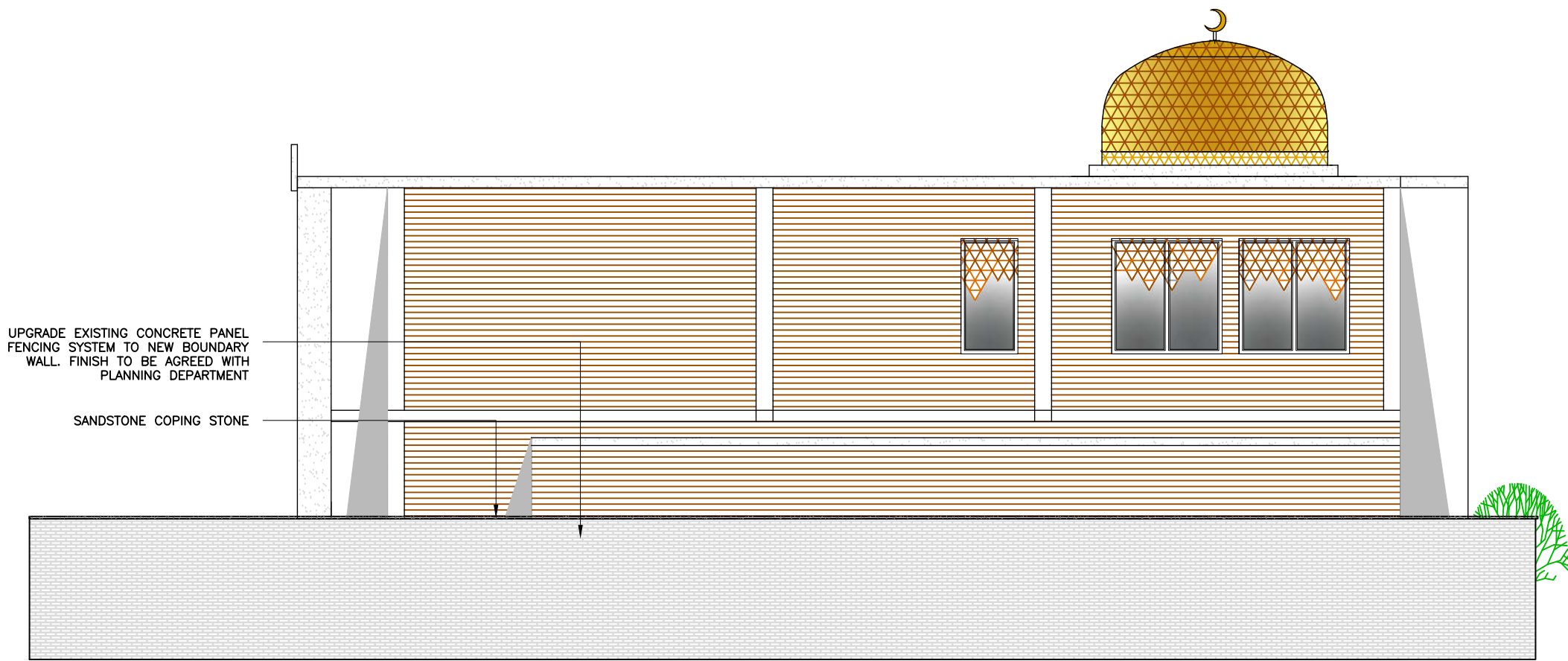




Proposed Side Elevation – B

SCALE 0 1 2 3 4 5 6 7 8 9 10
1:100

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Job Ref.	Drawing No.	Revision
1144	7500	A

A	Issue for Planning	ML	30/06/20
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Rev	Description	By	Date
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Initial Issue: 29/06/20

CLIENT

Al-Raza Foundation
8-16 Park Grove
Levenshulme
Manchester
M19 3AQ

PROJECT TITLE

New Al-Raza Foundation
Community Centre

DRAWING TITLE

Proposed Side Elevation B
Boundary Treatment

Drawn by: ML	Checked by: ML
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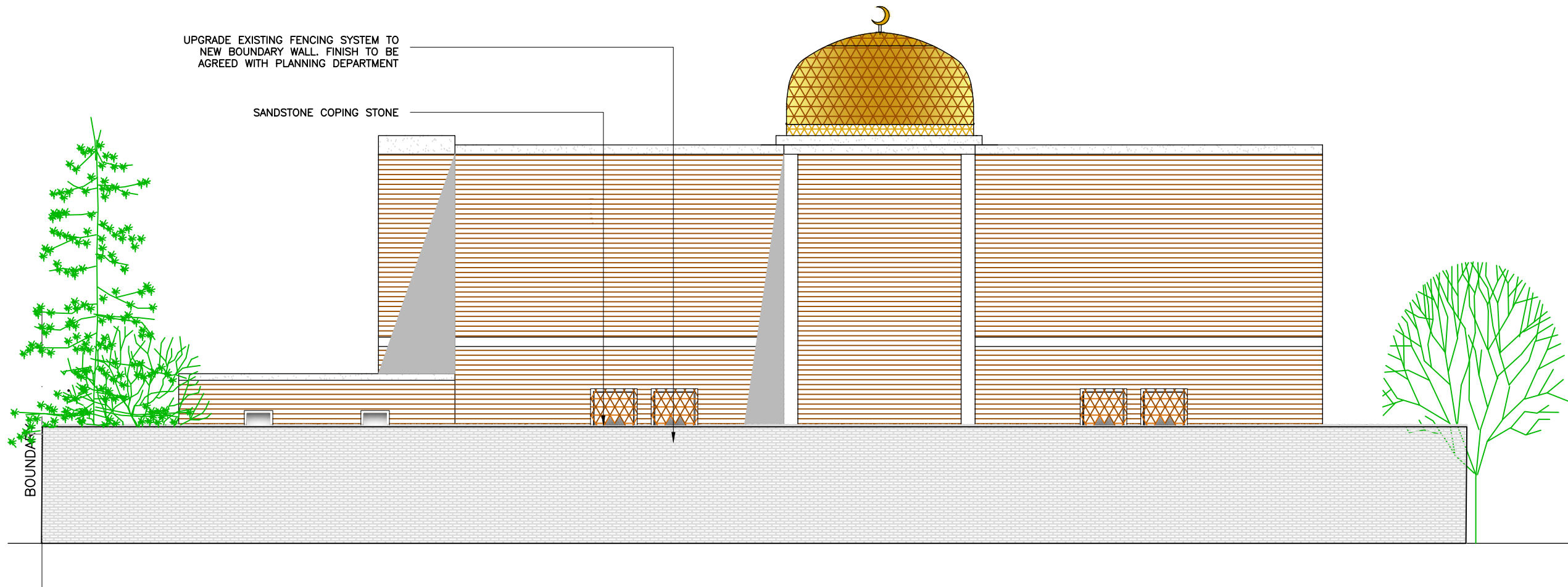
Date: 29/06/20	Scale: 1:100 @A3
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Proposed Rear Elevation – C

SCALE 0 1 2 3 4 5 6 7 8 9 10
1:100

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A	Issue for Planning	ML	30/06/20
Rev	Description	By	Date
Initial Issue: 29/06/20			

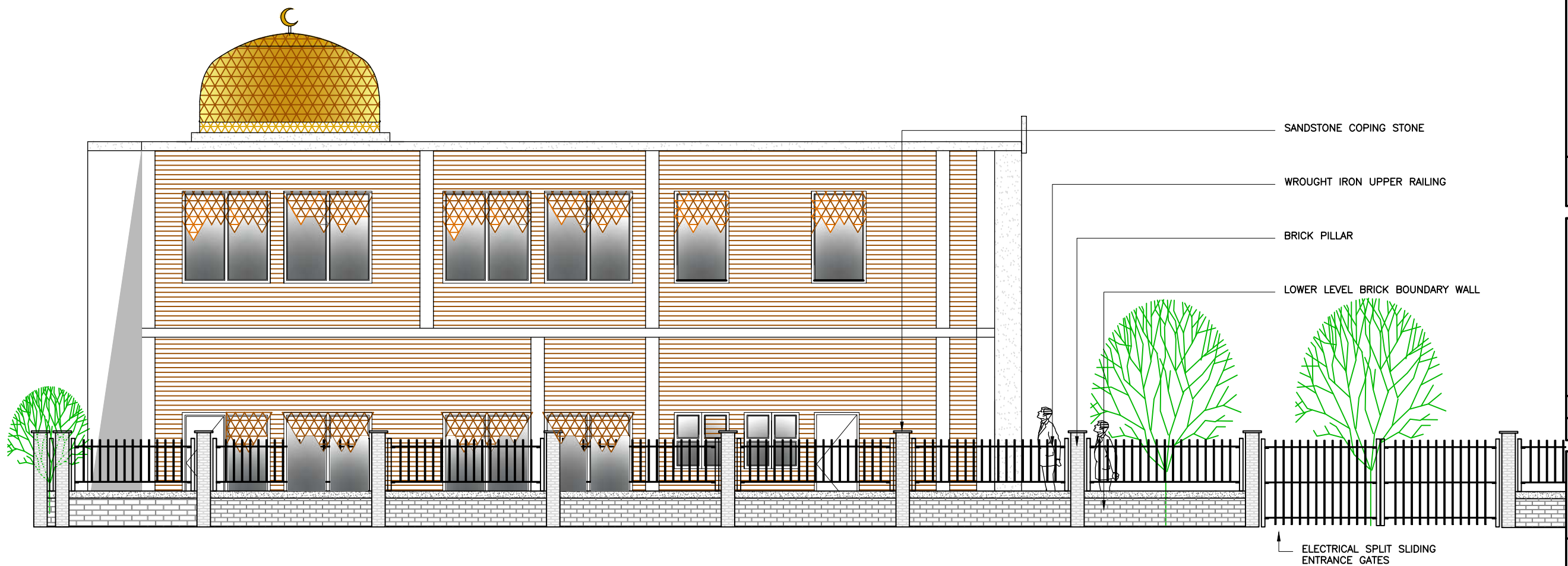
CLIENT Al-Raza Foundation 8-16 Park Grove Levenshulme Manchester M19 3AQ	
PROJECT TITLE New Al-Raza Foundation Community Centre	
DRAWING TITLE Proposed Rear Elevation C Boundary Treatment	
Drawn by: ML	Checked by: ML
Date: 29/06/20	Scale: 1:100 @A3

