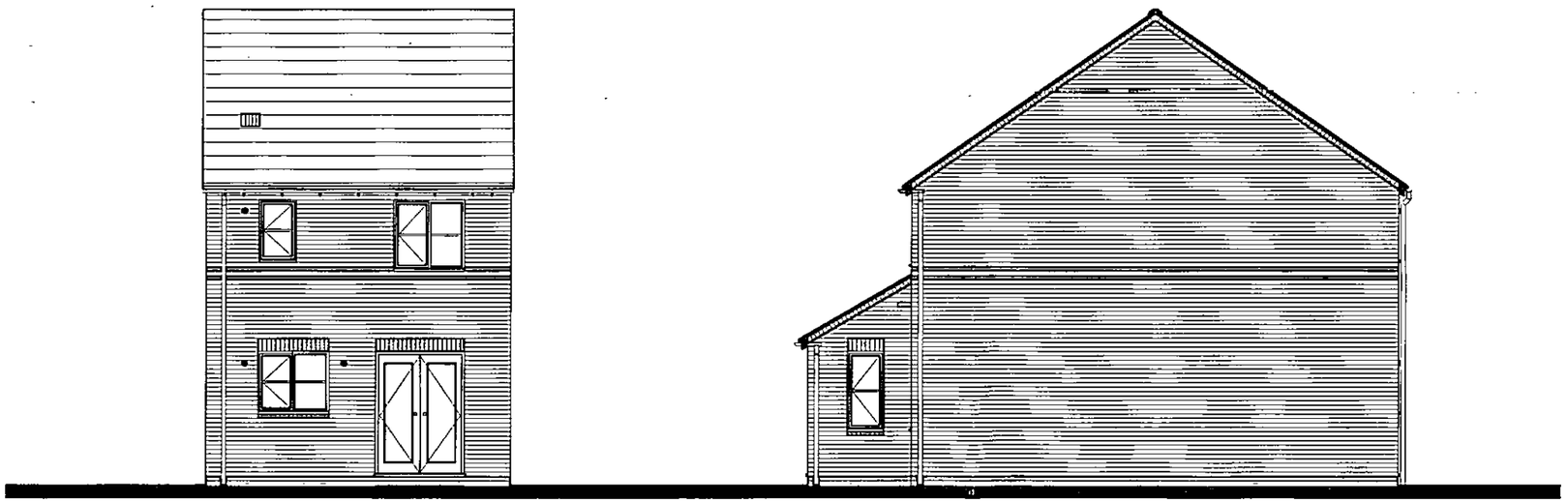
Title: TYPE 303
ELEVATIONS (RURAL 13)

Scales: 1:100 @ A3 Cad ref :

Drawn: Checked: Date: July 2010

Drawing no. 13/303 -9 Rev. C





Revisions:	Date:
C. Airbrick to lower roof	13.11.14
B. Verge detail note revised.	22.10.13
A. SVP tile vent added.	18.09.13

FEATURES
* Rolled profile roof tiles.
* Dry verge detail.
* Exposed rafter feet at eaves.
* Flat brick soldier arches.
* Cottage style windows with horizontal glazing bar.
* Brick cills.
* Cottage style main entrance door, with dual pitch canopy over on "gallows brackets"
* Triple band course at FF window cill level, cill omitted
* Brick quoins to corner and render on selected plots
* Vertical panel garage door
* Dark brick below DPC

gleeson

Client: GLEESON HOMES & REGENERATION

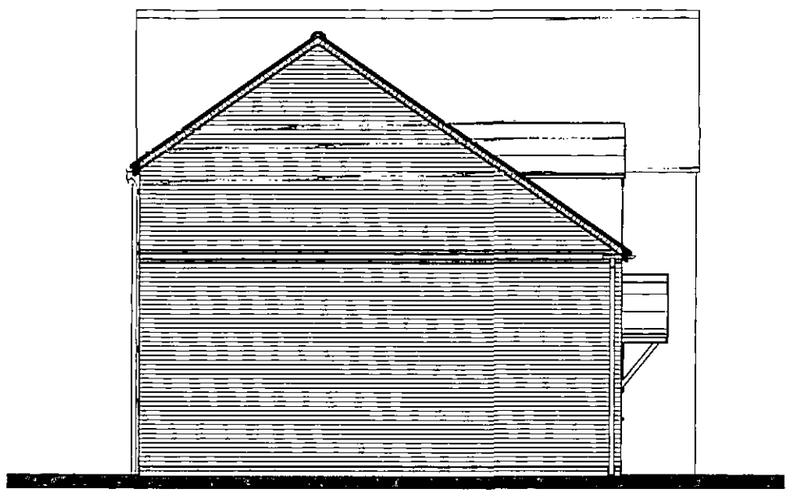
Project: HOUSE TYPE DRAWING

Title: TYPE 304
ELEVATIONS (RURAL 13)

Scales: 1:100 @ A3 Cad ref :

Drawn: Checked: Date: July 2010

Drawing no. 13/304 -10 Rev.C



Revisions:	Date:
B. Verge detail note revised.	22.10.13
A. SVP tile vent added.	18.09.13

FEATURES
* Rolled profile roof tiles.
* Dry verge detail.
* Exposed rafter feet at eaves.
* Flat brick soldier arches.
* Cottage style windows with horizontal glazing bar.
* Brick cills.
* Cottage style main entrance door, with dual pitch canopy over on "gallows brackets"
* Triple band course at FF window cill level, cill omitted
* Brick quoins to corner and render on selected plots
* Vertical panel garage door
* Dark brick below DPC

gleeson

Client: GLEESON HOMES & REGENERATION

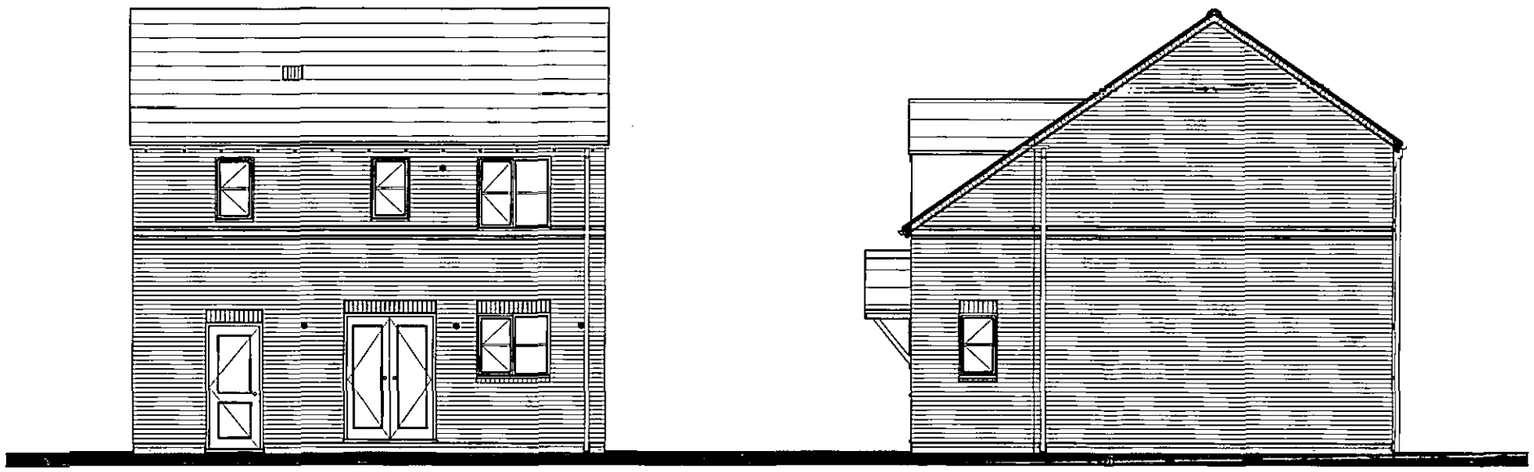
Project: HOUSE TYPE DRAWING

Title: TYPE 309
ELEVATIONS (RURAL 13)

Scales: 1:100 @ A3 Cad ref :

Drawn: Checked: Date: Dec 2010

Drawing no. 13/309 -10 Rev. B



Revisions:	Date:
B. Verge detail note revised.	22.10.13
A. SVP tile vent added.	18.09.13

FEATURES
* Rolled profile roof tiles.
* Dry verge detail.
* Exposed rafter feet at eaves.
* Flat brick soldier arches.
* Cottage style windows with horizontal glazing bar.
* Brick cills.
* Cottage style main entrance door, with dual pitch canopy over on "gallows brackets"
* Triple band course at FF window cill level, cill omitted
* Brick quoins to corner and render on selected plots
* Vertical panel garage door
* Dark brick below DPC

gleeson

Client: GLEESON HOMES & REGENERATION

Project: HOUSE TYPE DRAWING

Title: TYPE 310
ELEVATIONS (RURAL 13)

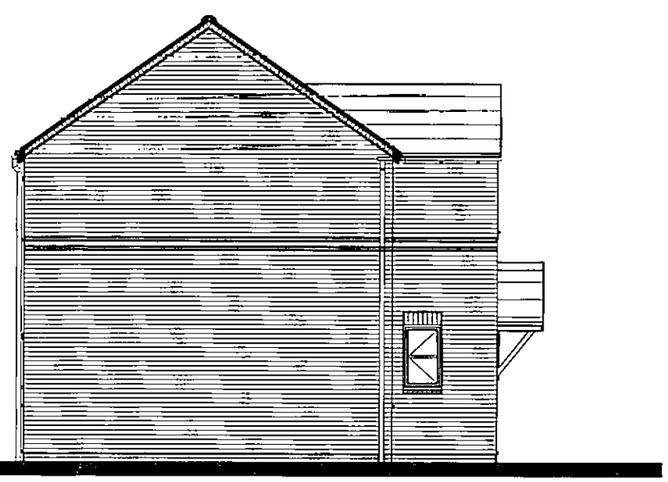
Scales: 1:100 @ A3 Cad ref :

Drawn: Checked: Date: Oct 2011

Drawing no. 13/310 -10 Rev. B

Revisions:	Date:
B. Verge detail notes revised.	22.10.13
A. SVP tile vent added.	19.09.13

