



CRIME IMPACT STATEMENT

A development of 24 dwellings (15 apartments and 9 houses)

AT Land adjacent to Parkhill Avenue, Crumpsall, Manchester

FOR: GREAT PLACES HOUSING GROUP

VERSION A: 23.05.24

2014/0652/CIS/02

Greater Manchester Police

design**for**security

EXECUTIVE SUMMARY

Development supported

We consider a residential scheme appropriate and are happy to support the proposals.

From a crime prevention perspective, the positive features of the development include: Great Places Housing Group have a very good track record in developing and managing residential property; there will be an appropriate number of dwellings on the site; the orientation the houses and apartments will focus activity in appropriate areas whilst also facilitating passive surveillance of the public realm; off-street, car parking has been included in the scheme.

Advice is included in the report, which we consider will enhance security of the development and this set out in sections 3.3 and 4. The principal recommendations are:

- install doors, locks, windows, glazing, and, ideally, intruder alarms that meet a recognised security standard;
- to emphasise the private nature of the apartment residents' car park and access road, we recommend enhancing the quality of the surfacing of both and including signs to clarify terms of use;
- retain the paladin fencing to Cleveland Road and Delaunays Road boundaries and install fencing within the grounds of the apartment building to restrict access beyond the car park and to the side and rear of the apartment building;
- provide secure cycle parking to all dwellings; and,
- install dusk to dawn lighting to all external doors of the houses and apartments, and to the apartment car park and access road.

At the planning application stage, Greater Manchester Police Design for Security will make representations to Manchester Planning to require the inclusion of a condition requiring the completed development to achieve Secured by Design, SBD, accreditation. Should the recommendations included in this report be adopted, I have every confidence that the scheme will achieve the award and the condition met.

Adrian Murphy *MRTPI*

Consultant

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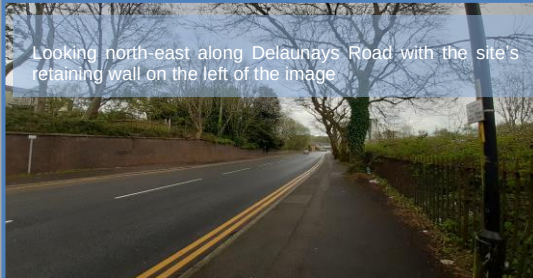
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1 The Site and Surroundings

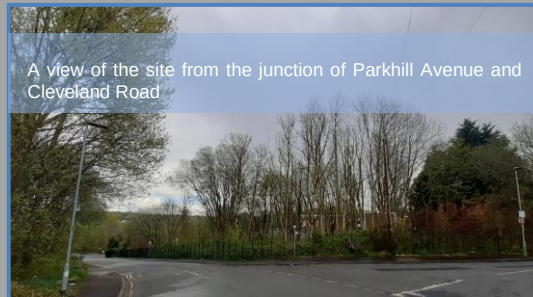
The application site and its surroundings are shown on the plan and photographs below. Edged in red on the plan, the site is located in Crumpsall in North Manchester about 200metres north-east of North Manchester General Hospital. One of the main access roads that serves the hospital, Crescent Way is just 140 metres from the southern corner of the site. Parkhill Avenue defines the site's north-western boundary. It is a residential street that is dominated by traditional, garden-fronted, terraced housing. Very few of the houses on the street have the benefit of off-street parking resulting in congestion. Bays have been marked on both sides of the street but parking during the working week is restricted to a 3-hour wait or to householders displaying an appropriate permit. Cleveland Road adjoins the site's northern boundary. Again, it is a residential street but in the immediate vicinity of the site there are just a group of three houses opposite the north-western corner of the site and a pair of houses opposite the north-east corner. The land between the two clusters of houses is undeveloped, with the exception of a heavily graffitied, sub-station, and includes dense vegetation and a line of mature trees as the land falls away to the River Irk around 40 metres to the north. Double-yellow lines restrict parking on the road alongside the site. A more heavily-trafficked street, Delaunays Road adjoins the south-eastern boundary of the site and connects the industrial area of Crumpsall Vale, a short distance to the north-east, to the centre of Crumpsall some 400 metres south-west of the site. The hospital dominates land use on the south side of the road, albeit set well back from the road and at an elevated level compared with the road, whilst housing, also elevated above the level of the road, is prominent on the north side. Again, on-street parking in the immediate vicinity of the site is restricted by double-yellow lines, whilst in front of the houses, parking is restricted to householders displaying a permit. An overgrown, maintenance strip separates the south-western boundary of the site from the gable end and rear garden of number 106 Parkhill Avenue.