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Proposed Side Elevation – D
Park Grove Elevation

SCALE 0 1 2 3 4 5 6 7 8 9 10
1:100

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Job Ref.	Drawing No.	Revision
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Rev	Description	By	Date
A	Issue for Planning	ML	30/06/20
Initial Issue: 29/06/20			

CLIENT
Al-Raza Foundation
8-16 Park Grove
Levenshulme
Manchester
M19 3AQ

PROJECT TITLE
New Al-Raza Foundation
Community Centre

DRAWING TITLE
Proposed Side Elevation D
Boundary Treatment

Drawn by: ML	Checked by: ML
Date: 29/06/20	Scale: 1:100 @A3

This drawing is to be read in conjunction with
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APPENDIX 6

ENVIRONMENTAL STANDARDS STATEMENT



WILLIAM MORRIS

Legal & Corporate Communications

Environmental Impact Assessment

Applicant:

ML Design on behalf of Al-Raza Foundation,
8-16 Park Grove,
Manchester,
M19 3AQ

Agent:

William Morris Project No. 54
William Morris Environmental Consultant
Russell Street
Leeds
LS1 5RN

Application Site

8-16 Park Grove
Manchester,
M19 3AQ

Application Details:

Application for the erection of building to form place of worship with ancillary education facilities (Class D1) to include access, appearance, layout and scale following demolition of existing building.

This report takes into account the particular
Instructions and requirements of our client.
It is not intended for and should not be relied
Upon by any third party and no responsibility
Is undertaken to any third party.

Job number 54

William Morris
Sheaf Street • Suite 43 • Leeds
Phone 0113 245 9487

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1.0 Introduction

This is the non-technical summary for an Environmental Statement (ES) which has been prepared on behalf of ML design Ltd to accompany a full planning application for a community development at 8-16 Park Grove, Levenshulme. The application is for:

Application for the erection of building to form place of worship with ancillary education facilities (Class D1) to include access, appearance, layout and scale following demolition of existing building.

This document is a summary of the ES that has been submitted as part of the full planning application. This statement has been prepared having regard to the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 and summarises the environmental impact assessment that has been undertaken to identify and mitigate the potential impacts of the proposals within and around the application site. The ES has therefore sought to address the comments made in order to provide a robust assessment of environmental impact.

ML Design Ltd is proposing to develop the site for community purposes. ML Design Ltd is proposing that the development to be known as Al Raza Foundation will be a high quality community development, which seeks to make the most of the topography and its location. Working with the topography, the scheme will create development platforms across the site which will allow for the creation of a distinctive character area. Overall, the scheme will work with the topography and natural features and create a distinctive place which is consistent with good urban design practice.

2.0 Site Description

The site is located on Park Grove which is primarily a residential area but has some commercial overspill from Stockport Road. The existing property which we wish to demolish and rebuild is currently vulnerable to unauthorised access, as such areas can provide easy access/escape routes that usually benefit from little/no natural surveillance.

The derelict side of the existing building is in a poor state of disrepair and the surrounding alleyway is overgrown. There are a number of signs of disorder, including damage, graffiti and fly-tipping. Such unattractive and accessible sites can often attract abuse. Crime and anti-social behaviour are more likely to occur if an offenders presence does not attract attention and a place feels like it is not under supervision. If graffiti and damage are not removed/rectified, they can give the impression that an area is not cared for and that crime and disorder is tolerated.

The site is overlooked from the east by Stockport Road. The surrounding area as already mentioned is primarily residential in nature, however Stockport Road is largely commercial.

The following descriptions are based on the character area plan, layout, landscaping masterplan and phasing plan. The plans show the approach taken to deliver the development. The character area plan describes the context for each zone.

The planning application will be submitted in full and will include details of the following:

- 1) Means of access
- 2) Appearance
- 3) Layout
- 4) Scale
- 5) Landscaping

3.0 Project Description

The following descriptions are based on the character area plan, layout, landscaping masterplan and phasing plan which are attached at the appendix. The plans show the approach taken to deliver the development. The character area plan describes the context for each zone.

The planning application will be submitted in full and will include details of the following:

- Means of Access
- Appearance
- Layout
- Scale
- Landscaping

4.0 Phasing

There will be significant earth works to establish suitable development platforms. Once complete, there will be four principle development platforms. The earthworks will comprise stripping and stockpiling of topsoil, which will predominantly be stored in the east of the site as the development proceeds. The site compound, car parking and welfare facilities will be established within the car park of the site. It is expected that construction vehicles will utilise Park Grove as access.

It is expected that works will commence with the formation of a temporary bund in the south of the site to 'shield' adjacent properties from the works. Earthworks will progress around the site from the south in a clockwise direction, although materials will be stockpiled temporarily in the east as works progress.

5.0 Summary of Environmental Impacts

The following chapters provide a summary of the environmental impacts which have been assessed in full within Part 2 of this environmental statement. These assessments are based on significant research, ranging from desk based assessments through to physical site investigations. These assessments are therefore highly technical in places and therefore aimed specifically for decision makers and regulators who specialise in the relevant field. The role of this summary is to provide an overview of the impacts of the development for non-specialists.

The aim of this environmental statement is to provide an objective assessment of the impacts posed. This is done by defining criteria against which the impacts will be assessed. The agreement of these criteria with the decision makers removes subjective conclusions and opinions from the assessment. It allows readers to fully understand the magnitude of effects and how mitigation can be used to minimise, negate or even enhance the current situation.

The environmental effects that have been subject to Environmental Impact Assessments are focused across seven topics as follows:

Geology and Ground Conditions (addressing contamination)

Water Environment (drainage and flooding)

Biodiversity and Conservation (wildlife and plants)

Traffic and Transportation (highways)

Cultural Heritage (archaeology)

Landscape and Visual (effects upon views out of and into the site)

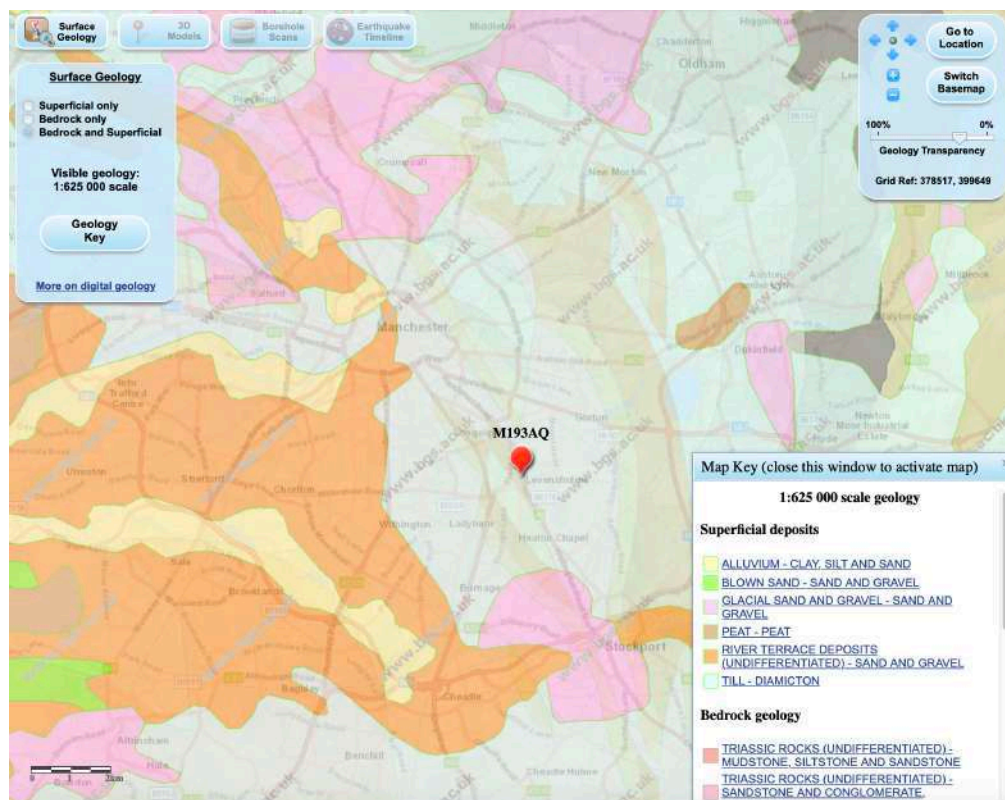
Socio Economic (jobs, homes, schools etc)

In addition this non-technical summary will include an overview of the sustainability of the scheme and design considerations. This application is for a full application which details the design of the scheme, including building types and appearance, layout, access and landscaping.

