

Secured By Design Guide



NEW HOMES
2014

Through roads

3.1 *'Development is not compromised by excessive permeability for instance by allowing the criminal legitimate access to rear or side boundaries of dwellings or by providing too many unnecessary segregated footpaths'*

3.3 *'Cul-de-sacs that are short in length and not linked by footpaths.'*

Footpaths

4.2 Not to the rear of properties

4.3 Where a segregated footpath is unavoidable designers should ensure it is:
as straight as possible, wide, well lit, devoid of potential hiding places, overlooked and well maintained.

4.5 Isolated footpaths should be 3m wide.

Planting

5.2 Planting next to footpaths should not obstruct views from buildings and should not create pinch points or places of concealment.

Open Space

9.2.1 The open space must be designed with due regard for natural surveillance

9.2.4 Amenity/ play space should be located at the front of properties to reduce the likelihood of crime and complaints.

10.6 Vulnerable areas such as exposed side and rear gardens need walls or fences to 1.8m high.

Layout and orientation of dwellings

11.1 Dwellings should be positioned facing each other.

11.2 Larger schemes should incorporate a mix of dwellings, enabling greater potential for homes to be occupied throughout the day.

Gable end walls

12.1 It is important to avoid the creation of windowless elevations and blank walls adjacent to public spaces. The provision of at least one window above ground floor level where possible will offer additional surveillance.

12.2 Where blank walls are unavoidable a 1m buffer zone will be provided.

Rear access footpaths

The scheme included rear access footpaths, particularly to terraces as we believe it is important to give this opportunity to all home owners.

We will however make sure all footpaths are gated at the front of the path.

Car parking

16.1 Cars should be either parked in locked garages or on a hard standing within the dwelling boundary.

16.2 *'Where communal parking is necessary, they should be in small groups, close and adjacent to homes and must be within view of the active rooms within these homes.'*

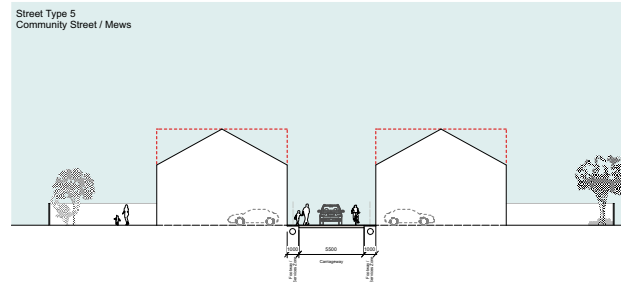
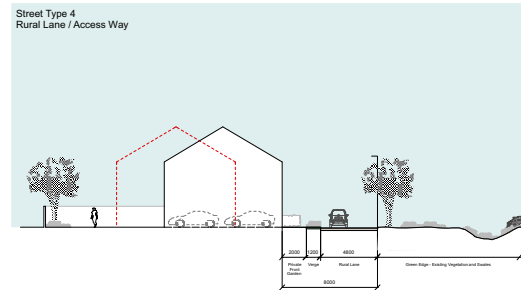
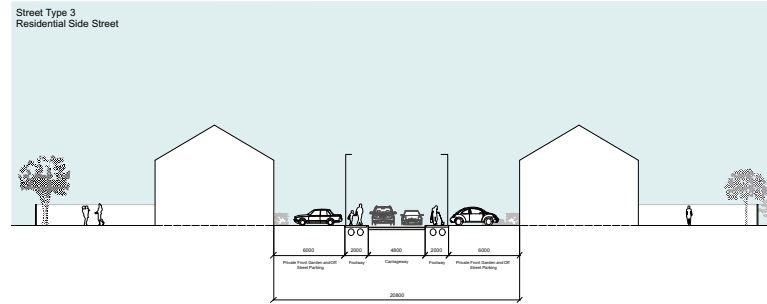
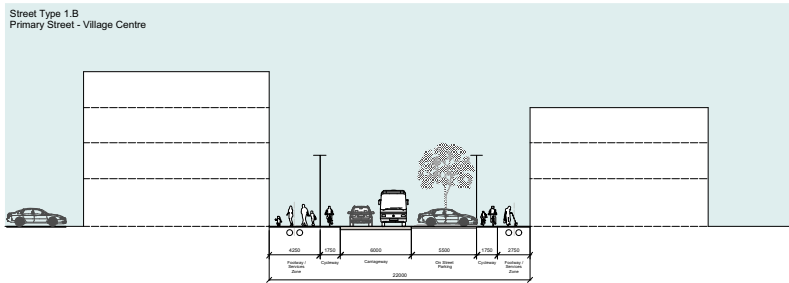
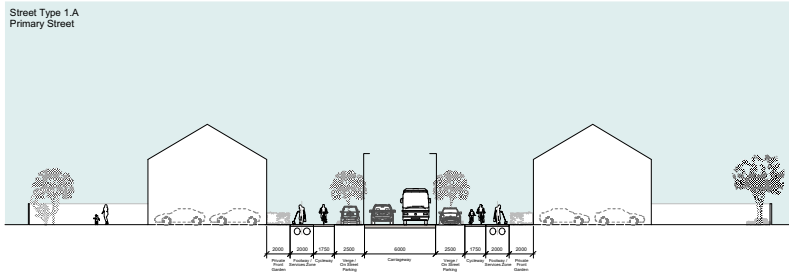
The provision of coach houses in these areas will provide additional surveillance for these areas.