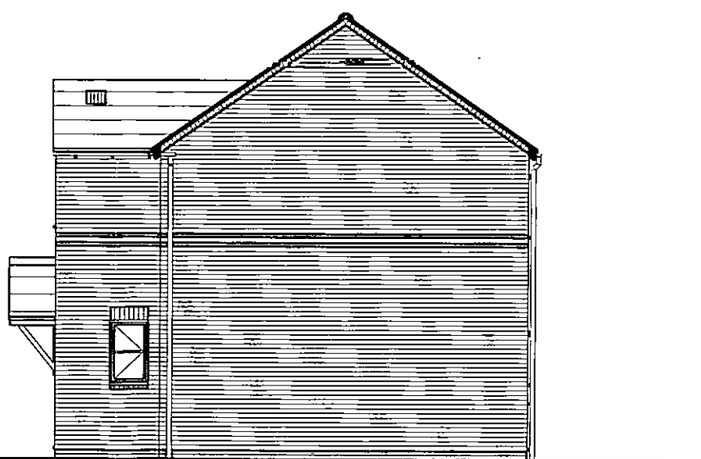
FRONT ELEVATION



SIDE ELEVATION

FEATURES
* Rolled profile roof tiles.
* Dry verge detail.
* Exposed rafter feet at eaves.
* Flat brick soldier arches.
* Cottage style windows with horizontal glazing bar.
* Brick cills.
* Cottage style main entrance door, with dual pitch canopy over on "gallows brackets"
* Triple band course at FF window cill level, cill omitted
* Brick quoins to corner and render on selected plots
* Vertical panel garage door
* Dark brick below DPC

REAR ELEVATION



SIDE ELEVATION

gleeson

Client: GLEESON HOMES & REGENERATION

Project: HOUSE TYPE DRAWING

Title: TYPE 403
ELEVATIONS (RURAL 13)

Scales: 1:100 @ A3 Cad ref :

Drawn: Checked: Date: July 2010

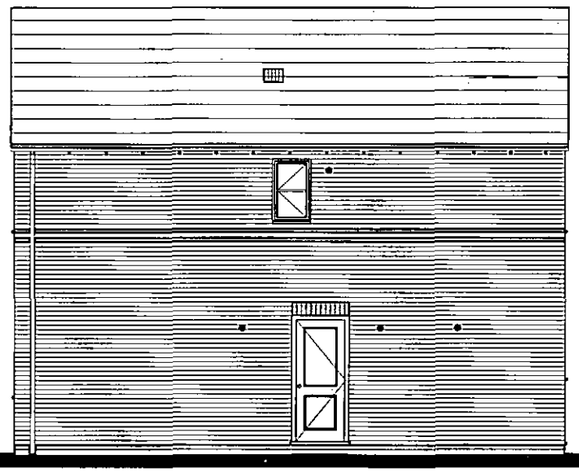
Drawing no. 13/403 -9 Rev. B

Revisions:	Date:
B. Verge detail note revised.	22.10.13
A. SVP tile vent added.	19.09.13

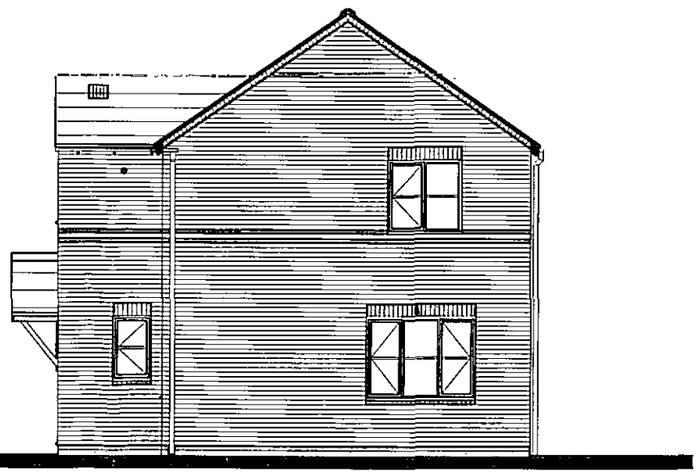
FRONT ELEVATION

SIDE ELEVATION

FEATURES
* Rolled profile roof tiles.
* Dry verge detail.
* Exposed rafter feet at eaves.
* Flat brick soldier arches.
* Cottage style windows with horizontal glazing bar.
* Brick cills.
* Cottage style main entrance door, with dual pitch canopy over on "gallows brackets"
* Triple band course at FF window cill level, cill omitted
* Brick quoins to corner and render on selected plots
* Vertical panel garage door
* Dark brick below DPC



REAR ELEVATION



SIDE ELEVATION

gleeson

Client: GLEESON HOMES & REGENERATION

Project: HOUSE TYPE DRAWING

Title: TYPE 404
ELEVATIONS (RURAL 13)

Scales: 1:100 @ A3 Cad ref :

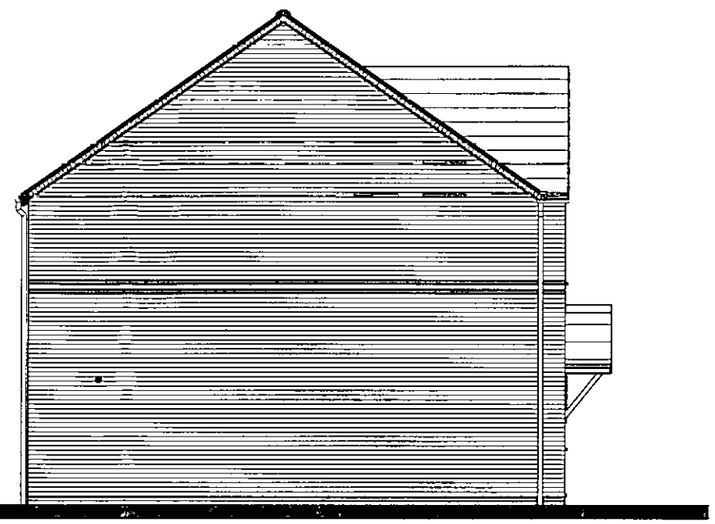
Drawn: Checked: Date: July 2010

Drawing no. 13/404 -9 Rev. B

Revisions:	Date:
B. Verge detail note revised.	22.10.13
A. SVP tile vent added. Kitchen/Ultility revised Wn doors revised to suit.	23.09.13

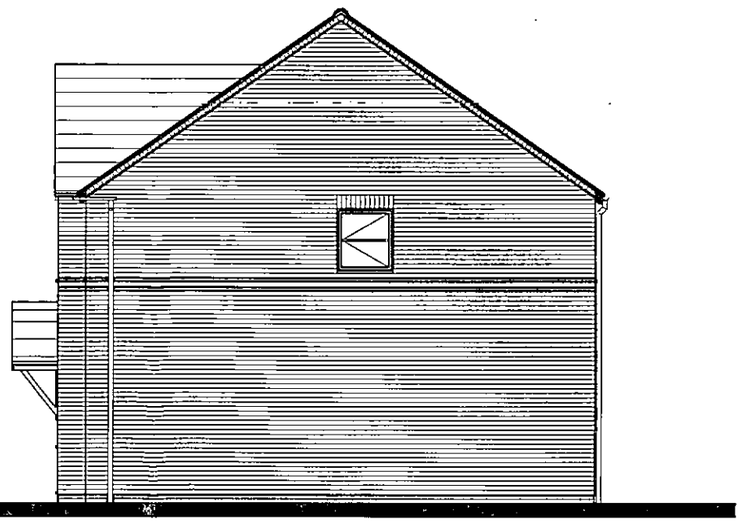
FEATURES
* Rolled profile roof tiles.
* Dry verge detail.
* Exposed rafter feet at eaves.
* Flat brick soldier arches.
* Cottage style windows with horizontal glazing bar.
* Brick cills.
* Cottage style main entrance door, with dual pitch canopy over on "gallows brackets"
* Triple band course at FF window cill level, cill omitted
* Brick quoins to corner and render on selected plots
* Vertical panel garage door
* Dark brick below DPC

FRONT ELEVATION



SIDE ELEVATION

REAR ELEVATION



SIDE ELEVATION

gleeson

Client: GLEESON HOMES & REGENERATION

Project: HOUSE TYPE DRAWING

Title: TYPE 405
ELEVATIONS (RURAL 13)

Scales: 1:100 @ A3 Cad ref :

Drawn: Checked: Date: July 2010

Drawing no. 13/405 -9 Rev. B

Revisions:	Date:
B. Verge detail noted revised.	22.10.13
A. SVP tile vent added.	19.09.13

FRONT ELEVATION

SIDE ELEVATION

FEATURES
* Rolled profile roof tiles.
* Dry verge detail.
* Exposed rafter feet at eaves.
* Flat brick soldier arches.
* Cottage style windows with horizontal glazing bar.
* Brick cills.
* Cottage style main entrance door, with dual pitch canopy over on "gallows brackets"
* Triple band course at FF window cill level, cill omitted
* Brick quoins to corner and render on selected plots
* Vertical panel garage door
* Dark brick below DPC

REAR ELEVATION

SIDE ELEVATION

gleeson

Client: GLEESON HOMES & REGENERATION

Project: HOUSE TYPE DRAWING

Title: TYPE 406
ELEVATIONS (RURAL 13)

Scales: 1:100 @ A3 Cad ref :

Drawn: Checked: Date: July 2010

Drawing no. 13/406 -10 Rev.B

MATERIALS SCHEDULE

MJGleeson
the urban regeneration specialist

Main facing brickwork: Hanson Worcestershire Red

Contrasting brickwork: Hanson Village Harvest Buff Multi

Roof: Flat or roll profile concrete tile in dark grey.

OR

Main facing brickwork: Hanson Village Harvest Buff Multi

Contrasting brickwork: Hanson Worcestershire Red

Roof: Flat or roll profile concrete tile in dark grey.