6.0 Geology and Ground Conditions

This Technical Paper assesses the likely significant effects of the proposed development in terms of geology and ground conditions. The site is located off Stockport Road to the east, approximately 4km north-west of Manchester City centre. Historically no significant development has taken place at the site.

In relation to the published geology the site comprises local alluvial strata, predominantly silt and red flags (sandstone) with a soft bed called underlying the rest of the site. There is the possibility of made a card (possible reworked Sunstone) in the east of the site. However, it is unlikely that the main ground is extensive. During construction there is the potential for air emissions through the creation of dust. However through the appropriate mitigation measures including dust suppression techniques air emissions are considered to be negligible. Other mitigation measures required during site development works will include protection of watercourses, noise and vibration monitoring and safe site working practices to prevent spillages/leakages of contaminants.



7.0 Water Environment, Biodiversity and conservation

During the operation of the development there is the potential for surface water run-off from areas of hard standing however, an appropriate drainage strategy incorporated into the development will prevent excessive surface water run-off into the existing drain network. After undertaking an Environmental Impact Assessment on the water resources of the proposed development and reviewing all of the potential impacts during both the construction and operational phase, any impact would either be negligible or high beneficial in nature once mitigation has been incorporated into the development.

The site occupies an area largely surrounded by residential development but with links to some open Greenland to the north and west. The site is not close to, and its development would not directly impact on any sites protected or designated for their ecological value. As with much grassland in the UK, the area has been significantly affected by its built environment. Intensive building has led to the loss of many grassland plant species.

The site has not been found to support protected or otherwise notable species. This assessment has been informed by bat surveys carried out during the previous application

The site currently occupies a large area of brownfield providing generally poor quality habitat, lacking in structure, number of species and habitat connecting through the site. Whilst development will see the creation of a newly built congregation centre over much of the Site, it does present the opportunity to create new areas of garden and tree habitat which will extend through and around the site and address the current low ecological baseline. The development will enhance the current natural environment in accordance with national, regional and local policy and overall will have a moderate beneficial impact on ecology in the area.

8.0 Traffic and Transport

The proposed development will increase traffic movements and change travel patterns on the local highway network. Furthermore the proposed infrastructure improvements on the highway network will alter the conditions for existing road users.

The impact is assessed for both the construction phase and the operational phase, and is assessed under two main headings as follows:

Construction Phase

Operational Phase

The Construction Phase considers disruption during construction and assesses the likely increase in large vehicular traffic and potential routing. The Construction Phase concluded that any adverse impacts associated with construction traffic would be negligible with the mitigation measures comprising of the Construction Management Plan and routing of large construction vehicles.

The Operational Phase considers the likely increase in vehicular traffic to and from the development on the local road network indicated above as well as two junctions on the Strategic Road Network (SRN). The assessment concludes that, whilst the increase in vehicle traffic would result in some increases in traffic levels only one road (Park Grove) will experience an increase above normal fluctuation in daily traffic flows. The development would enhance local travel patterns, and those of the local path network.

9.0 Landscape and Visual Impact

Listed buildings

The site is close to three grade II listed buildings comprising churches of 17th and 18th. The fabric of the buildings will be unaffected by the proposed development so any effects will be restricted to the setting of the buildings. The settings of St Peters Church, St Andrews Church and St Marks Church will not be significantly affected by the proposed development because

Construction phase impact & mitigation measures

During the construction phase impacts include the re-grading of the site, impact on the listed buildings, loss of vegetation, visual impact of building works and the storage of materials. However, through measures including the creation of landscape buffers, protective bunds and hoardings, these impacts can be mitigated.

Operational phase impact & mitigation measures

The impact of the proposal is considered to be a moderate adverse impact. However, through measures including a careful selection of materials and landscaping the impact can be mitigated. Other effects include the impact on the listed buildings, new road infrastructure and nighttime views, which can be addressed through mitigation measures including sensitive use of lighting and a careful selection of materials and landscaping.

Overall, potential impacts arising from the operational phase are assessed as having a negligible to minor adverse significance, with the new landscape works, public footpath and the buffer zone all having a minor benefit.

Conclusion

The mitigation measures, including a comprehensive landscape scheme will successfully reduce the landscape and visual impact of the proposals. After the mitigation measures only the loss of vegetation and tree coverage during construction works remain moderate adverse, which is a temporary short-term affect. Once construction works are completed, the sites landscape treatment raises this impact to a minor benefit.

The extent of the proposal is deemed to be in keeping with the other existing commercial and congregational buildings to the urban fringe of Levenshulme therefore the proposals would have only a slightly minor adverse impact on the character area and the wider study area.

10.0 Socio Economic

The regeneration effects of the proposal are considered to be minor beneficial due to the range of positive impacts the scheme will have on employment levels, economic growth (Gross Value Added) and education. The proposal will bring a series of regeneration benefits to the Levenshulme area. The following benefits are generated as a result of redevelopment of the site:

1) Employment opportunities for the local population will be provided through the proposed scheme. It is expected that the scheme will deliver a number of temporary direct jobs (construction) and a range of spin off jobs. The proposed

development generates additional demand for local services which would have a potential positive impact on the employment of additional staff by existing businesses in the locality.

3) In order to mitigate any potential impacts of traffic which could cause concern to residential amenity, a Travel Plan should be provided as part of the application package. Sustainable development is essentially about finding a way to improve quality of life for present and future generations by breaking the link between economic growth and environmental degradation or social exclusion.

11.0 Sustainability Statement

Sustainable development is essentially about finding a way to improve quality of life for present and future generations by breaking the link between economic growth and environmental deflation or social exclusion.

Current Sustainability Commitments

The proposal will contribute towards sustainability in a number of ways:

- 1) The provision of the proposed community facility will meet a pressing need for such a facility and its uses in the community.
- 1) Good accessibility via bus links and footpath / cycle networks
- 2) Provision of a public open spaces within the proposal grounds will offer a mix of formal and informal recreational opportunities
- 3) Provision of areas of open space, green infrastructure, and planting, will enhance the natural environment around the proposal and improve the ecological habitats on the site.
- 4) Provision of sustainable drainage solutions will manage and reduce the risk of flooding, making the new development more resilient to climate change impacts than might otherwise be the case

Design Considerations

Key considerations incorporated into the proposal include optimising daylight within the congregational hall and side offices, orientating buildings to improve the performance of the usability of the hall, improving the thermal performance of the proposal, minimising wind chill through landscaping and tree/ shrub barriers, assessment of renewable energy options and achieving surface water runoff rates no greater than existing runoff rates.

12.0 Interaction of Effects

It is important as part of the Environmental Impact Assessment process to consider the interaction of environmental effects. This is summarised diagrammatically in Tables 1 and 2 below and show construction and operation phases respectively:

Construction Impacts



Table 1: Construction Phase

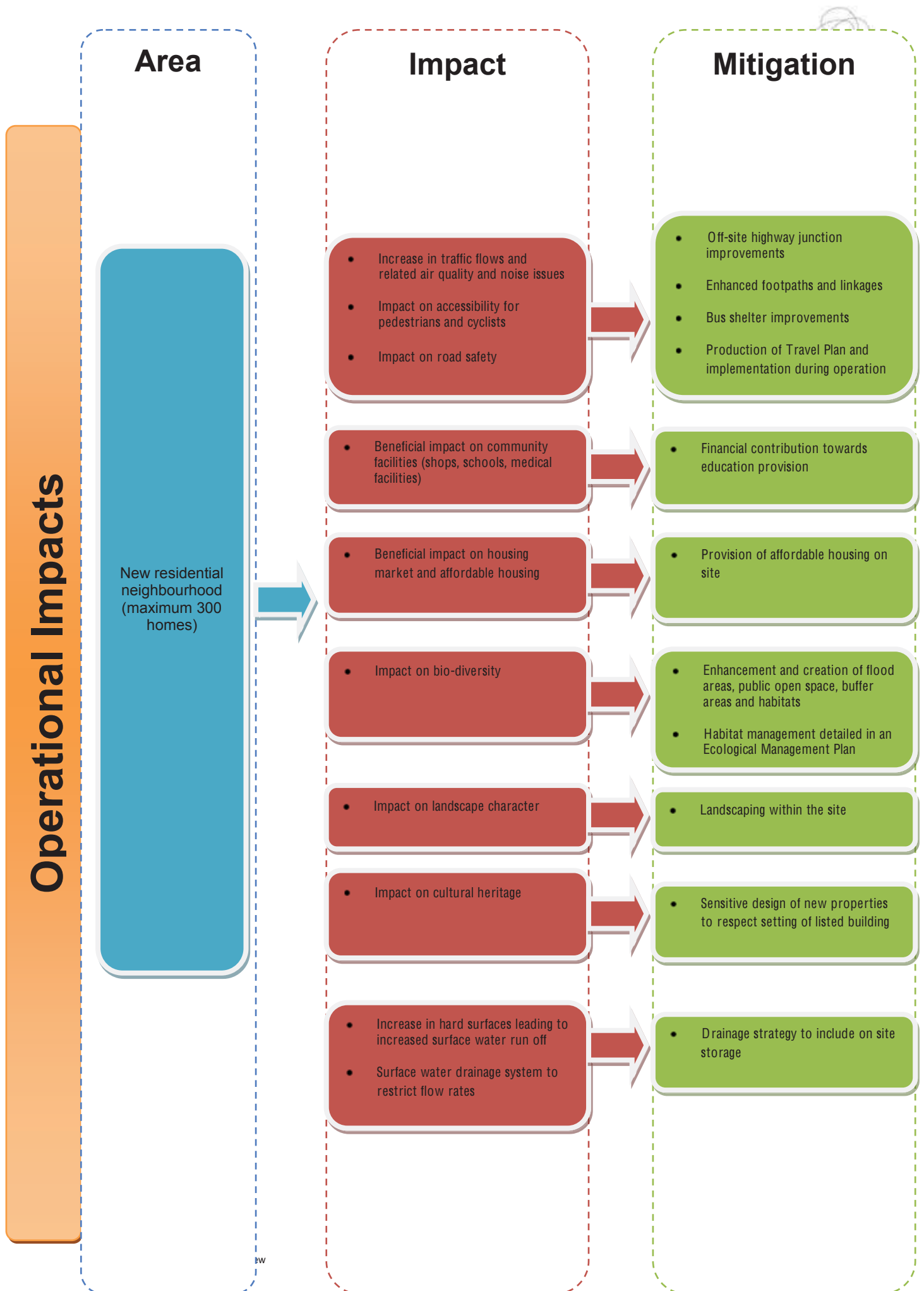


Table 2: Operational Phase

13.0 Cumulative Environmental Impacts

An assessment of the cumulative effects has been undertaken. A comprehensive framework document has been produced which indicates how the employment UDP allocations can be developed comprehensively in accordance with UDP Policy and footnotes. The comprehensive masterplan for the employment allocations is attached at Appendix 9. However, it is considered that with a scheme of suitable mitigation resolved through a method statement and Construction Management Plan that the effects will generally be minor adverse to negligible.

During the short and medium term it is expected that the cumulative development will provide a variety of temporary jobs including opportunities for local people. The influx of workers is likely to have a positive impact on local services and facilities within the area. In the longer term, many positive benefits will result from the development. The proposed residential and Data Centre drainage strategies will provide betterment and a high beneficial impact. The drainage strategy will therefore benefit the wider catchment area in the long term.

The provision of employment development within close proximity to the proposal will offer significant employment opportunities to existing and future residents within the area. Overall, it is concluded that the cumulative development would have an overall beneficial effect due to the local and borough wide benefits which would be delivered.

14.0 Conclusions

This document presents a non-technical summary of the environmental effects assessed in relation to the development proposals. The main purpose of the environmental statement is to provide an objective assessment of the environmental impacts.

It should be noted that the information submitted for this planning application is extensive given the nature of the site, however, the detailed mitigation strategies will be controlled via the use of planning conditions.

The construction phase holds the greatest potential for impacts. However, it is considered that these issues can be resolved through the adoption of best practice in construction techniques and the implementation of the mitigation package. This should be fully detailed in a Construction Management Plan which would be held and maintained by the Principal Contractor.

There is the potential for land/contamination and water quality effects to interact during construction. The net effect of the development on local ecology will be moderate beneficial through the landscaping strategy, habitat creation and enhancement. These areas will be retained and managed through an Ecological Management Plan.

The impact of traffic associated with the residential uses will start to impact after construction and there will be an increase in the amount of traffic on the local road network. However, this will be mitigated through off-site junction improvements, enhanced footpaths and linkages, and the implementation of Travel Plan initiatives to reduce the use of vehicular traffic. Bus stops near to the site will have to be improved.

The amount of hard surfaces will increase as a consequence of the proposal. However, the drainage strategy will store surface water runoff on site limiting the potential risk to the wider area. The drainage strategy will incorporate oversized pipes, land drainage features and permeable paving where appropriate. It is expected that phase that the drainage strategy will be a high beneficial impact.

Although there will be some adverse environmental impacts during the construction period, there will be counterbalancing socio-economic benefits. New jobs will become available in the construction sector and there will also be positive impact on employment for local services and facilities as more demand is generated.

this visual intrusion and the sympathetic design of the proposal will help to This Landscape and Visual Impact Assessment report has been set out according to current best practice, and provides a thorough assessment of the current conditions, as well as the potential environmental impacts of the development. It then offers mitigation measures to improve these impacts to offset the minor overall impact of the proposed development on their setting.

Appendix 1: Location plan



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Job Ref:	Drawing No:												
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4	Issue for Planning	ML	29/06/20										
Rev	Description	By	Date										
Initial Issue: 29/06/20													
CLIENT Al-Haza Foundation 8-16 Park Grove Levenshulme Manchester M19 3AQ													
PROJECT TITLE New Al-Haza Foundation Community Centre													
DRAWING TITLE Proposed Landscape Scheme													
Drawn by: ML	Checked by: ML												
Date: 29/06/20	Scale: 1:200 @A3												
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Appendix 2: Aerial Photograph





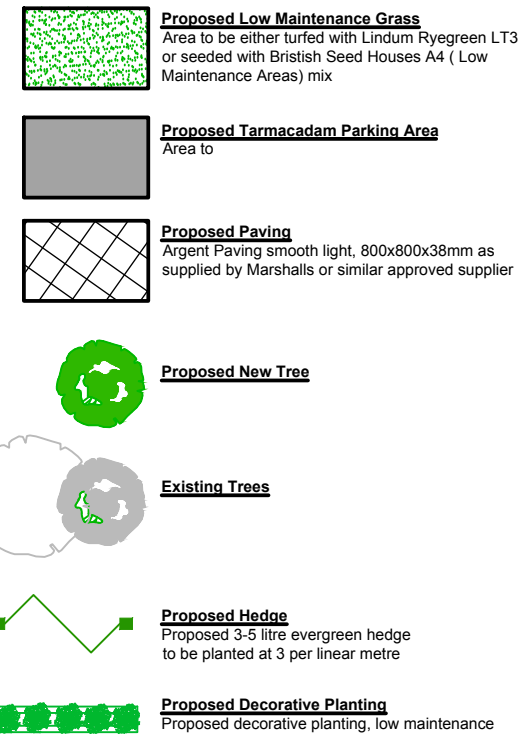
WILLIAM MORRIS

Legal & Corporate Communications

William Morris
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APPENDIX 7

LANDSCAPE SCHEME



Job Ref.	Drawing No.	Revision
1144	7000	A

CLIENT Al-Raza Foundation 8-16 Park Grove Levenshulme Manchester M19 3AQ	
PROJECT TITLE New Al-Raza Foundation Community Centre	
DRAWING TITLE Proposed Landscape Scheme	
Drawn by: ML	Checked by: ML
Date: 29/06/20	Scale: 1:200 @A3

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APPENDIX 8

SECURITY DESIGN SCHEME & MEASURES REPORT



WILLIAM MORRIS

Legal & Corporate Communications

Security Design Scheme & Measures Report

Applicant:

ML Design on behalf of Al-Raza Foundation
8-16 Park Grove
Manchester,
M19 3AQ

Agent:

William Morris Project No. 137483-00
William Morris Legal & Corporate Communications
Russell Street
Leeds
LS1 5RN

Application Site

8-16 Park Grove
Manchester,
M19 3AQ

Application Details:

Application for the erection of building to form place of worship with ancillary education facilities (Class D1) to include access, appearance, layout and scale following demolition of existing building.

This report takes into account the particular
Instructions and requirements of our client.
It is not intended for and should not be relied
Upon by any third party and no responsibility
Is undertaken to any third party.

Job number 137483-00

William Morris
Sheaf Street • Suite 43 • Leeds
Phone 0113 245 9487

Crime Impact Statement

Al Raza Foundation, 8-16 Park Grove, M19 3AQ

Application for the erection of building to form place of worship with ancillary education facilities (Class D1) to include access, appearance, layout and scale following demolition of existing building.

137483-00

ML Design on behalf of Al-Raza Foundation

Executive Summary

- ☐ Significant material changes are advised
- ☐ Proposal is satisfactory in principle but minor changes are
- ☒ Proposal is generally acceptable subject to the advice in this report

This development has been assessed against the principles of 'Crime Prevention Through Environmental Design' (CPTED), in order to reduce the opportunities for crime and the fear of crime. Particular consideration should be given to the following matters, which are discussed in more detail within this report:

- Enclosure/treatment to the landscaped area at the west of the site, protecting the rear boundaries of the proposed dwellings.
- General boundary definitions.