Street lighting

The scheme will also be designed with an appropriate lighting design and advice will be given to home owners about incorporating the principles of Secured by Design into their own homes/plots.

Site Principles

Road Sections



The site principles which are present throughout various areas of the development are as follows:

1. Gardens

A minimum provision of 10m Gardens to be provided for each house type.

2. Parking

Each house type is provided with allocated parking spaces.

3. Defence Space

All house types are given a minimum distance of 2m from the street as a defensible space.

4. Privacy/Overlooking Standard

Some degree of overlooking neighbours will generally be acceptable. A minimum distance of window to window is 22m and window to wall is 14m.

5. Terraces (Bins)

Rows of terraces are to be given 1m alley space for manoeuvring of bins from the rear of the house to the street.

LEFT

Typical road sections

Roads and Parking Standards

GHA Terminology OCC RRDG Terminology	Primary Street A Type 3: Major Access Road	Primary Street B Type 4: Minor Access Road	Community Streets Type 4: Minor Access Road	Rural Lanes Type 6: Access Way	Urban Lanes Type 8: Mews	Parking Courts N/A
Function	The Primary Street acts as a spine through the development linking the east and west ends of the development with the village centre and link road. Much of the built form along this primary road will be 3 - 4 storeys high.	Identical to the Residential Side Street, only with a widened carriageway to accommodate a temporary one-way bus route for Land Transfer Area 1.	The Community Streets branch off the primary street into the outer residential parcels, linking them with the village centre. Much of the built form along these second tier streets will be 2 - 3 storeys high.	Rural Lanes generally wrap around the fringes of the residential parcels, creating softer edges around the perimeter of the development and minimising vehicular intrusion.	The Urban Lanes branch off the Community Streets and provide direct access to residential plots with a shared surface.	Parking Courts are found within the residential parcels and accessed off both Primary and Community Streets.
Design Speed	20 mph	20 mph	20 mph	20 mph	10 mph	10 mph
Adoptable Highway	Yes	Yes	Yes	Yes	Yes	No
Footway	2 x 2.0 m footways, generally	2 x 2.0m footways	2 x 2.0m footways	shared use	shared use	shared use
Cycleway	2 x 1.75m 'hybrid' cycleways	within road	within road	within road	within road	shared use
Bus Movement	Mixed with general traffic. Bus stops along street. One-way.	Temporary access until second phase route is activated. Mixed with general traffic. Bus stops along street. One-way.	None	None	None	None
Maximum No. Of Properties Served	No restriction	Up to 300	Up to 300	Up to 25	Up to 25	N/A
Minimum carriageway / shared surface width	6.0m	5.5m	4.8m	4.8m - 6.0m	Min. 3.5m at entrances. 5.8m (including 1m footway)	Min. 3.5m at entrance and 6m between parking bays