DESIGN and ACCESS STATEMENT

Planning Application for residential development

Land off Lowfield Road
Bolton upon Dearne Stage 3

On behalf of
Gleeson Homes and Regeneration
6 Europa Court
Sheffield Business Park
Sheffield
S9 1XE

Prepared by
Richard Ward Design
2 Burtram Close
Weston Favell
Northampton
NN3 3PH

March 2015

gleeson

Forward

This Design and Access Statement has been prepared to support a Planning Application on behalf of Gleeson Homes and Regeneration to Barnsley Metropolitan Borough Council for the erection of 97 no. houses on land off Lowfield Road Bolton upon Dearne. The site is to the east of a recent development of 60 houses and the site of a recently approved application for planning permission for 58 houses by Gleeson Homes and regeneration.

The various required components of a Design and Access Statement: Use, Layout and Scale, Amount, Appearance, Landscape and Access are provided as individual sections with reference also made to Planning Policy and considerations that have informed the design process where appropriate.

We trust that this document will be useful in describing the design, planning and development principles for the proposals. However, do not hesitate to contact RW Design or Gleeson Homes and Regeneration at the addresses given on the front cover of this document if you require any further information.

Contents

Development Overview

As stated in the forward to this document the proposals are for the creation of 97 new dwellings on land off Lowfield Road, Bolton upon Dearne on what will be the third and final stage of the development.

The land to the west of this application site was formally used for industrial purposes. The industrial buildings which occupied the site had become dilapidated and were demolished. The industrial units have now been replaced by the 60 houses recently built by Gleeson, with a further 58 dwelling recently approved on the lower half of the site.

This proposal seeks to continue the more appropriate and beneficial use for the site and will enhance the residential development that provides a range of dwelling types and sizes to suit local needs. The external appearance of the buildings blends seamlessly with the surrounding context to provide an attractive residential area which is visually cohesive.

The further development of the site will add to the number of environmental and visual amenity benefits. Furthermore, the additional housing will underpin existing services and facilities and help attract new ones to the local area.

Site Description and Context

The application site is located on the south-eastern boundary of Bolton upon Dearne and within 800m of the local centre. There are a number of other local shops within 400m of the site. Bolton upon Dearne is approximately 10.5 miles

south east of Barnsley Town Centre and 7.4 miles north-east of Rotherham Town Centre.

The site at present consists of a large agricultural field, bound on most sides by existing development.

The Lowfield Mews housing development is situated above the northern edge of the site and consequently consideration has been given with respect to potential overlooking.

Policy

Section 38 (6) of the Planning and Compulsory Purchase Act directs Local Planning Authorities to make their determinations in accordance with the Local Development Plan and National Policies as follows:

National Policies

- NPPF
- PPG

In addition to the above, the submitted application contains a full planning statement detailing all the pertinent local and national policies and guidance which are applicable. The submitted scheme takes account of the relevant policies and guidance.

Use

General Use

In terms of land use, agricultural land bounds the site to the east and a sewage works is situated to the south west. There are existing/planning approved residential developments to the west and north of the site. Directly to the south is the property Lowfield Lodge, with the fishing lakes beyond.

In close proximity to the site there is a railway station served by the Wakefield line offering services to Sheffield, Rotherham, Wakefield and Leeds. There is also a regular bus service to Barnsley and Thurnscoe.

The application site is strategically located with good access to local amenities and to a variety of modes of transport other than the private car, i.e. bus and rail.

There is easy road access to the B6098, the main route through the settlement connecting to Goldthorpe. The B6098 provides access north to the A635 to Barnsley and Doncaster. To the south the B6098 also provides access to the A6023 to Mexborough to the east and west to the M1 via the A6195.

Social Use

The site is predominantly surrounded by residential development. The redevelopment of the site will provide wider housing opportunities and choice in a sustainable location. In addition the proposal will not lead to any conflict in terms of land use.

Economic Use

The most viable use is residential. The development of new dwellings in this locality will provide economic benefit to the surrounding area through increased use of local facilities and services.

Layout and Scale

Layout and Scale are the principle characteristics of a development establishing the underlying structure of form, the siting and massing of buildings and the placement and extent of spaces and routes.

Overall, the layout and design approach used for the site will result in a form of development not only appropriate given the sites location and context, but also appropriate for the site due to its shape and relationships to other uses.

The layout now proposed has ensured that appropriate relctionships exist between the proposed dwellings and existing adjacent properties. Distances between proposed dwellings meet required standards and where possible existing boundary treatment is to be retained and enhanced.

New dwellings have been orientated to ensure an appropriate relationship to all of the existing properties that adjoin the site. Houses proposed to the south-west of the site are positioned to allow an adequate buffer zone between the existing water treatment works.

From the new access road a central spine road provides access to the main part of the new development area, this in turn leads to three short mews culs-de-sac to provide pedestrian and vehicular access to the remainder of the site, creating a safe environment by deterring extraneous through traffic.

All the new houses will front onto and overlook the public realm. This feature of the layout is seen as particularly important in designing out crime.

When formulating the proposed layout various other factors were considered in addition to designing out crime, such as parking. Through the particular configuration of the site layout we have been able to create a distinctive residential scheme which allows all the properties to have parking spaces within their curtilage. As a general rule, car spaces and particularly garages have been located to the side of properties, behind the main building line, rather than the front, so as not to dominate the street scene.

Each corner incorporates feature buildings and all the houses are two storeys reflecting the predominant storey heights within the immediate area. Some single and $1\frac{1}{2}$ storey forms have been included adding variety and interest to the streetscape and upper level edge.

The style and design chosen for the site allows for the creation of a varied townscape in this predominantly residential area which will result in the provision of good mix of accommodation to suit local needs. The proposed houses will also be in keeping with the general character and appearance of the locality.

Density/Amount

The developable area of the site is 2.6ha and 97 houses are proposed.
This equates to an efficient land use density of 35.9 dwellings per hectare.
The accommodation incorporates 2, 3 & 4 bedroom houses as detailed in the schedule below.

Code	Type	Number
201	2 bed semi det	19
202	2 bed semi det	8
301	3 bed semi det	13
302	3 bed semi det	13
303	3 bed semi det	6
304	3 bed detached	5
307	3 bed detached	6
309	3 bed semi det	11
310	3 bed detached	3
311	3 bed semi det	3
403	4 bed detached	1
404	4 bed detached	4
405	4 bed detached	5
	TOTAL	**97**

Appearance

The scheme has been designed to take full account of its context and views in and out of the site from the transport corridor of Lowfield Road both from vehicles and by pedestrians and those afforded from immediately adjoining vantage points.

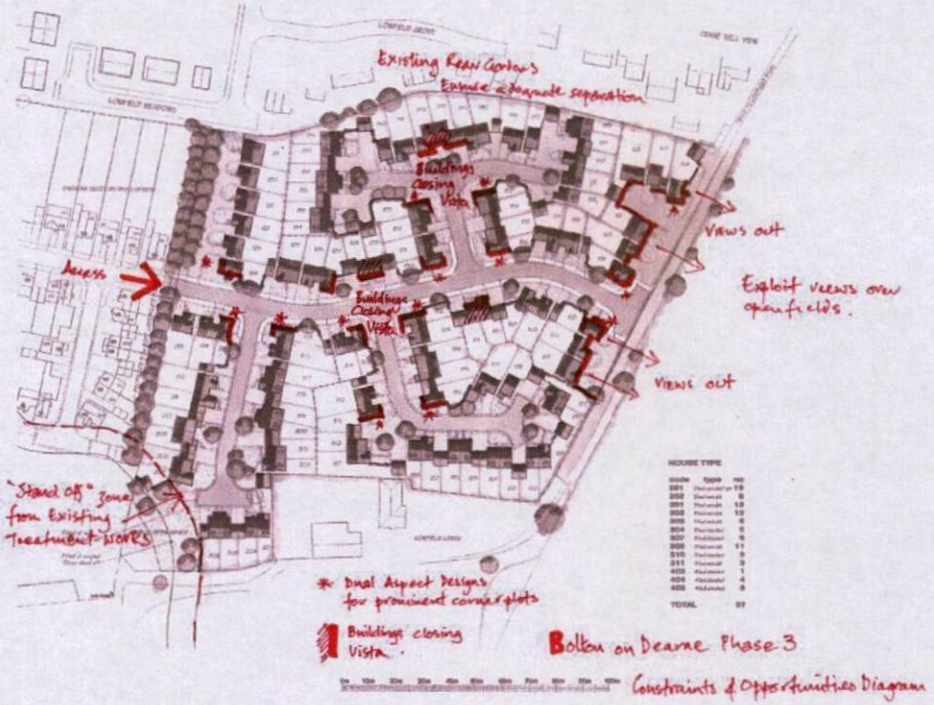
As noted in the introduction this development was conceived to provide a number of dwelling sizes and forms to accommodate local needs. The proposal includes a mix of house types throughout the development with a series of eaves and ridge heights to provide a varied and attractive street scene creating a sense of place. This varied townscape is illustrated by the street scenes that have been submitted as part of the planning application.

In providing a range of property formats it was considered vital to retain a degree of consistency of materials and some key design details to ensure that the new streetscape has visual cohesion and a distinct identifiable character.

In establishing the concept for this proposal, however, the fundamental design rationale was to produce a suite of dwelling styles that compliment traditional local buildings and maintain a cohesive appearance.

To achieve this objective, a palette of local building components was defined which reflected, but did not replicate, the colouration and construction methodologies of neighbouring residential areas.