If these issues can be addressed as described within the report and the other physical security measures are incorporated, the local authority should support the development.

I would encourage further dialogue with the applicant throughout the design and construction process to ensure the resulting development is secure. Please get in touch with William Morris if you have any queries regarding the contents of this document, or the security standards referred to therein.

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1.0 Visual Audit

The diagram below highlights relevant local features that could have an impact upon the security of the scheme and/or indicate the presence of crime and antisocial behaviour in the surrounding area.



1



2



3



4



5



6



Photos
1, 3, 3, 4, 5 & 6

The site is located on Park Grove which is primarily a residential area but has some commercial overspill from Stockport Road. The existing property which we wish to demolish and rebuild is currently vulnerable to unauthorised access, as such areas can provide easy access/escape routes that usually benefit from little/no natural surveillance.

The derelict side of the existing building is in a poor state of disrepair and the surrounding alleyway is overgrown. There are a number of signs of disorder, including damage, graffiti and fly-tipping. Such unattractive and accessible sites can often attract abuse. Crime and anti-social behaviour are more likely to occur if an offenders presence does not attract attention and a place feels like it is not under supervision. If graffiti and damage are not removed/rectified, they can give the impression that an area is not cared for and that crime and disorder is tolerated.

The site is overlooked from the east by Stockport Road. The surrounding area as already mentioned is primarily residential in nature, however Stockport Road is largely commercial.

2.0 Crime Statistics & Analysis

The following has been produced to give an insight into the types and volume of crime experienced across Greater Manchester & Levenshulme. Particular attention is paid to the area surrounding the site on Park Grove and to crimes which research shows can be affected by the built environment. All data is based on crimes recorded between October 2018 & October 2019.

2.1 Crime Overview

	ASB	Burglary	Robbery	Vehicle	Violent	Shoplifting	CD&A	Other Theft	Drugs	Bike Theft	Theft From the Person	Weapons	Public Order	Other	Total
Mar 2020	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
Nov 2019	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Jun 2019	32	8	9	16	54	4	6	9	5	2	4	2	17	3	171
May 2019	24	10	8	24	45	1	12	7	3	6	2	1	11	3	157
Apr 2019	30	8	9	9	36	4	20	13	1	0	3	1	17	3	154
Mar 2019	23	17	5	13	40	1	9	7	2	1	0	1	19	1	139

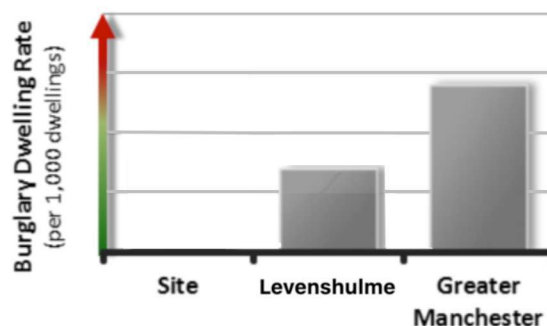
– Over the previous 12 months there have been 355, 565 crimes reported across the Greater Manchester police force area. When looking at the figures in more detail, the number of crimes recorded within a Km2 centred on the development site over the previous 12 months is as follows:

– The most frequently occurring offences within the area of 10Km2 of the site over the previous 12 months have been violent order offences nine cases of theft. As this Crime Impact Statement relates to a proposed community centre, the more detailed analysis below will look at burglary and vehicle crime.

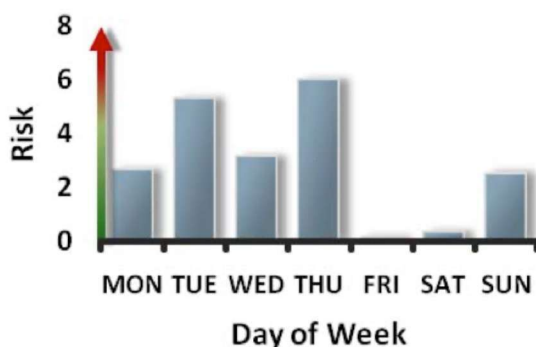
2.2 Residential burglary: Risk Analysis

The data below relates to burglary committed within a Km2 centred on the site.

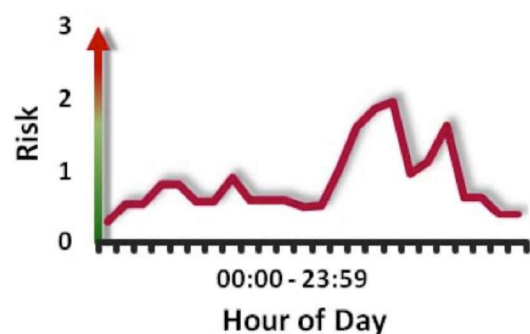
Comparison of Burglary Dwelling Rates at Site (Km²), LPA Area, and Greater Manchester



Burglary Dwelling - Day Range (Tameside)



Burglary Dwelling - Time Range (Tameside)



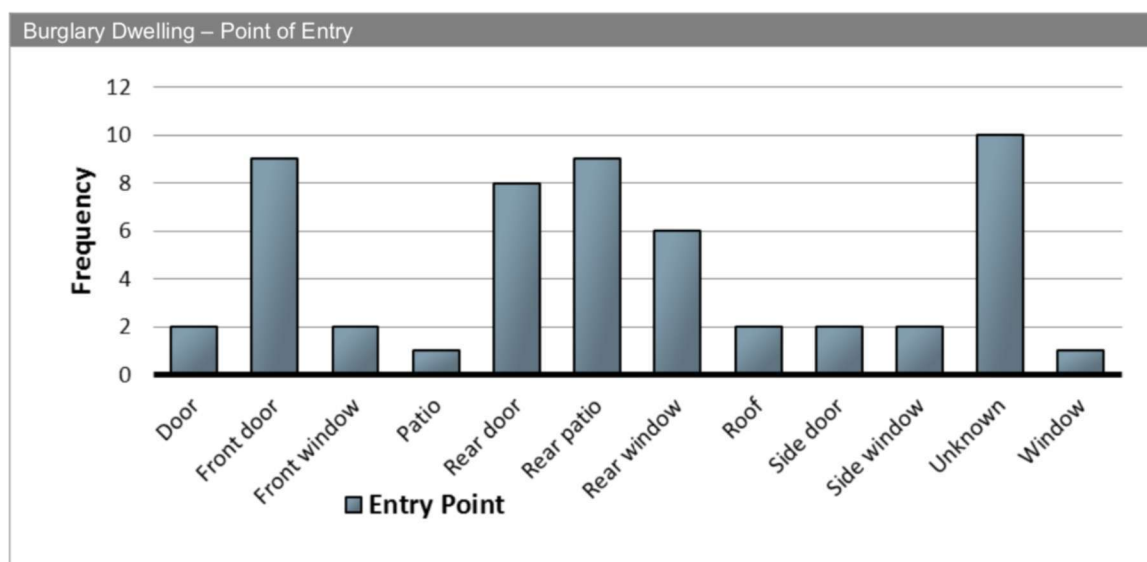
The rate (i.e. incidents per 1000 dwellings) of domestic burglary within a 7Km2 of the site is lower than the average rate for Levenshulme and lower than the average rate for Greater Manchester as a whole.

Although there have been relatively medium incidents of dwelling burglary within the study area, the high density of residential properties in the area usually results in a higher domestic burglary rate.

2.3 Day Range: In the local area, the risk of burglary is highest on Tuesday and Thursday and lowest between Friday and Sunday.

2.4 Time Range: In the local area, the risk of burglary is concentrated in the evening, peaking at 10pm. Offenders typically target residential properties at night when it is dark, streets are quiet and they perceive a lower risk of being detected. It is also easier for offenders to observe which properties are unoccupied at these times.

2.5 Point of entry: Where offenders have targeted residential properties within Tameside, that have used the following points of entry:



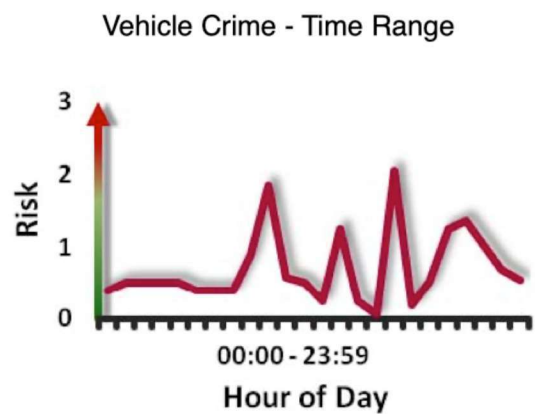
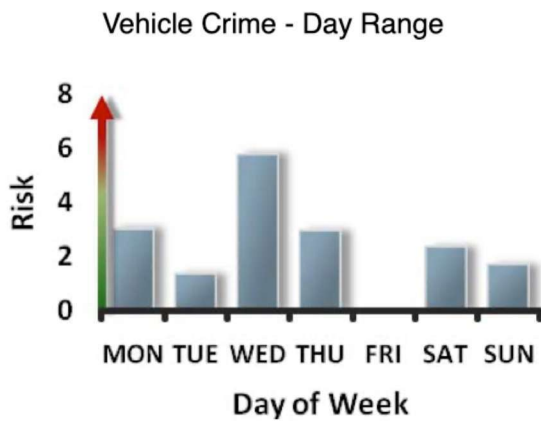
The majority of residential burglaries in Levenshulme have been committed through rear points of entry including doors, patio doors and windows. Rear points of entry are often targeted, as offenders can conceal themselves from view. Rear doors have been forced open with tools and/or bodily pressure and rear windows have been prised open by offenders. In a number of incidents, the glazing in rear doors and windows has been smashed by offenders to gain unauthorised access. Front doors have also been targeted when leg insecure.