Access to units	Limited direct access.	100% direct access or grouped access (urban lanes)	100% direct access or grouped access (urban lanes)	100% direct access	Yes	No
Carriageway surfacing	Macadam generally with stone chippings and block sets to edges.	Macadam	Macadam	Macadam with stone chippings	Macadam	Macadam
Footway surfacing	Paved	Paved	Paved	N/A (included in carriageway)	N/A (included in carriageway)	N/A (included in carriageway)
Cycleway surfacing	Various	N/A	N/A	N/A	N/A	N/A
Kerbing	Yes. 100mm 'Conservation' type.	Yes. 100mm 'Conservation' type.	Yes. 100mm 'Conservation' type.	None - shared surface	None - shared surface	None - shared surface
Vehicle Swept Path	Buses	Refuse vehicles and emergency service vehicles	Refuse vehicles and emergency service vehicles	Refuse vehicles and emergency service vehicles	Refuse vehicles and emergency service vehicles	Motor vehicles
Parking	Parallel on-street parking along both sides of carriageway mostly. Parking bays will not be wide enough to encourage echelon parking.	On-street parking, generally only on one side of carriageway. Mix of parallel and perpendicular parking bays. Direct access to plot off-street parking.	Occasional blocks of on-street parallel parking bays for unallocated provision	Mix of parallel and perpendicular off-street parking along green edge of carriageway.	Mix of allocated and unallocated shared surface parking.	Mix of allocated and unallocated shared surface parking.
Forward visibility	45m	33m	33m	10m	10m	None
Junction sightlines (X+Y)	2.4m x 33m	2.4m x 33m	2.4m x 33m	2.4m x 25m	2.4m x 10m	2.4m x 10m
Junction radii	6.0m max	6.0m max at junction with Primary Street, 4.5m / 2.5m max elsewhere	6.0m max at junction with Primary Street, 4.5m max / 2.5m min elsewhere	4.5m max / 2.5m min	Splayed	Splayed
Street Lighting	Lighting columns	Lighting columns	Lighting columns	N/A		
Statutory services	In footway. Drainage in carriageway.	In footway. Drainage in carriageway.	In footway. Drainage in carriageway.	Carriageway infiltration drainage blankets. Demarked service strips.	Carriageway infiltration drainage blankets. Demarked service strips.	Demarked service strip

C. APPENDIX C – Parking Standards for parking standards for all areas in Oxfordshire (other than Oxford and Cherwell Urban Areas)

C.1. Car parking provision for all other areas of Oxfordshire (other than defined above) are set out in Table C1.

Number of bedrooms per dwelling	Maximum number of allocated spaces	Maximum number of spaces when two allocated space per dwelling is provided		Maximum number of spaces when one allocated space per dwelling is provided		Maximum number of unallocated spaces when no allocated spaces
		allocated spaces	unallocated spaces	allocated spaces	unallocated spaces	
1	1	N/A	N/A	1	0.4	1.2
2	2	2	0.3	1	0.6	1.4
2/3	2	2	0.3	1	0.8	1.6
3	2	2	0.4	1	0.9	1.8
3/4	2	2	0.5	1	1.1	2.1
4+	2	2	0.6	1	1.5	2.4

TOP
Appendix C of the OCC's Parking Standards for New Residential Developments.

LEFT
Graven Hill street hierarchy summary.