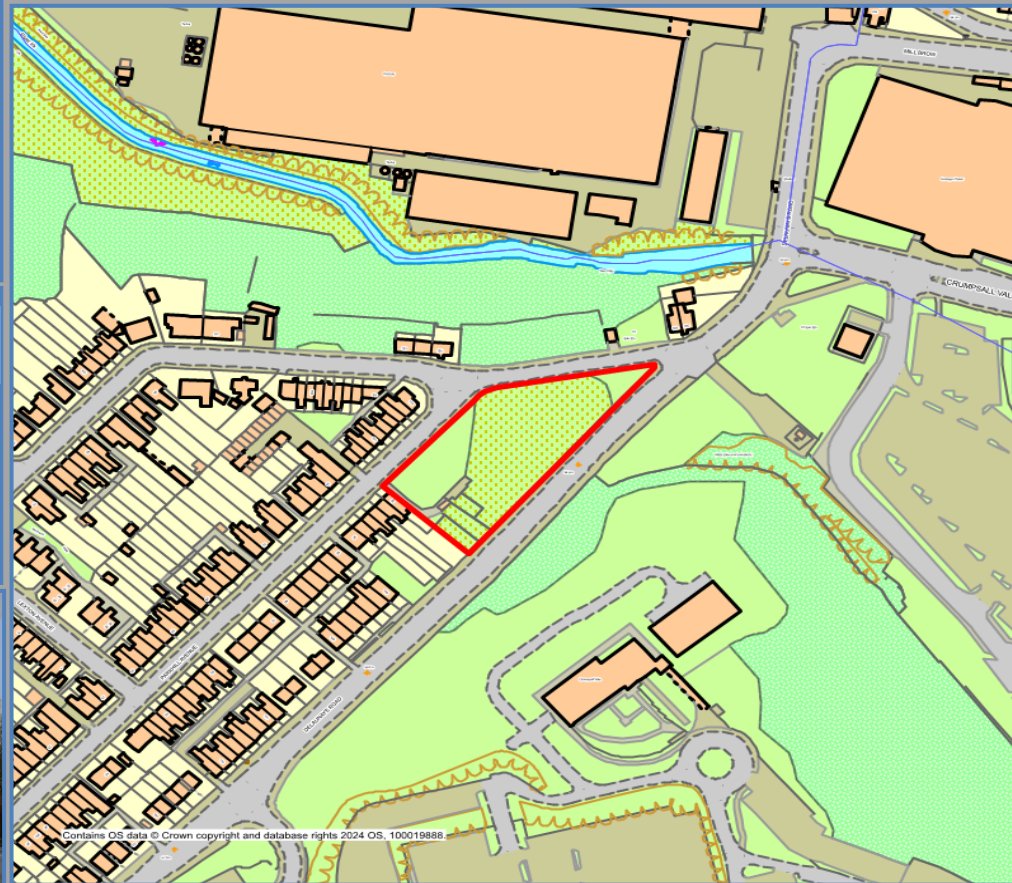
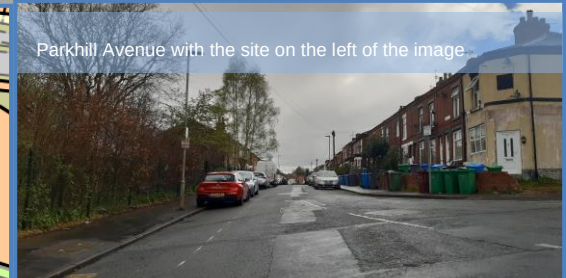
Looking north-east along Delaunays Road with the site's retaining wall on the left of the image