3.0 Vehicle Crime: Risk Analysis

The data below relates to vehicle crime committed within a 7Km2 centred on the site.

3.1 Day Range: During the week, the risk of vehicle crime within a 7Km2 is greatest on Wednesday.

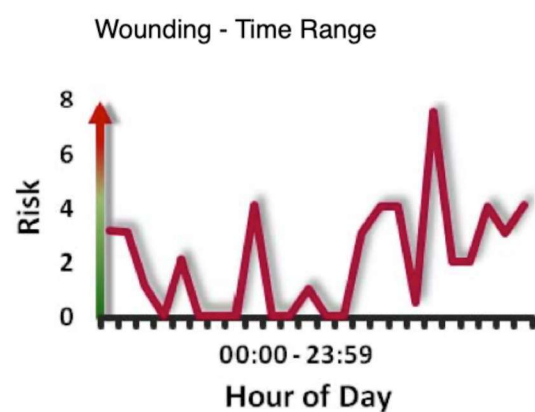
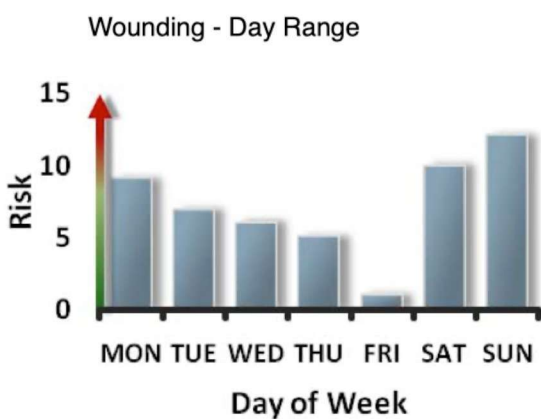
3.3 Time Range: During the day, the risk of vehicle crime peaks in the afternoon and into the evening. Vehicles parked within open, communal areas or on streets, where they are easily accessible and cannot be easily overlooked by their owners, are often



more vulnerable to attack than those parked on the driveways of individual properties or within secure garages/parking facilities.

4.0 Wounding: Risk Analysis

The data below relates to woundings committed within 7Km2 centred on the site.



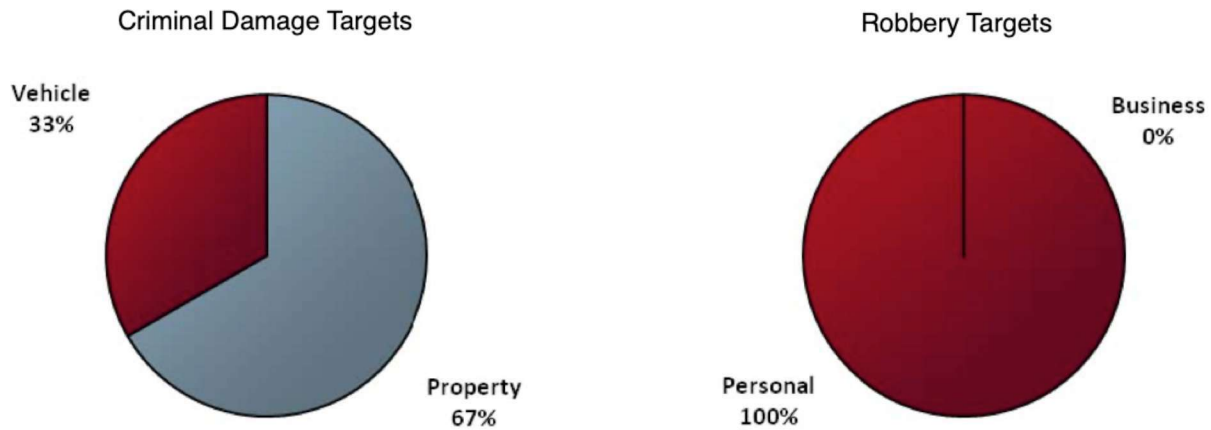
4.1 Day Range: During the week, the risk of violence is concentrated on Saturday and Sunday. The risk of violence often increases at the weekend when more people attend license premises, often for longer periods and consuming more alcohol, leading to conflicts.

4.2 Time Range: During the day, the risk of violence is greatest late in the afternoon and in the evening. The risk of violence often increases at these times when alcohol has been consumed in homes, on streets and in licensed premises.

5.0 Criminal Damage and Robbery: Breakdown

The data below relates to woundings committed within 7Km2 centred on the site.

5.1 Criminal Damage: Two thirds of criminal damage in the local area has been against properties, with the remaining third against vehicles. In the majority of cases windows, the windows of both buildings and vehicles have been smashed.



5.2 Robbery Targets: In the local area, all robberies have been against individuals rather than businesses. Typically, individuals have been targeted when walking through the area alone, at night.

6.0 Common Local M.O.s (Modus Operandi)

6.1 Rear doors have been forced open with tools

Possible Solution - All external doors should be certified to recognised security standards, which are independently proven to reduce the risk of forced entry and thus increase the chances of detection. All private spaces to the sides/rears of the dwellings should be robustly enclosed, particularly where adjacent to publicly accessible space, to deter unauthorised access. Lighting to the front and rear of the buildings can also deter and reveal potential intruders, as well as reduce the fear of crime.

6.2 Rear windows have been prised open

Possible Solution - All ground floor/accessible glazing should include a laminated pane, which forms a much more robust barrier against shattering and penetration. The windows themselves should also be certified to recognised security standards, with key operated locks and opening restrictors. Again, unauthorised access to the rear of the dwellings should be deterred by robust boundaries and the avoidance of open pedestrian routes to the rear of the properties.

6.3 Glazing in rear doors and windows has been smashed by offenders

Possible Solution - All ground floor/accessible glazing should also include a laminated pane, which forms a much more robust barrier against shattering and penetration. Where possible, the size of any glazed elements within/directly adjacent to doors should be reduced and set well away from locking points.

7.0 General Risk Factors

The typical security risks for a development of this nature are:

- Domestic burglary

- Bogus callers and distraction burglary
- Criminal damage to property and vehicles
- Antisocial behaviour
- Theft of/from parked vehicles
- Unauthorised access to buildings/private space
- Tailgating (pedestrian and vehicular)
- Neighbour disputes
- Poor maintenance of access control systems
- Theft and criminal damage during the construction project

8.0 Design Considerations

The design and layout of the development will be appraised both in this document and through face-to-face meetings if and when required. William Morris does recommend however that designers and developers refer to:

9.1 Safer Places (2004) ODPM, London

Seven attributes of sustainable communities that are particularly relevant to crime prevention are detailed within Chapter 2 of this ODPM publication. Annex 3 also contains many useful references. You can download 'Safer Places' at www.designforsecurity.org

9.2 Secured by Design (SBD)

Secured by Design focuses on crime prevention at the design, layout and construction stages of homes and commercial premises and promotes the use of security standards for a wide range of applications and products. To apply for Secured by Design certification for your development, visit our online application form at: <http://www.designforsecurity.org/secured-by-design/sbd-accreditation/>

9.0 Crime Summary

Having looked at the crime data for the site and the surrounding area, the most frequent M.O's (modus operandi) used by offenders when targeting residential properties are listed below, along with suggested measures to reduce the risk of them being utilised at the proposed development:

- Rear doors have been forced open using bodily pressure and/or tools.

Possible solution - all external doors should be certified to recognised security standards (see section 4.1), which are independently proven to reduce the risk of Forced entry and thus increase the chances of detection. All private spaces to the sides/rears of the building should be robustly enclosed (See section 4.6), particularly where adjacent to publicly accessible space, to deter unauthorised access. Lighting to the front and rear of the building can also deter and reveal return potential intruders, as well as reduce the fear of crime (See section 4.7).

- Rear windows have been prised open by offenders

Possible solution - all ground floor/accessible windows should be certified to recognise security standards(See section 4.2) with key operated locks of opening restrictors. Again, an authorised access to the rear of property should be deterred by robust boundaries and the avoidance of open pedestrian routes/publicly accessible areas to the rear.

- Glazing in rear doors and windows has been smashed to gain access

Possible solution - all ground floor/accessible glazing should include a laminated pain, which forms a much more robust about you again shattering and penetration(See section 4.3). Where possible, the size of any glazed elements within/directly adjacent to doors should be reduced and set away from locking points.