Plot Passports

PLOT ASSIGNED TO: XXXXXXXXXXXX

Graven Hill **Cherwell**
DISTRICT COUNCIL
NORTH OXFORDSHIRE

PLOT PASSPORT

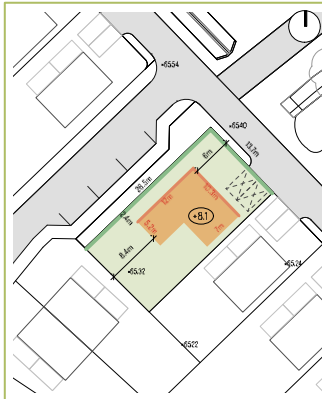
ROAD NAME

0003

Main FEATURES

Plot Number: 0003
Unit Type: Detached
Price: £XX,XXX
Local Character: Rural Lanes
Plot Area: 324 m² / 0.08 acre
Max. GIA: 135 m²

- Build zone
- Extent of plot & dimensions (metres)
- - - Position of front facade
- XX No. of on-plot car parking spaces
- XX Max. building height (metres)
- Front boundary



Rules of your build

- 1 2 car parking spaces must be provided on the plot at 2.4m x 4.8m in size. The position of on plot parking bays is flexible and to the discretion of the plot purchaser. The position of vehicular access is fixed and must be located as shown on the above plan.
- 2 Your home must be built within the 'build zone' and not exceed the max. permissible GIA stated above.
- 3 Your home must achieve Passivhaus certification with Code for Sustainable Homes Level 4 water usage.
- 4 Front boundary treatment to be Beech or Coppice Dogwood hedging to a max. height of 1100mm.
- 5 A min. area of 50% of the plot frontage (the area between the highway and your front wall) must be permeable (i.e. grass / shrubs / gravel etc.).
- 6 Provision for bin stores and the secure storage of min 2 bicycles must be allowed for on the plot. These should be considered within the design.
- 7 Your home must be no more than 8.1m in height. This equates to approximately 2 storeys.
- 8 This plot is for one detached unit with a max. of 3 bedrooms. The merging & subdivision of plots is not permitted.
- 9 Permission will not normally be required to home work or run a business from the property, provided that a dwelling house remains a private residence first and business second. Issues which may give rise to the need for planning permission include whether home working or a business leads to notable increases in traffic, disturbance to neighbours, abnormal noise or smells.
- 10 No works or storage of materials may be undertaken outside the curtilage of your plot without requisite permissions first being obtained. These areas are subject to adoption either by the Highways authority or District Council.
- 11 Designs are to be submitted to the Graven Hill Village Development Company for approval before construction works commence. If no response is received within 4 weeks following submission, approval will automatically be obtained.
- 12 No built form is permitted within 1m of the plot boundary (the area to which your ownership extends) line. This is to retain a maintenance zone between plots and allow bins, cycles etc to be moved from the rear of the plot to the front.

This plot passport relates to the design of your home. There are additional conditions that are statutory (i.e. legislation) & mandatory with your agreement for sale & deed of transfer which you must adhere to. Therefore please ensure that you refer to these before proceeding with design work on or off site fabrication or construction. This includes conditions relating to health & safety, site working hours, deadlines for completing your home & consideration of neighbouring properties.

SUBJECT TO PLANNING APPROVAL

PLOT ASSIGNED TO: XXXXXXXXXXXX

Graven Hill **Cherwell**
DISTRICT COUNCIL
NORTH OXFORDSHIRE

PLOT PASSPORT

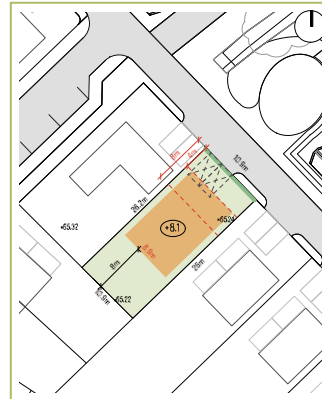
ROAD NAME

0004

Main FEATURES

Plot Number: 0004
Unit Type: Detached
Price: £XX,XXX
Local Character: Rural Lanes
Plot Area: 321 m² / 0.08 acre
Max. GIA: 119 m²

- Build zone
- Extent of plot & dimensions (metres)
- - - Front facade tolerance (metres)
- XX No. of on-plot car parking spaces
- XX Max. building height (metres)
- Primary boundary



Rules of your build

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SUBJECT TO PLANNING APPROVAL

Each individual Plot Passport has the previously mentioned "site principles" applied where relevant. In the instance of the Plot Passport examples shown on the left, general site principles 1-4 have been applied.