Within this context two distinct aesthetic styles have emerged. The detailing of the elevations of the houses on the external edges of the site will be rural in character with exposed rafter feet at the eaves, cottage windows, curved brick

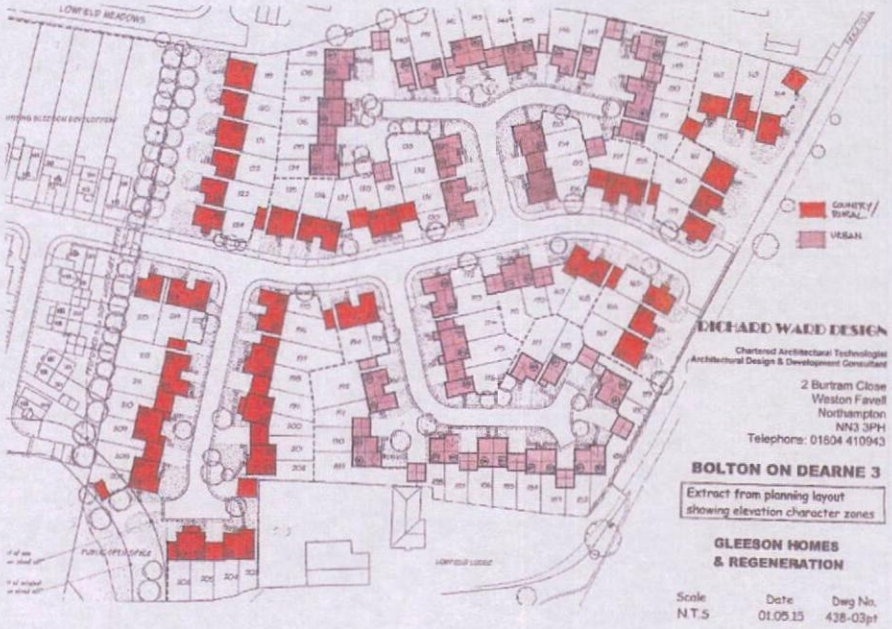


arches, contrasting brick band courses and dual pitch entrance door canopies. Houses in the middle of the site will be more urban in appearance and here the detailing will include brick corbelling to the eaves, plain casement windows, flat lintels, contrasting brick plinths and mono-pitch canopies to the entrance doors.

The natural choice for external elevations of the properties in this location was buff and red brick. Traditional materials and construction techniques will be integral to the design of properties. This has been the result of a conscious desire to ensure that whilst development compliments local residential form it creates and maintains a unique identity to foster a sense of place.

Sufficient distances are maintained between existing and proposed dwellings so as to protect the residential amenity of existing and future residents in terms of overlooking, overshadowing and dominance. Existing boundary treatment will also be retained where possible, particularly to the northern boundary with existing properties.

Parking spaces and/or garages are all provided within the curtilage of each dwelling in the interest of security and convenience. The use of communal parking courts has been avoided. They are an unsightly magnet for anti-social behaviour. Garages have been sited behind the main building line to avoid the domination of the street scene by garage doors and parked vehicles.



Landscape

The site generally is flat and featureless comprising an agricultural field.

There also a few scattered trees around the periphery of the site as shown on the survey plan.

Entirely private gardens are a psychologically defining characteristic of a home and consequently all dwellings have front and rear gardens.

Within the front gardens the proposed landscaping treatment is relatively simple, easily maintained and comprise a predominantly lawned area with vehicular driveways, paving to the pedestrian entrances and some tree planting to add variety and interest to the spaces created.

Rear gardens are markedly larger than those at the front. Planting is not proposed to rear gardens, but they will be fenced and have patios.

This approach has been taken to encourage the personalisation of private space as it has been noted that where planting schemes have been implemented as part of the development process they are rarely amended or added to by occupiers and lead more often to conformity than interest.

Access

Access, in the context of a Design and Access Statement relates to access to and within the site by pedestrians, cyclists and vehicles.

This section is therefore intended to expand both on the principles and approaches to access at a more detailed level from a pedestrian and vehicular perspective and although separated out for the purposes of this report access has been considered as a set of interconnected, rather than conflicting ideals.

The Pedestrian Perspective

We recognise that ease of access to all areas of the development must be a fundamental design consideration. Inclusive access has been seen as a start point if the development is to be successful in the long term.

Whether derived from disability, as a result of illness or injury, ease of movement cannot be assumed to be the case for all users at all times This is particularly so in residential settings where the likelihood is that the site be used regularly by people moving, walking or carrying goods between vehicles and their houses. If a development has been designed to meet the needs of the mobility impaired it can meet the needs of all. Consequently all the properties will be constructed to current Building Regulations, ensuring adequate door widths and level thresholds and each incorporates paved access to the rear of the dwelling.
The site is well located with access by foot for local services, amenities and public transport.

The Vehicular Perspective

The principal access to the site is from Lowfield Road by extending the road that was constructed to serve the recently constructed/approved houses. This provides a safe and suitable link to the existing road network.
The internal road layout has been designed for slow speeds, making the road more suitable for non-motorised traffic and pedestrians.
Each house includes car parking within its own plot.

Overall the proposed access to the site and internal layout are acceptable and will not have any significant detrimental effect on highway or pedestrian safety.

External Environment

The accompanying transport assessment to this proposal provides detail of the access implications of the site in respect to both private vehicles and sustainable transport means.

The enclosed Travel Plan also further highlights the sustainable means of transport.

This in itself creates a perfect highways access environment for all the properties and provides adequate on plot parking.

Refuse

There is provision for each property to incorporate 'in curtilage' bin and recycling storage and all to have access to the rear for ease of movement on collection day

Conclusion

In developing this proposal the applicant has sought to create an attractive, safe,. secure, sustainable housing scheme for which is affordable to local residents and, most importantly, deliverable.

The report details the justification and design evolution of the scheme, the precedents and principles which led the scheme as well as the basis on which the proposal was developed.

The evolution of the design process has been shown, taking into account the site context, planning policy and recommendations of the Council and the submitted design provides a response to the site context that conforms to relevant policies.

- The site is in a sustainable location.
- The proposed scheme enhances the character and appearance of the area.
- The scheme represents an appropriate form of development at an acceptable density given the context and site location.
- The layout is acceptable in terms of the access, the relationships proposed to neighbouring land uses, the heights of the buildings as proposed and the level of open space provision.
- The layout and design approach utilised for the site is wholly appropriate.

- It is considered that the proposed development fully accords with national, regional and local policy and guidance and as such is acceptable.

- The proposed residential development will result in a number of environmental and visual amenity benefits.

- Additional housing will help to underpin existing services and facilities and help to attract new ones to the local area.

We trust that Barnsley Metropolitan Council will support the planning application.

Richard Ward Design

On behalf of
Gleeson Homes and Regeneration

The Building for Life 12 standard is the national benchmark for well-designed housing and neighbourhoods in England. It is developed around 12 criteria that look at all aspects of house and urban design. The criteria and the approaches being adopted on this site are expanded upon below.

Q1. Connections.
Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?

Yes. (as far as is applicable) Only one point of access is possible due to the existing railway line along the western boundary and the proximity of the railway bridge to this single point of access. The development will be accessed by extending the road recently constructed by Gleeson for their adjoining development. There is neither the opportunity nor need for cycle or pedestrian only routes. Careful consideration has been given to the relationship between the new and existing development and the edges of the development site.

Q2. Facilities and services.
Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?

Yes. All facilities are located close to the site and a new play area is being provided in a central location within the development site. It has been sensitively located to ensure good natural surveillance but far enough away from the overlooking dwellings to avoid conflict.

Q3. Public transport
Does the scheme have good access to public transport to help reduce car dependency?

Yes. The railway station is within 200m of the site and the bus route is within easy walking distance. These enable easy, convenient access for residents by public transport to the major centres and surrounding areas.

Q4. Meeting local housing requirements.
Does the development have a mix of housing types and tenures that suit local requirements?
Yes
4a. What types of homes, tenure and price range are needed in the area?
There is a diverse range of house and sizes to cater for local needs. Gleeson always aim their developments to be affordable to local people and provide schemes to help aspiring customers to achieve home ownership.
4b. Is there a need for different types of home ownership(such as part buy & part rent) or rented properties to help people on lower incomes?

Gleeson have a total of 7 innovative schemes to help aspiring home owners to achieve their goal. Additionally, Gleeson also provide their own shared equity product to help those on lower incomes which, together with other shared equity units delivered through "Help to Buy" accounted for 35% of all sales in the last year.

Q5. Does the scheme create a place with a locally inspired or otherwise distinctive character?

Yes. The street format has a strong active frontage and distinctive double aspect houses are used to turn corners. Single, 1½ and two storey forms are used varying ridge and eaves heights creating an upper level edge. Features such as projecting gables and bay windows add interest to the street scene. The development also mirrors the aesthetics currently approved/being built by Gleeson on the adjacent site.

Q6. Working with the site and its context
6a. Are there any into or from the site that need to be carefully considered?
6b. Are there any existing trees, hedgerows or other features, such as streams that need to be carefully designed into the development?
6c. Should the development keep any existing building(s) on the site? If so how should they be used?
The houses on the eastern edge face out to overlook the open land to the east of the site.

In terms of the re-use of existing buildings, there are none. The site is mainly flat and featureless. The design has responded to the flatness of the site by the introduction of variety in the eaves and ridge heights to add interest to the streetscape and upper level edge. The design also respects the scale, positioning and massing of the existing surrounding dwellings.

Q7. Creating well defined streets and spaces.
7a. Good streets and spaces are created by enclosing them with buildings and a strong landscaping scheme. Are buildings used to create enclosed streets and spaces?
Yes. The buildings are used to frame the spaces created. Some streets are open ended to open up views into and out of the development.
7b. Good buildings 'turn' corners. Do buildings turn corners well?
Yes. House designs incorporating strong dual aspect facades are used on corner plots.
7c. Do all fronts of buildings, including front doors face the street?
Yes. In every case, although in this context some 'streets' are private shared driveways.

Q8. Easy to find your way around.
Is the development designed to make it easy to find your way around?

Yes. This is not a large development. There is also a simple rationale to the road hierarchy and the built form. This and the scale of the scheme make it easy to navigate.

Q9. Streets for all.
Are streets designed in a way that encourages low vehicle speed and allows them to function as social places?
9a Are the streets pedestrian friendly and are they designed to encourage cars to be driven slower and more carefully?
Yes. The roads have been designed to keep vehicle speeds low to ensure the safety of all users.
9b. Are streets designed in a way that they can be used as social spaces, such as places for children to play safely?
Yes. The scheme incorporates some short culs-de-sac and private drives. These provide safe places for children to play and positively encourage social interaction.