- Front doors targeted when left insecure

Possible solution - A robust access control system should be in place to allow members to vet visitors to the proposed building before allowing them access to the building. The main communal entrance should be located in a highly visible position and should be well lit to deter offenders from trying to gain authorised access. All individual rooms within the proposal should also be secured with a security certified entrance door set (see section 4.1), to ensure that any offender who may have gained access to the building (e.g. by tailgating, posing as illegitimate visitor etc.) Cannot gain further access without drawing attention of other residents. Doors off internal corridor should not be located in the recesses, where the vendor could operate without fear of detection.

10.0 Layout Appraisal

10.1 Proposed Development

The proposal is to demolish a single-storey underused tin covered property, comprising of a car park. The car park will be accessed off Park Grove (Through fob based electronic access gates) And will include enough vehicles bases for all to use, along with cycle & bin storage areas.

The proposal, once built will be able to provide a comfortable enclosed space for a small amount of local worshippers, with associated parking and landscaping.

10.2 Positive aspects of the proposal

The following proposal features will make a positive contribution to the prevention of crime and fear of crime:

- the proposed development will bring a not well maintained site back into use and will provide additional activity, overlooking and surveillance to the area, at all times of the day and night.
- The principle entrance to the building will be located in a prominent position It will be capable of being clearly seen from the public realm. For pedestrian visitors to the proposal, there is only one entrance point, which allows security to be focused on this location.

- The footprint of the building has been kept simple, with no accessible doors/ windows hidden within deep recesses behind building line (Where they would be vulnerable to attack unseen).
- All parking spaces will be enclosed within the secure car park with a single fob controlled entrance off Park Grove to prevent illegitimate access.
- The rooms within and main congregation hall are well away from street level, meaning that attendees possessions cannot be easily observed and authorised entry is more effectively prevented. This also reduces the potential impacts of excessive noise, nuisance and antisocial behaviour (Particularly at night).
- The proposed development providing the opportunity to include security features built into the design and construction of the dwellings, avoiding the need for obtrusive retributive security measures that can increase the fear of crime. Security measures carefully incorporated into the design to ensure the developments are reasonably secure, without visibly announcing that the design was concerned about crime.
- The proposal has large windows to their front elevations (at ground floor level), maximising surveillance opportunities over the street, parked vehicles and between buildings.

10.2 Points for further consideration

The following points have been identified for further consideration and would need to be addressed for design security to support the proposed scheme.

- The boundary treatments to the proposal are vitally important to secure it and to preventing unauthorised access to private spaces. The sides (including gables up to the front building line) and rear of the building should be defined as private space and adequately secured to prevent unauthorised access. Care should be taken to ensure ground level changes do not inadvertently facilitate scaling boundaries or leave large gaps underneath the panels/gates. Defensive planting (incorporating densely branched, thorny shrubs) can be used to great effect on the public side of publicly accessible boundaries to deter scaling and damage.
- The communal entrance to the building fronting onto the car park should be formed by a security certified, Single leave doorset (Which is easier to secure and operate remotely) secured with an electrical operated multipoint lock, capable of being operated by a robust electronic access control system. Consideration should also be given to a secure system for postal deliveries.
- Access to the proposed vehicle and cycle parking areas must be robustly secured, controlled maintained, in order to prevent unauthorised access. The entrance to the car park should be fitted with a high-speed automatic fob operated gate (to reduce the potential to tailgating), operated by member key fob/proximity reader with no automatic egress (i.e access control both 'in' and 'out') so that criminals cannot gain access to the area, attack the vehicles and escape. The location of the gates should not create a deep sheltered recess within the building line that may foster loitering/ gathering, nuisance and antisocial behaviour. All entrances off the car park should be security certified and access controlled to ensure that if unauthorised access is gained to this area (e.g. via tailgating, forcing open shutters etc), further access to the upper floors of the building is prevented. The cycle parking area should also be enclosed and fitted with fob controlled doors/gates to prevent unauthorised access/theft. Where it is absolutely unachievable to provide a secure communal

enclosure, individual cycle lockers should be provided. More information relating to secure cycle storage can be found at: <http://designforsecurity.org/downloads>.

- It is highly recommended that all of the physical security measures listed in this document are incorporated into the scheme. Integrated, risk commensurate security measures aim to place secure physical barriers or surveillance in the path of the criminal - making crime harder to commit and raising the risk of detection and possible capture, as well as promoting a feeling of safety members and visitors.

11.0 Physical Security

The following checklist forms the physical security requirements for this scheme to achieve secured by design accreditation

11.1 Doors & Access Controls

- All external doorsets and internal doorsets of the ground floor car park into the access course of the compliant with and certified to BS PAS 24, SPS 201 or LPS 1175 SR2. It is crucial that the door ironmongery to any external escape-only doors is permitted under the security certification of the product.
- The main communal entrance to the building should be single leaf, self closing and secured with a multi-point electric lock permitted as part of the certification, capable of being operated via an electronic access control system. The entrance should be capable of being controlled by means of a video entry phone system (with picture viable on the phone unit, rather than on a television set) so that members can confirm the identity of visitors before allowing them access. The entrance doors off the basement ground floor car park or any providing accessible to the ground floor amenity space should also be self closing and operated by member key fob only.
- Postal delivery arrangements should ideally allow for external deposits and internal withdrawal by members. If not, there should be a secure lobby arrangement, with a secondary communal door to this insecurity specification of the article, to allow for delivery without providing access to all floors of the building. The post box itself should be of robust construction, with letterbox apertures to a maximum size of 260mm x 40mm (incorporating anti-fishing measures). All other deliveries should be made directly to the members via the access control system.
- All individual room entrances door sets must also be compliant with and certified to BS PAS 24, SPS 201, or LPS 1175 SR2. It is advised that these doors do not have fixed sidelights, and are provided with door viewers instead.
- Internal doors/frames to the refuse cycle stores should be solid core (Min 44 mm thick), with three hinges and an electrically operated lock controlled by member/staff key fob. A strategy should be defined to ensure waste collection can take place whilst retaining a secure development

11.2 Windows

- All ground floor/easily accessible windows must be compliant with and certified to BS PAS 24 or BS 7950.
- All ground floor/easily accessible opening light (Escape requirements permitting) must be key lockable, and have a fixed/Lockable opening restrictors (Not releasable from the outside) Limited to 100 mm.

11.3 Glazing & Building Fabric

- All glazing at ground floor level must incorporate at least one pane of glass rated as P1A under EN 356. The remaining pane in a double glazed unit may be toughened glass.
- Windows must be compliant with and certified to BS 7950.
- Ground floor and easily accessible opening lights (escape requirements permitting) must be key- lockable, and have fixed/lockable opening restrictors (not releasable from the outside) limited to 100mm.
- Glazing to a height of 2400mm (or if otherwise accessible) must incorporate at least one pane of glass with a 0.8mm PVB interlayer (e.g. 6.8mm laminated glass), or a glass rated as P2A under EN 356. The remaining pane in a double glazed unit may be toughened glass.

11.4 Alarms

- Each floor should have an intruder alarm to comply with either:
 - BS EN 50131 and PD 6662 for wired systems; or
 - BS 6799 for wireless systems.

Alarms should be linked to contacts on all external doors and PIR detectors should cover all accessible rooms with windows.

11.5 Car Park

- The vehicular entrance to the car park should be fitted with a high speed shutter operated by member key fob/proximity reader, with no automatic egress (i.e. access control both 'in' and 'out'), so that criminals cannot gain access to the area, attack the vehicles and escape. If there is to be an emergency override mechanism for the shutter, it should be alarmed and signed as such to deter casual use by criminals.
- The pedestrian entrance doors of the car park should be security certified and fob control on access and egress, preventing any visitors accessing the proposals parking area through the building and ensuring that if a criminal does gain access to the car park, further access is prevented into the building.
- Any cycle or refuse stores should be fitted with fob controlled doors/gates to prevent unauthorised access/theft.
- Lighting to the car park should be in accordance with BS 5489 and display an average lux level of 75-100, with a uniformity level of no less than 50%. Light -coloured walls and ceilings can help achieve this.
- Bays and directional markings should be clearly demarcated to avoid confusion/ conflict and aid surveillance.

11.6 Boundaries

- The sides (including gables to the front building line) and rear of the proposal should be enclosed with 2100mm high railings and lockable gates. Care should be taken to ensure that panels are fixed securely to the posts and that any level changes do not inadvertently facilitate climbing or leave large gaps underneath railing panels. Pedestrian gates should be self closing and 'slam to lock' (i.e an

automatic deadlocking mortice latch, key operated from both sides), which cannot be left unlocked when shut. There should be no centrally located horizontal bars to aid climbing and the gates should be located away from other climbing aids, such as low walls, street lights, trees etc. The hinges should also not provide footholds and the gap at the bottom of the gates should be small enough to stop anyone crawling through.