The site principles which have been applied throughout the development are further refined with the use of Plot Passports. Each individual plot will have a Plot Passport produced which states key elements including max. building height, number of parking spaces, perimeter within which a property can be built & minimum standards for sustainability.

LEFT
Plot Passports

Masterplan 5D

Masterplan 5D followed the original outline scheme by AMEC



1. Gateway Entrance

Creating a "Gateway" into the site with the use of apartment blocks and landscape features.



2. Parking Courts

Introduction of parking courts to accommodate visitor car's.



3. Green Corridor

Developing the green corridor previously proposed in the AMEC masterplan.



4. Unit Types

Creating units types that are suitable for self-builds.



5. Local Centre

Introduction of a secondary local centre further into the site.



6. School

Situated the school site adjacent to the village centre.



7. Village Green

Created a public open space within the village centre.



8. Energy Centre

Energy Centre in place of Rodney House.



9. Village Centre

Situated the shops and local amenities to the "heart" of the site.



10. Sport Pitches










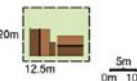
Amended the amount of Adult, Junior and MUGA sport pitches.

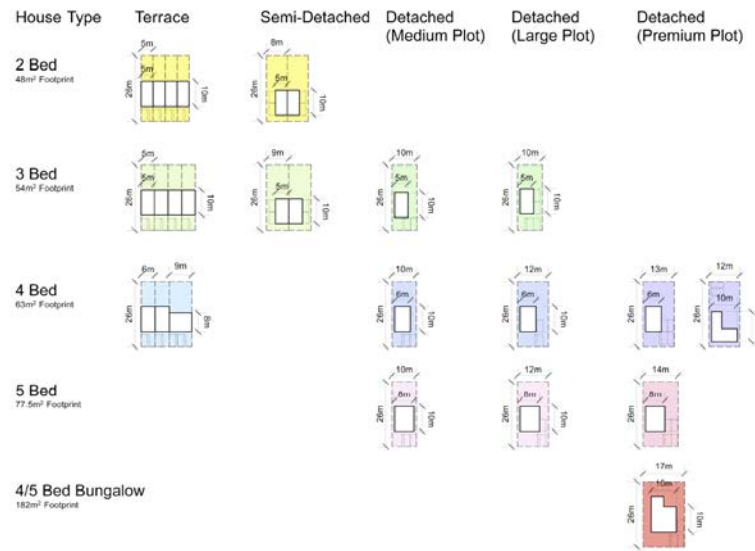


LEFT
Outline Planning
Masterplan 5D

Unit Types

House Types

Housing Type	Number of Bedrooms	Layout	Total Floor Area	Building Footprint	Indicative Arrangement	Average Plot Area (per dwelling)
Detached	4+		108m ² (2 storeys)	54m ²		273m ²
Semi-detached	3+		96m ² (2 storeys)	48m ²		144/108m
Terrace narrow	2		80m ² (2 storeys)	40m ²		90m ²
Townhouse	3+		144m ² (3 storeys)	48m ²		108m ²
Apartments	1-3		Varies (2-4 storeys)	75m ²		62.5m ²



The outline phasing consented masterplan by AMEC/DIO, was not produced to the level of detail that would allow an accurate unit count to determine if the consented schedule can be achieved.

Our proposed scheme allows for on plot parking for all house types, where as the indicative arrangements for the AMEC/DIO outline consented scheme (far left) do not allow for parking provision on plot for the semi-detached, town house or terraced house types.

FAR LEFT
Outline consented scheme unit types

LEFT
GHA proposed unit types