Q10. Car Parking
10a. Is there enough parking residents and visitors?
Yes. The scheme provides a minimum of 200% on plot car parking spaces.
10b. Is car parking positioned close to people's homes?
Yes. All parking spaces and garages are on plot to ensure maximum security, natural surveillance and convenience.
10c. Are any parking courtyards small in size (generally no more than five properties should use a parking courtyard) and are they well overlooked by neighbouring properties?
N/A. Gleeson's policy is to avoid the use of parking courts. They are unpopular with their customers and are an unsightly magnet for anti-social behaviour.
10d. Are garages well positioned so that they do not dominate the street scene?
Yes. Generally, garages are set back behind the main building façade so that they are discreet and do not overpower the street scene.

Q11. Public and private spaces.
11a. What types of open space should be provided within this development?
Good sized rear gardens are provided to all plots and all plots have front gardens that contribute to the overall visual amenity of the development. In addition an area of public open space is included in the scheme, which compliments those approved on the adjacent scheme.
11b. Is there a need for play facilities for children and teenagers? If so, is this the right place or should the developer contribute towards an existing facility in the area that could be made better?
Yes. An equipped play area for children has been provided as part of the previously approved phase of the development. This remains easily accessible to this third and final phase.

MJGleeson

the urban regeneration specialist

MAXIMISING SECURITY THROUGH DESIGN

Preamble

Design Council Cabe has issued the results of a major research study looking at the impact of the design of modern urban housing developments on crime. The Home Office-funded study has identified key areas where poor design, such as rear parking courts, can lead to an increase in crime, anti-social behaviour and neighbour disputes, all of which put added strain on local police resources.

The results of the research are intended not only to aid homebuilders and designers, but also police forces – allowing them to influence the layout and design of proposed new neighbourhoods.

The study was run in collaboration with the University of Huddersfield, working with crime prevention design advisors in local police forces, planning authorities and Gleeson Homes & Regeneration. It looked at housing developments in Greater Manchester, Kent and the West Midlands and considered crimes including burglary, theft of and from vehicles, robbery, theft from the person, assault and criminal damage. Although the project did not set out to include anti-social behaviour or neighbour disputes, much of the feedback from local police and planers showed incidents were more common than actual recorded crime and resulted in police or local authority resources being used to attend and resolve matters.

Developer Gleeson Homes & Regeneration which helped advise on the research project, is already applying the principles. Its Design and Development Director, Faye Whiteoak, said: "It [the research] provides much needed clarification on the impact of housing design on crime and has led us to re-assess our design values and produce our own internal security design guide".

This guide follows the principles set down by the Home Office / Cabe study.

Contents

1. Introduction

This document has been prepared by Gleeson Homes to demonstrate its commitment to enhancing the security of its homes and developments. In producing this document, Gleeson has consulted with its customers and police architectural liaison officers. Reference is also made to the Secured by Design publication 'New Homes 2014'.

Gleeson has a wealth of experience in creating safe neighbourhoods in areas of social and economical deprivation and know that achieving security through design is more than a series of standard details and security recommendations, it is also about creating an environment that promotes good social behaviour and encourages a sense of community, ownership and pride which in turn encourages self policing of a neighbourhood.

This document will;

- Highlight typical crime and disorder issues in areas of housing regeneration.
- Demonstrate a clear understanding of the issues of crimes and criminal activity.
- Identify design solutions which reduce vulnerability to crime.
- Allow Local Planning Authorities (LPAs) to use the information to help with decision making and enable the planning process to run more smoothly.
- Assist in the consultation process.

2. Tenure

It is very important to understand that the needs of different types of tenure can vary significantly and this can affect the way in which security issues are addressed.

Whereas the occupiers (and the owners) of Local Authority or Housing Association or private rented housing may have particular needs they will differ in some significant respects to the needs of owner occupiers.

People in owner occupation have an understandably different attitude to their property to tenants.

Owner occupiers have exercised choice in purchasing their home. It is a source of pride, it belongs to them, they understand that they must maintain it in good order and the present and future value (and hopefully increase in value) is also dependent on the care and the reputation of their street. Their involvement in their property therefore extends well beyond their front boundary. They are keen to be involved in the local neighbourhood watch, not only because of the practical advantages it brings but also because it says something positive about their immediate local community.

They are quick to report breaches of restrictive covenants by their neighbours because the value of their property may be adversely affected.

Home owners can be broadly split into two categories; Stayers and Movers:-

Stayers are those who intend to live in the property until they die. As time goes by and their mortgage repayments become more affordable they will find ways to enhance their home. A typical stayer will usually spend money enhancing their property in the following order:-

1. A conservatory
2. A new kitchen
3. A garden shed
4. A block paved drive

Movers are those who intend to stay in the property for a limited period and move-on to something bigger in a few years. They may purchase a conservatory because it increases the floor area and therefore the value of their property but it is unlikely that they will spend any money on the other items because they perceive that they don't add to the potential future sales price of the property.

The one thing that stayers and movers have in common is that they care about their property and the environment in which it stands.

On the other hand Local Authority or Housing Association or private rented tenants may not be entirely free in choosing where they are to live. They do not own their home and must wait to be told when their home is to be up-graded. Their reason for renting is often short term, such as a relationship or family breakdown or a change in financial circumstances. It is understandable that, although there are exceptions, a tenant will generally have a different attitude to their home to an owner occupier.

3. Neighbourhood Watch

We regard it as an essential responsibility for us to encourage residents to form neighbourhood watch groups at the earliest stage by leafleting them and introducing them to the Local Community Police Officer. Initial meetings are usually sponsored by Gleeson and held in the show home. When we have large developments we will promote a number of schemes on a site.

The presence of a neighbourhood watch scheme encourages residents to think about their own security and that of others, it encourages community involvement and social interaction and helps to bind communities together in a desire to achieve a common good.

4. Security Considerations and Crime Statistics

Gleeson Homes and Regeneration specialise in building homes for sale in areas of industrial decline and social and economic deprivation. In the design of their developments, Gleeson consider crime and security issues which are relevant to their context such as;

- Burglary
- Criminal damage
- Anti-social behaviour
- Unauthorised access to private space
- Robbery to person
- Bogus callers/distraction burglary
- Theft of/from parked cars

Crime Statistics

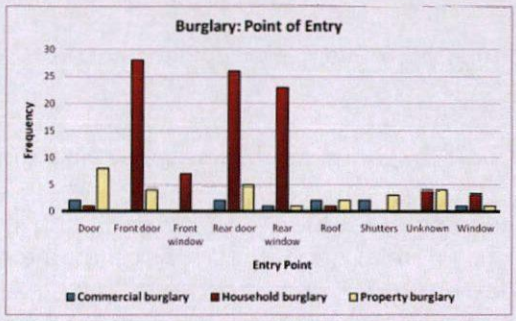
Police Crime statistics provide invaluable data on these crime and security issues. A typical set of crime figures recorded over 1 year in a typical location for a Gleeson urban development, prior to us building and selling new homes are;

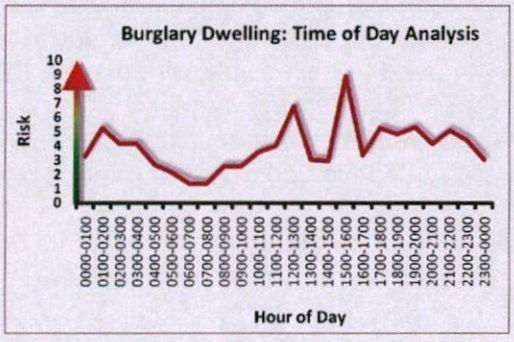
- 5 acts of car crime per month
- 8 acts of domestic burglary every month
- 15 acts of criminal damage every month
- 8 acts of less serious wounding per month

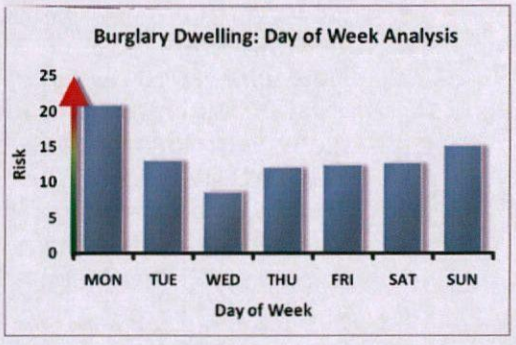
(Figures and the following tables and graphs taken from a Crime Impact Assessment prepared for Gleeson Developments at Culcheth Lane Manchester by Greater Manchester Police. Figures based upon a 1km sq area around a proposed development site)

These typical crime figures depict high levels of crime and Gleeson Homes and Regeneration have responded with appropriate security measures. Understanding of the way in which these crimes are perpetrated ensures a better solution through design. The modus operandi (MO) of typical crimes carried out in neighbourhoods are summarised in the next section.

4.1. Burglary Analysis and Understanding







Entry: Typically, the vast majority of burglaries to dwellings were achieved through front and rear doors, followed by rear windows.
Time of Day: The time of highest risk for burglaries were between 12:00 and 21:00, with a similar peak in risk at around 01:00. Daytime risk could be associated with properties being vacant whilst people are at work, resulting in less local surveillance and a burglar's reduced risk of being seen/caught.
Day of Week: Burglary risk was quite uniform through the average week, with the exception of Monday, where a sizeable increase can be seen.

Gleeson's Strategy for reducing Burglary:

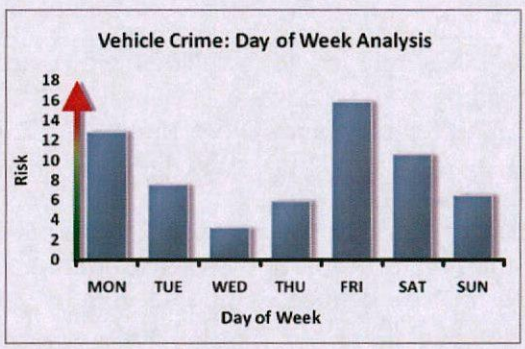
a) Rear gardens grouped into "secure zones" which are open to observation by a number of properties to enable an intruder to be easily spotted;
b) Minimal boundary treatment to frontage to give natural surveillance and create a sense of ownership of the street.
c) Defensible planting where appropriate.
d) Main aspects and doors facing the street including use of 'corner turn' houses to improve surveillance.
e) Gravel drives which provide an audible alert to occupants of intruders.
f) Physical security and specification of doors, windows, lighting, glazing, locks etc.
g) No climbing aids such as low fences, walls, bin stores adjacent buildings etc
h) Good positioning of dwellings to increase the sense of ownership and surveillance, providing a major deterrent to burglary.