- It is highly recommended that prevented planting (I.e. low level densely branched, thorny shrubs) is provided on the publicly accessible side of the boundaries to private space (accessible from the existing routes/open space surrounding site), in order to deter unauthorised access/damage. The location of boundaries should be amended to allow for this requirement.
- Any low boundaries that adjoin high boundaries should have transition panels/ sections to prevent the low boundary being used as a climbing aid over the higher.

11.7 Lighting

- Lighting to all roads/footpaths should be adoptable standards (To comply with BS 5489)
- External lighting must be provided to all external doors/shutters, operated by photoelectric cell/daylight sensor.
- Fittings should produce white light, as opposed to yellow/orange light. Metal halide (or bulbs with a compatible output) should be used, as these offers superior colour rendition all alternatives such as high and low pressure sodium bulbs.
- Lighting fixtures must not be positioned to provide climbing aids of the boundary treatments. Electrical and architectural layout low planting should not exceed should be developed together to avoid this.

11.8 Landscaping

- In vulnerable locations such as around entrances, footpaths etc, low planting should not exceed 1000mm in height and tree canopies should fall no lower than 2000mm from the ground. This is in order to allow people to see their surroundings better and eliminate hiding places. A maintenance agreement should stipulate that these planting dimensions would be adhered to.
- Loose surface materials in the publicly accessible areas of the scheme should be avoided. Small fragments of ground covering can be used as missiles against people and premises (both to gain entry and to commit criminal damage).
- Planting must be avoided that will aid climbing over boundary treatments. The security of fences can be compromise if trees or street furniture are placed close by.
- There should be no hard landscaping that could inadvertently create seating or loitering spots (except within secure designated or otherwise controlled areas). These features can encourage anti-social behaviour and raise the fear of crime.

11.9 Communal areas

- public open space or amenity areas should be subject to an effective maintenance contract. This should ensure that all damage is rectified in a timely manner, and that any such space will not be detrimental to its surroundings.

11.10 Other

- Any rainwater pipes should be square in profile and fixed back to the building fabric to prevent climbing to upper floor windows/balconies.
- The secure cycle store should include stands that allow members to lock both wheels and the crossbar to a stand rather than just the crossbar (wheel slots and butterfly racks are not suitable).
- A strategy should be prepared to ensure waste collection can take place whilst retaining a secure development.
- Ideally, meter cupboards should be located to the fronts of the proposal only and not in the private areas, in order to deter bogus callers.
- Any communal bin stores should be secure, lockable, and fire resistant enclosures. A strategy should be defined to ensure waste collection can take place whilst retaining a secure development.

12.0 Construction

Untidy sites and their surroundings can be littered with debris accessible to vandals who often use loose materials as missiles to commit crime. The client should take measures appropriate to secure their site during construction, and control pedestrian and vehicular access in to and out of the site curtilage. It is also recommended that the contractor on this scheme is a member of the 'considerate constructors scheme', who has committed to be a considerate and good neighbour, as well as clean, respectful, safe, environmentally conscious, responsible and accountable.

Site security contractors should be SIA (Security Industry Authority) approved to ensure professional standards are adhered to. For further information regarding site security, please contact your local Crime Reduction Advisor, Judith Hackney, on 0161 856 9353.

13.0 Management & Maintenance

The upkeep of a development over its lifetime can be crucial to the level of security and safety within. Aspects of a development, which are left to deteriorate, have the potential to attract further crime – a process known as 'the broken window theory'. A maintenance plan should be drawn up to address issues such as:

- Litter/graffiti removal
- Repair to communal areas (lighting, signage etc.)
- Trimming and pruning to shrubs and trees

14.0 Useful References

A-Associated Documents

This report is based on the following drawings and supplementary information submitted by the applicant:

Drawing no.	Drawing title	Date	Rev
RF 04	Proposed Ground Floor Plan	June 2020	
RF 05	Proposed Ground Floor Plan	June 2020	
RF 06	Proposed First Floor Plan	June 2020	
RF 07	Proposed Elevations	June 2020	
RF 08	Elevation Elevations	June 2020	
RF 09	Proposed Street Elevations	June 2020	

B - CIS Version History

Version	Status	Revisions Made
A	☐ ☐ ☒	

C - Glossary

Burglary Resistance Standards

BS PAS 23-1, 1999

General performance requirements for door/window assemblies.

A performance standard for door sets and windows, which certifies that a particular Dorset is fit for purpose. Door products must also have BS PAS 24 certification.

BS PAS 24-1, 2012

General security performance requirements for door/window assemblies

An attack test standard for door sets and windows. This is the minimum police requirement for secured by design dwellings, and is also applicable to French/double doors, and sliding doors.

ENV 1627-30 (Security Ratings WK1 to WK6)

Windows, doors, shutters - Burglar resistance Requirements and classification

The classification system used in ENV 1627-30 is aimed at the commercial market and is based on five elements:

- a) Resistance of glazing
- b) Performance of hardware
- c) Resistance to static loading
- d) Resistance to dynamic loading
- e) Burglary resistance by manual intervention

LPS 1175 (Security Ratings 1 to 6)

Specification for testing and clarifying the burglary resistance of building components

This includes doors, shutters, garage doors and grilles typically for commercial premises and higher risk domestic premises and is acceptable to the ABI and the police. The standard has 6 levels, 6 being the highest, with levels 1 and 2 equivalent in many respects to BS PAS 24 and BS 7950.

STS201 Issue 4: 2012

Enhanced security requirements for doorsets and door assemblies for dwellings to satisfy the requirements of PAS23 and PAS24

STS202 Issue 3: 2011

Requirements for burglary resistance of construction products including hinged, pivoted, folding or sliding doorsets, windows, curtain walling, security grilles, garage doors and shutters.

This specifies a broadly similar range of attack tools and times to those specified at the lower levels of LPS1175.

EN 356, 2000 (Ratings P1A to P8A)

Glass in building. Security glazing. Testing and classification of resistance against manual attack.

A performance standard for manual attacks on glazing. P2A is comparable to the performance of a 6.8mm laminated glass, and P4A to that of a 9.5mm laminated glass.

Commonly Used Acronyms

CIT

Cash in transit (refers to vehicles, personnel and routines)

CPTED

Crime prevention through environmental design

CRS

Crime reduction specialist. Sometimes known as CPO (Crime prevention officer)

INPT

Integrated Neighbourhood Policing Team

PVB/PolyVinyl Butyral (Glazing interlayer)

A commonly used interlayer used in the production of laminated glass.

LPCB (Loss Prevention Certification Board)

A brand of the BRE Global (Building Research Establishment) family. The LPCB work with insurers, Government, Police, Designers, manufacturers, contractors and end users to develop methods of assessing performance and reliability of security products to ensure their fitness for purpose.

UKAS (United Kingdom Accreditation Service)

The sole national accreditation body recognised by government to assess, against internationally agreed standards, organisations that provide certification, testing, inspections and calibration services.

Useful Websites

Design for Security	Secured by design	DAC (Design Against Crime)
www.designforsecurity.org	www.securedbydesign.com	www.designagainstcrime.org
Secured by design	RIBA Product Selector	Building for life
www.securedbydesign.com	www.ribaproductselector.com	www.buildingforlife.org
Crime Reduction (Home Office)	LPCB - Red book live	CLG
www.crimereduction.homeoffice.gov.uk	www.redbooklive.com	www.communities.gov.uk



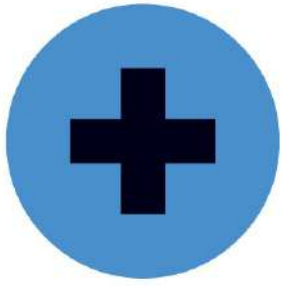
WILLIAM MORRIS

Legal & Corporate Communications

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APPENDIX 9

CRIME IMPACT STATEMENT



CRIME IMPACT STATEMENT

PARK GROVE, LEVENSHULME, MANCHESTER
RELIGIOUS CENTRE

Greater Manchester Police
designforsecurity

FOR AL-RAZA FOUNDATION
VERSION A: 5TH FEBRUARY 2016
REFERENCE: 2015/0416/CIS/01

PARK GROVE, LEVENSHULME, MANCHESTER

2015/0416/CIS/01

EXECUTIVE SUMMARY

Design changes recommended

This development has been assessed against the principles of 'Crime Prevention Through Environmental Design' (CPTED), in order to reduce the opportunities for crime and the fear of crime. The development is broadly acceptable, in terms of designing out crime; however, we would recommend that the issues raised within section 3.3 are addressed, including but not limited to:

- Recessed doorway
- Bicycle parking

If the recommendations contained within section 3.3 are implemented we would be supportive of the planning application.



Patrick Babb

Consultant

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1 Visual Audit

The proposed development site can be seen on the adjacent map, edged in red. The development site is located on Park Grove, off Stockport Road, in the area of Longsight, Manchester.

The site is currently occupied by the existing centre; however, this will be demolished so that a new centre can be erected.

The existing building has retrospectively installed security features including box shutters and razor wire has been installed to the top of boundary treatments.

Boundary treatments to the sites perimeter include chain link fencing, concrete panel fencing and wooden panels.

A public footway runs to the rear of the development, from Park Grove.