A view of the site from the junction of Delaunays Road and Cleveland Road



A view of the site from the junction of Parkhill Avenue and Cleveland Road



Parkhill Avenue with the site on the left of the image



The grassed, western part of the site and gable end of 106 Parkhill Avenue



Gated access into the site from Parkhill Avenue

The application site extends to approximately 0.38 hectares and comprises an irregular, quadrilateral-shaped plot of land. The western corner of the site is largely flat, grassed and well-managed. The remainder of the site is covered with dense vegetation, including numerous semi-mature and mature trees, and slopes from west to east; there is a significant change in level from the Parkhill Avenue boundary down to the Delaunays Road boundary. Following the grant of planning permission in 2017, an 1800mm high, welded-wire, mesh fence, with a pair of vehicle gates allowing access from Parkhill Avenue, was erected around the site. Prior to the erection of the fence the site was open to access and subject to fly-tipping. A retaining wall defines the site's Delaunays Road boundary; the wall falls in height from around 3000mm to 1000mm from south-west to south-east. In 2014, a planning application for a residential development on this site, comprising 25 dwellings (12 houses and 13 apartments), was approved but never commenced and the consent has now lapsed. On the vacant land opposite the site, on the south side of Delaunays Road, a planning application for the erection of a five-storey building containing 35 apartments was approved in 2017 but, similarly, the permission was not

2 Crime Statistics & Analysis

2.1 Crime in the neighbourhood

The data below relates to signal crimes recorded between 1st April 2023 to 31st March 2024 within 500 metres of the site

Domestic Burglary	Non-Domestic Burglary	Criminal Damage	Crimes involving the use or threat of violence	Theft (including shoplifting)	Robbery	Drug related offences	Theft from Motor Vehicle	Theft of Motor Vehicle	Bicycle Theft
8	5	134	869	105	2	23	16	12	4

2.1.1 There were 1,178 recorded crimes in the neighbourhood around the development site during the period analysed. This volume of crime is above the around three times the average for a typical suburban neighbourhood within Manchester. The most common crimes recorded were:

- the use, or threat, of violence - 74%
- criminal damage – 11%
- theft - 9%
- vehicle crime, i.e., theft of and theft from a vehicle - 2%
- drug offences – 2%
- burglary - 1%.

2.1.2 Typically, crimes involving the use or threat of violence are most common in many neighbourhoods, however, the percentage of violent crimes is much higher than usual. In many suburban, residential areas, recorded incidents of burglary, vehicle crime, criminal damage and theft tend to occur at a similar volume. In this location, criminal damage and theft are more common than usual, but vehicle-related crime and burglary are less common.

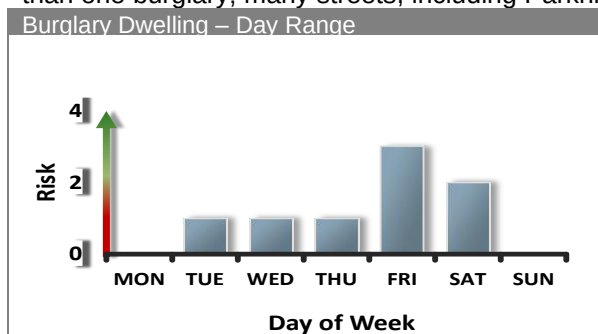
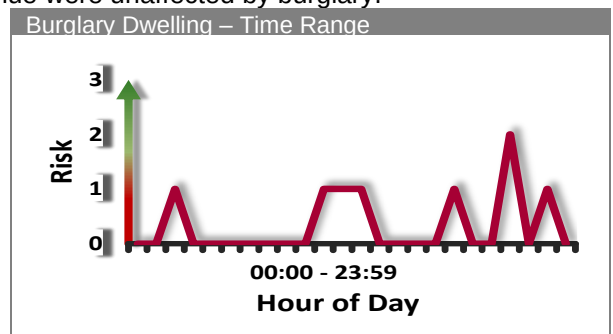
2.1.3 The top 5 streets/places for recorded crime were:

1. Delaunays Road/North Manchester General Hospital – 934 crimes
2. Cleveland Road – 21 crimes
3. Parkhill Avenue – 19 crimes
4. Blackley New Road – 16 crimes
5. Old Market Street – 14 crimes

2.1.4 The vast majority of crimes recorded on Delaunays Road occurred in hospital buildings, or on the grounds of the hospital, and associated facilities. Hospitals throughout the conurbation are both crime generators and crime attractors and experience very high volumes of crime.