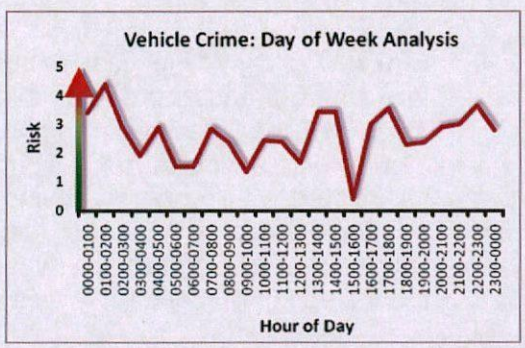
Burglary M.O.s:

Below are typical methods for committing burglary, along with measures which Gleeson employ to prevent the crime.

- *Accessing rear of property through insecure gate, and smashing glass to unlock window.*
  There are various ways of securing gates, the most typical being a pad-lockable bolt to the inner face. To improve security of rear gates the bolt is located at mid-level so it cannot easily be accessed externally. Also, if gates are likely to be used for general egress from the property they are lockable on both sides, so a resident can secure the gate when they leave.
  In addition, lockable ironmongery is used to accessible windows so that the resident can further secure openings to their house.
- Where gates to rear gardens are required, they are positioned flush with the front elevation so that strangers are not concealed from the public eye.
- *Kicking-through front doors.*
  Doors are specified to recognised security standards to address this risk.

4.2. Vehicle Crime Analysis





Vehicle security is an important consideration. Typically, the riskiest times for car crime are Friday, Saturday and Monday; with a fairly uniform level of risk with regards to time of day

Car Crime

Car crime can take the form of theft of the car, theft from the car and criminal damage to the car.

Gleeson's Strategy for reducing Car Crime:

Gleeson recognise that car parking is safest when located in an attached or adjacent garage or within the curtilage of the home.

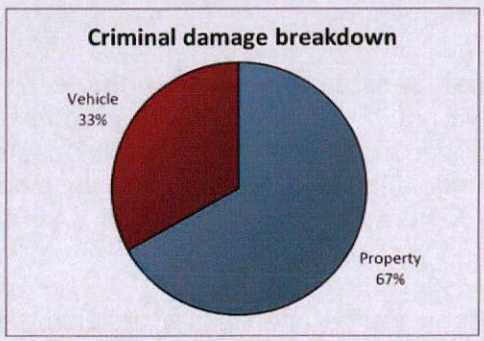
Customers want to be able to see their car from the home so on Gleeson developments, parking is on-plot and to the side of the property wherever possible to ensure clear, unobstructed views over the frontage and the street.

The majority of Gleeson's homes have a side window to ensure that the driveway is overlooked and where appropriate homes are sold with a garage.

On street parking can encourage incidental damage and vandalism to cars such as tyre slashes, paintwork damage, wing mirror damage etc., so this type of parking provision is avoided.

Gleeson also avoid the use of parking courts as they can give rise to anti social behaviour and often give access to rear gardens. Such courts are not usually regarded as part of the home and are often areas in which litter and clutter can accumulate.

4.3. Criminal Damage



Two thirds of criminal damage is committed against property and the remaining third is committed against vehicles. Both types of criminal damage are addressed in different ways. Listed below are examples of ways in which criminal damage is perpetrated and ways in which it can be avoided;

Criminal Damage M.O.s:

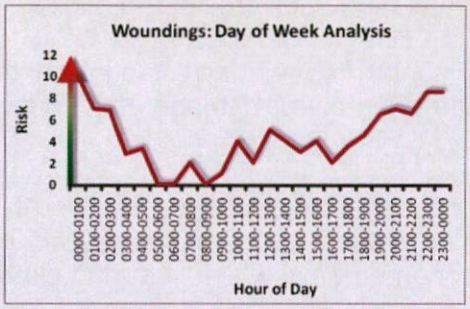
Damage to windows. (Very common)

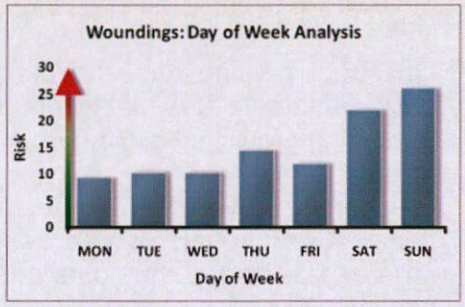
Windows are a valuable tool to offer natural surveillance over an area. Gleeson's layout design avoids windows being positioned in secluded areas and provides secure frames with locks to openers and with good specification double glazing.

Car windows breakage.

Gleeson ensure that parking spaces are located where they can be seen by their owner (and other dwellings where possible) to deter miscreants. Open frontages to properties provide additional surveillance.

4.4. Robbery and Woundings





Instances of wounding are more common on weekends and generally uniform during the week. The time of highest risk for such crimes is around midnight, though the risk increases during the afternoon/evening of the average day.

Gleeson's Strategy to minimising risk of robbery and woundings:
A typical housing layout by Gleeson will not incorporate pedestrian routes which are not overlooked, or permeable (open) cul de sacs, but will ensure that natural surveillance is optimised throughout its developments thereby helping to reduce the risk of robbery to people. Wherever possible, Gleeson's strategy is to:-

- Utilise direct links to local transport routes and ensure optimum visibility towards routes.
- Avoid using isolated footpaths and plan housing in small closed cul-de-sacs which provide safe pathways along the highway itself.
- Provide natural surveillance opportunities over pedestrian routes.
- Utilise open frontages to provide surveillance over the highway and adjacent and opposite front gardens.
- Provide lighting to a sufficient level and uniformity to eliminate dark spots.
- Avoid designing recesses, blind corners and enclosed alleys, which can reduce the distance a 'potential' victim can see in front of them.
- Ensure footpaths are as straight, wide and open as possible to increase sightlines and allow pedestrians to make rational choices over the route they take.
- Minimise the number of escape routes in a design. The closed cul-de-sac approach adopted by Gleeson provides this.

5. Design and Layout of Housing Developments

Housing Mix; Gleeson's housing schemes provide a carefully arranged mix of house sizes and types to ensure maximum, constant surveillance is achieved through a varied demographic. For example, a housing scheme which is marketed entirely towards professional couples is likely to create a neighbourhood which is empty during the day. Conversely, homes designed with young families and pensioners in mind are more likely to be occupied during the day.
Streetscene; Gleeson's houses are predominantly a mix of semi detached and detached properties. These houses have great advantages over terraced properties which need passageways for access to rear gardens and have bins stored at the front which can act as climbing aids.
Materials; Properties showing signs of disrepair and physical incivilities are more likely to experience crime. Gleeson select low maintenance building methods and materials to avoid this.
Layout; Gleeson utilise a number of simple tried and tested design principles to optimise natural security to street layouts such as;

5.1. Good visibility and overlooking to all areas;

Both the street, car parking and gardens will have many windows overlooking to aid security and deter criminals or miscreants.

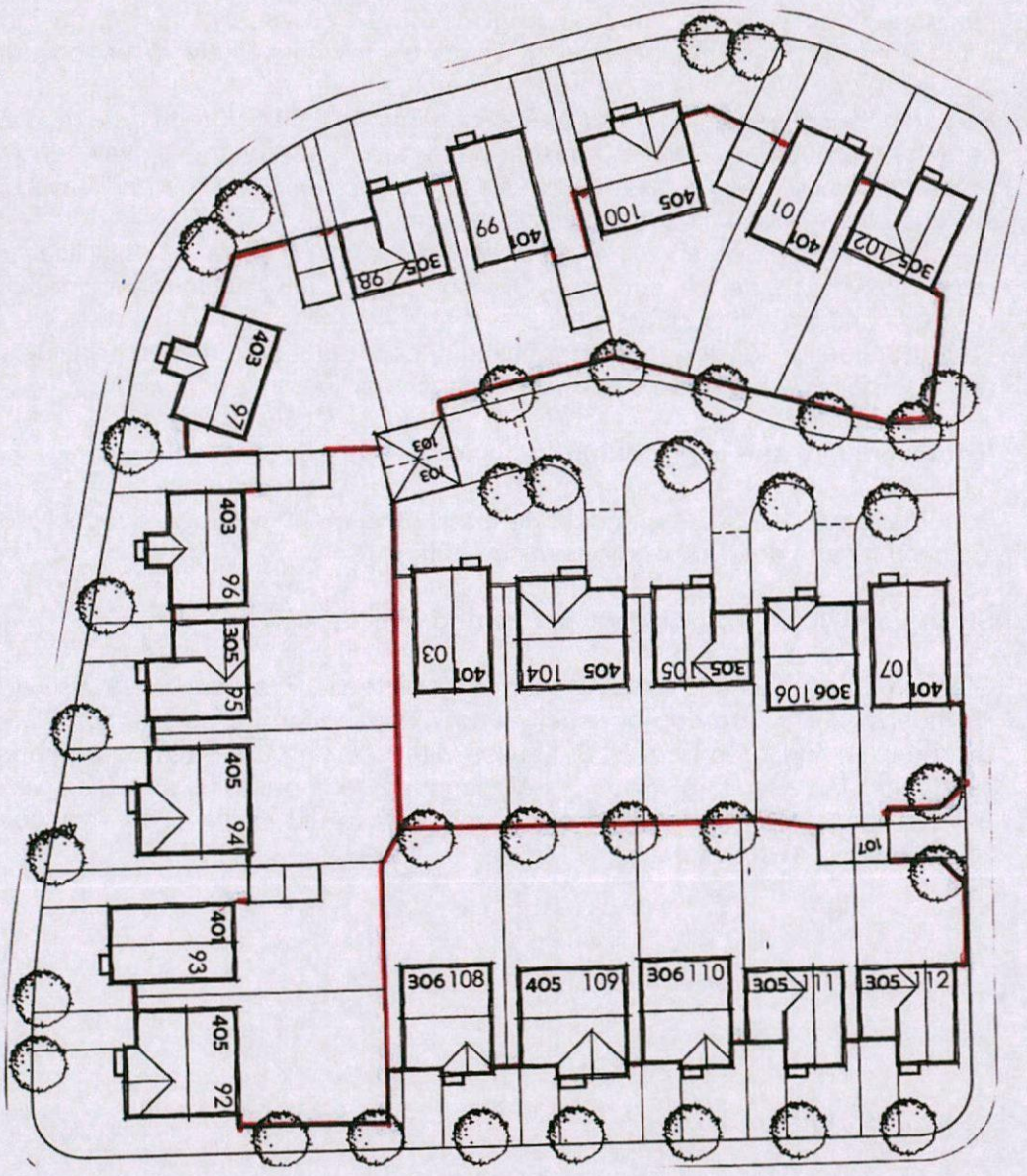
5.2. Strong physical barrier to house line and rear gardens;

Gleeson creates secure zones of rear garden areas. This works very well when the boundaries of a group of usually 5 to 7 houses form a secure zone which can be well monitored from all of houses within that group. Each of the houses overlooks and monitors up to 7 neighbouring rear gardens and vice versa. Garden fences within the secure area are low to aid vision. This overlooked area will deter trespassers.

This drawing shows part of a site divided into defensible and observable zones.

The red line indicates 1.8m high fencing with gates (not shown) where appropriate.

The boundary lines between rear gardens use low, transparent fences to create an observable zone.



Where necessary, Gleeson will construct either a robust fence, gate or garage between the houses to create a secure barrier between the street and private rear gardens. This will make it difficult for an intruder to enter whilst creating an observation zone where unusual activity can be seen or strangers identified.

5.3. Open frontages

The implication of the words "home ownership" don't stop at the curtilage of the plot. Home owners have invested in not only their home but also their community and they consider themselves to be stakeholders in their community.

Ownership of the street is a requirement of home owners and this is achieved by open frontages.

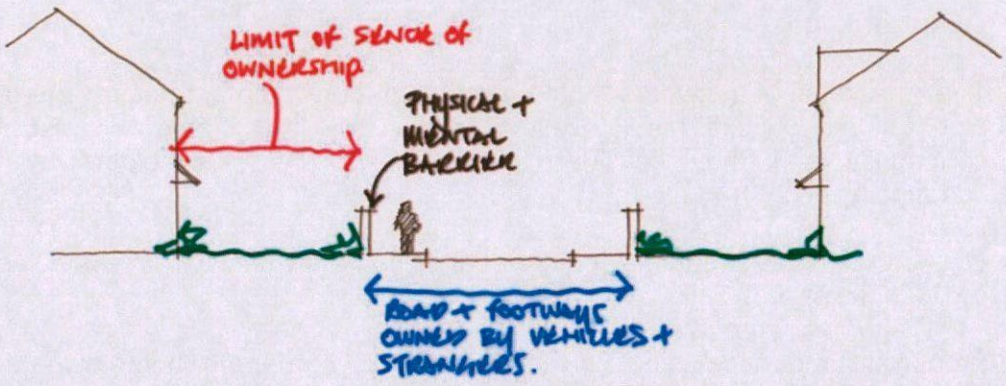
Front walls and fences create visual and physical barriers for home owners and safe corridors for vandals and intruders.

In rented schemes where there is a reduced desire for ownership of the street by residents and front boundary barriers are desirable they should be robust and vandal proof.

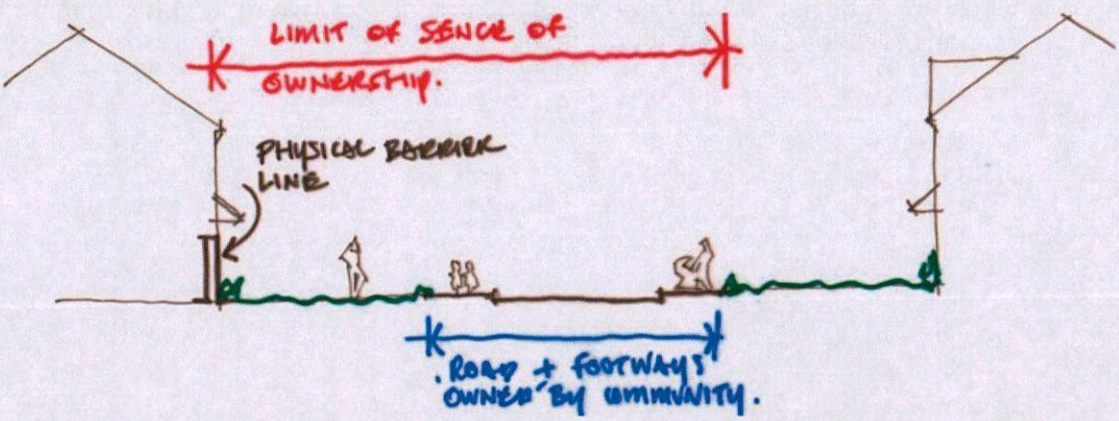
In home ownership schemes front garden barriers should not exist at all; the defensible boundary should be the frontage of the dwellings.

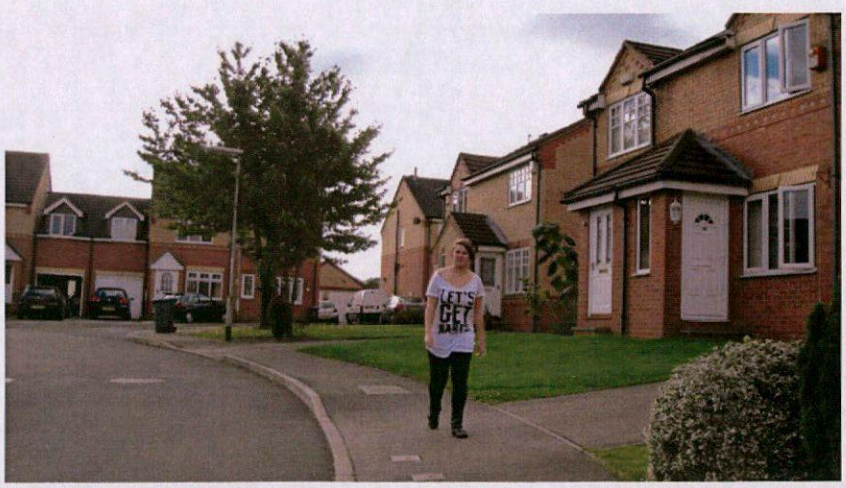
Open plan developments not only give ownership of the street to the residents they make a positive statement about the development itself. "We are a home ownership development and we are proud to be home owners".

Pride in a development engenders community involvement and communal responsibility towards security.



Closed frontages pass on ownership of the street to vehicles and strangers





Crime levels to frontages of houses which are well overlooked and monitored by the street are low because doors, windows and vehicles and of course, potential intruders are easily observed and monitored by neighbours.

5.4 Cul de sacs

- Small closed cul-de-sacs offer the best layout for housing in terms of security.
- This type of road layout creates small, safe and quiet mini communities where a stranger would be noticed.
- They naturally create a sense of community, ownership and responsibility and an environment that a burglar is least likely to operate in.
- Open cul-de-sacs (with a footpath link at the end) create ideal getaways for criminals.
- Developments with highly connected roads and footpaths – over permeable sites – make crime difficult to control.

6. Physical Security

The following component specifications are provided by Gleeson as standard to achieve an appropriate level of physical security:

6.1 Doors

- Front doors to properties are compliant with BS6375 with features such as multipoint locking mechanisms, meaning access is only possible with a key.
- Front doors have either integrated windows, fixed sidelights or door viewers.
- Chain limiters are included as standard.
- Letterboxes are located a minimum of 400mm away from internal ironmongery.
- All glazing within, or adjacent to external doors includes at least one pane of laminated glass to a minimum 6.4mm thickness.

6.2 Windows

Ground floor and easily accessible opening lights (escape requirements permitting) are key lockable. All windows are internally beaded.

6.3 Garages

If garages are to be featured in the scheme, the internal connecting door will be compliant with BS6375.

6.4 Boundaries

- Any rear dwelling boundaries abutting public space are 1800mm high.
- Boundaries between the rear of dwellings are formed using 600mm high divisional fencing.
- Boundary treatments do not have design features that may act as climbing aids.

- Where applicable, low fencing/railings which adjoin high fencing is tapered upwards, so that the low fencing can't be used as an aid to climbing the higher fencing. This is typically seen in the proposal where front boundaries join rear boundaries.
- Wherever used, garden pedestrian gates can be lockable by way of a pad-lockable bolt at the midpoint of the internal face of the gate.
- Wherever used, gates to rear curtilages of dwellings are lockable from both sides, to allow people to secure their gardens when leaving their house by car.

6.5 Landscaping

- No obstructions to visibility across the unbuilt parts of the site.
- No planting exceeds 1m in height.
- No hard landscaping that could inadvertently create seating or loitering spots.
- No planting or external furniture, i.e., bollards or seats that will aid climbing over boundary treatments.

6.6 Lighting

- Lighting provided to adopted highways and footpaths and private estate roads in accordance with BS5489 to eliminate any potential pooling or shadowing.

6.7 Construction

- Careful consideration is given to securing the site during construction, to prevent unauthorised access and theft of equipment.
- Gleeson locate temporary secure hoardings to key areas of the site and adopt on site security and health and safety measures including permanent security personnel on certain sites.

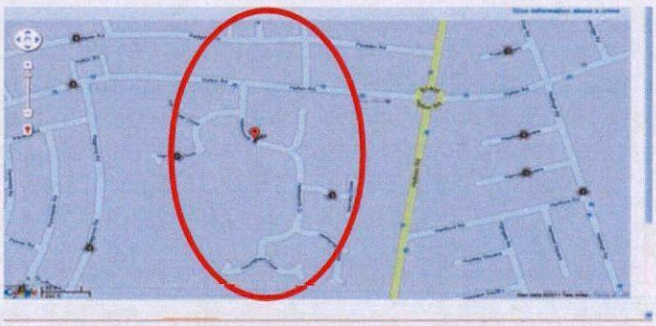
7. Case Study

Havelock Hospital Site, Sunderland

The Havelock Hospital Site built in 2003 by Broseley Homes is a proven example of how Gleeson's approach to designing out crime is successful. The housing development is located within the Pallion ward of Sunderland which is one of the most deprived areas of the City. Similar to many areas in which Gleeson builds homes, the ward suffers from low levels of employment and high levels of crime.

To determine the scheme's effectiveness in lowering crime levels, we consulted the police.uk website which publishes national crime figures for local neighbourhoods and highlights the type of crimes which have been committed in each location. The website states that in the Pallion area in May 11 there were 360 crimes reported which included 17 incidents of burglary, 189 reports of anti-social behaviour, 15 vehicular crimes, 27 violent crimes and 112 unspecified incidents.

The Havelock Hospital development, which comprises over 250 homes, experienced just 2 reports of antisocial behaviour in the same timeframe.



The Broseley development was built in accordance with the design principles set out in this report and included features such as:

- Minimal boundary treatments to frontage;
- closed cul-de-sac design;
- well positioned dwellings;
- a variety of house types;
- well overlooked roads and footpaths
- attached or adjacent garages to the home, and;
- on-plot car parking.

In comparison to the Havelock Hospital Site, surrounding similar sized neighbourhoods in Pallion experienced significantly more incidents of crime, as follows;

Minton Square

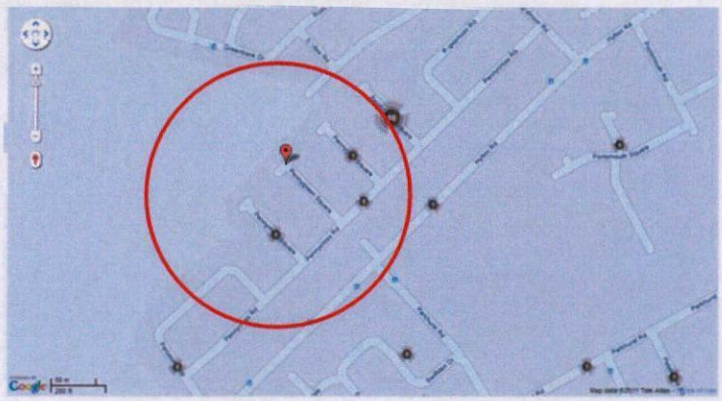
There were 15 reports of assorted crimes within this area, which consisted of 3 accounts of burglary, 10 accounts of anti-social behaviour and 2 accounts of violent crime.

Unlike the Havelock Hospital development, this site primarily features 900mm high timber fencing to the fronts of properties, in contrast to the recommendation given by this report, which stresses the requirement for minimal boundary treatment to encourage natural surveillance and create a sense of ownership of the street by the residents. There is also limited on-plot parking and no garages, which can increase the opportunity for car crime as car parking is safest when located within the curtilage of the home.

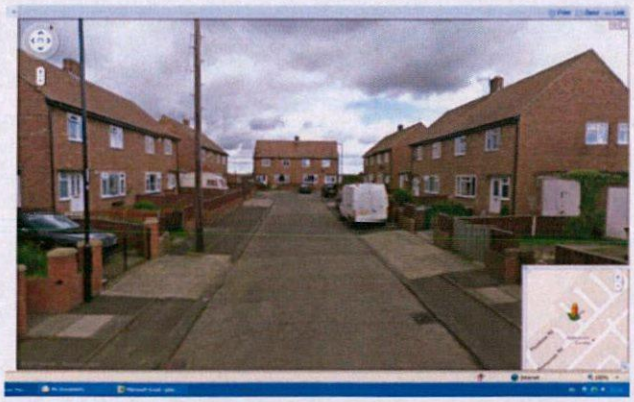
As shown in the photograph below, the homes in the Minton Square area are similar in terms of size and type. This not only creates a one dimensional street scene with minimal opportunities for comprehensive street surveillance, but also limits the resident demographic, thereby preventing the creation of a neighbourhood which is active at all hours of the day every day of the week.

Pennygreen Square

16 assorted crimes have taken place within the area; 14 accounts of anti-social behaviour and 2 unspecified crimes.

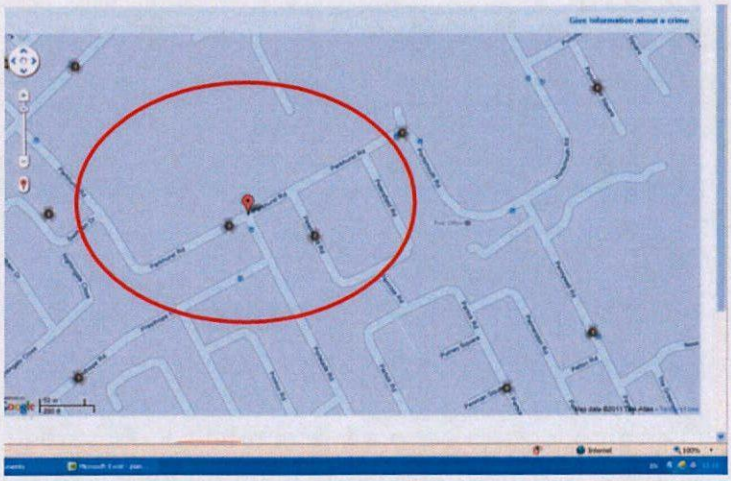


Unlike Gleeson's design principles set out in this report, Pennygreen Square incorporates a mixture of low walls, brick piers and railings as front boundary treatments. The properties are also of a similar type and laid out in a repetitive manner, thereby reducing surveillance of the entire street.



Parkhurst Road area

15 assorted crimes took place within the area during May 2011; including 7 accounts of anti-social behaviour, 3 accounts of violent crime and 5 accounts of unspecified crime.

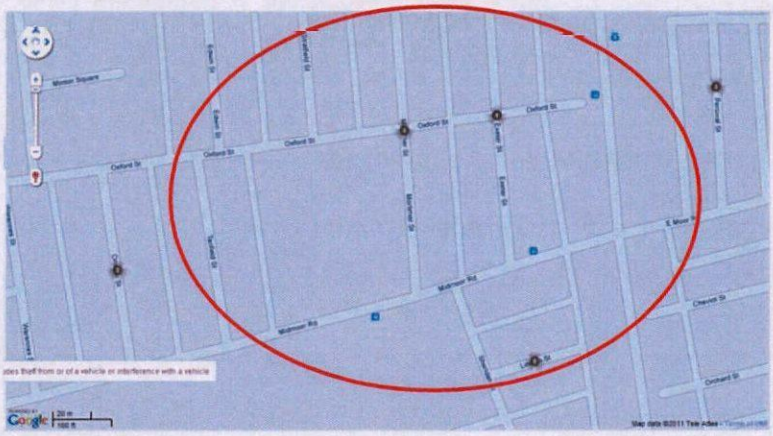


Similar to the Pennygreen Square area, the road has a mixture of low wall, brick piers and railings. There are no garages and no parking within the curtilage of the property. In addition there are no designated on-street parking spaces, which could lead to inappropriate parking in front of a neighbour's home; this is one of the most common causes of resident disputes.

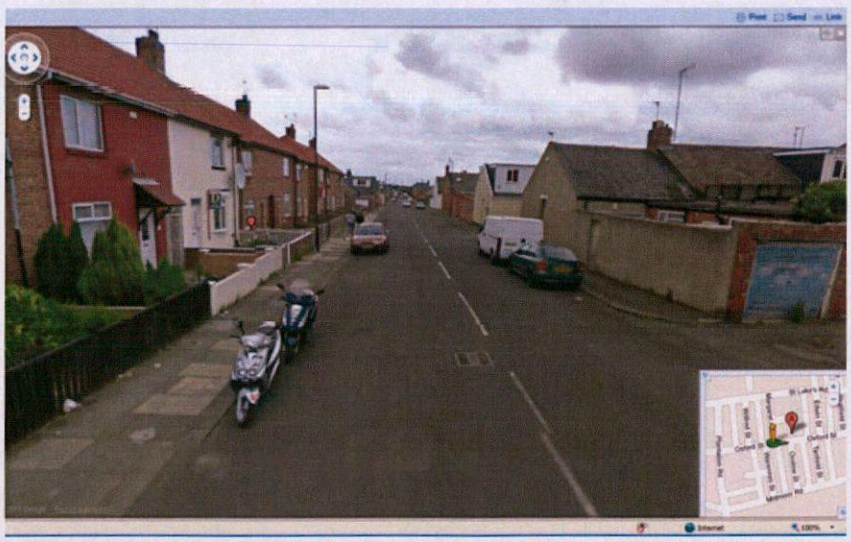
Not only are the properties in Pennygreen Square identical in type, they also appear to be tenanted social housing; this often means that there is limited financial or social investment in the neighbourhood. In areas like this anti-social behaviour is common as there is little or no ownership of the street by the residents.

Oxford Street, Sunderland

17 crimes were reported within this area in May 2011. They consisted of 3 accounts of burglary, 4 accounts of violent crime, 8 accounts of anti social behaviour and 2 reports of unspecified crime.



This road incorporates a mixture of low walls and fencing to the front gardens and 2.1m high brick walls to exposed side and rear gardens. The street pattern is highly permeable unlike a closed cul-de-sac approach which is favoured by Gleeson. It is well documented that highly connected thoroughfares maximise escape routes, increase the likelihood of burglary, robbery and wounding. There are no garages and very limited allocated parking on site.



The above examples show that crime levels in a typical area of regeneration alter from street to street. More vitally, it is evidence that our approach to reducing crime through considered design actually works.

8. Conclusions

By adopting the above design features, housing schemes by Gleeson Homes have taken account of CPTED and Secured by Design principles and demonstrate a commitment to incorporating good design practice to reduce crime and create safer, happier neighbourhoods.

9. Bibliography

- Crime Impact Assessments prepared for Gleeson Homes by Greater Manchester Police.
- Secured by Design' publication 'New Homes 2014'.