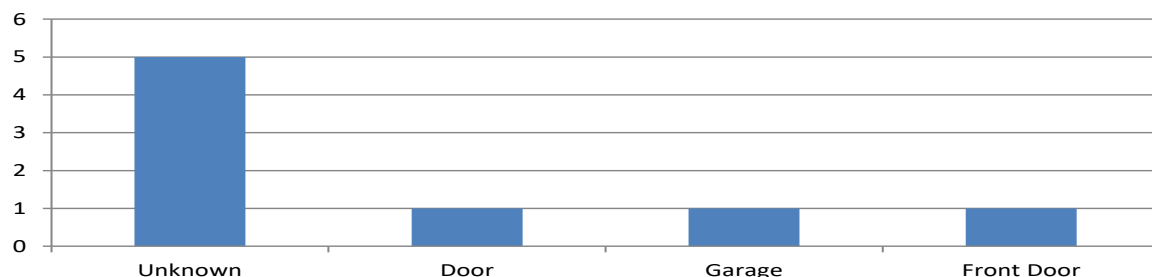
Domestic burglary

2.1.5 There were just 8 burglaries committed within the neighbourhood in the period analysed. The burglary rate is significantly lower than the City of Manchester average. Only Delaunays Road experienced more than one burglary; many streets, including Parkhill Avenue were unaffected by burglary.



- 2.1.6 Whilst very low, the risk of burglary is greater on a Friday and Saturday. Offences were more likely to be committed around mid-day and in the evening.

Burglary Dwelling – Point of Entry

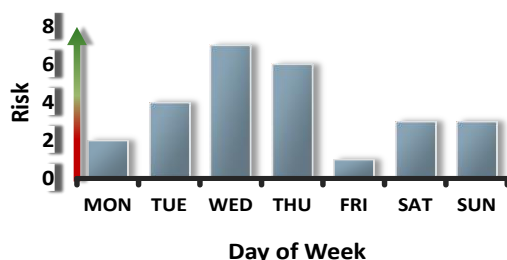


- 2.1.7 The most common method of entering a property during a burglary was via unlocked doors or windows or the offender having been invited in. Doors were forced on 2 occasions in this neighbourhood, whilst there was just 1 incident where a garage was targeted.

Vehicle crime

- 2.1.8 There were just 28 incidents of vehicle-related crime; the rate is lower than the City of Manchester, but a little higher than the Greater Manchester and national rates. Car parks within the hospital complex were most frequently targeted.

Vehicle Crime – Day Range



Vehicle Crime – Time Range



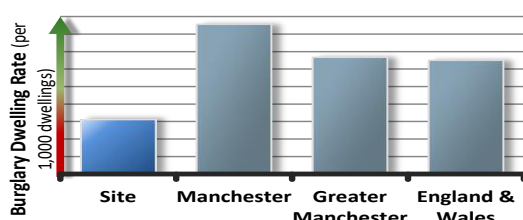
- 2.1.9 The risk is greatest in the middle of the week and around mid-day and the early evening.

2.2 Crime rate comparison

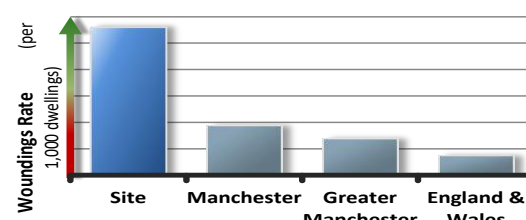
Comparing crime rates in the neighbourhood around the site to those in Manchester, Greater Manchester and England & Wales

The rates below relate to crime committed within 500m of the site. England & Wales data was last recorded for January – December 2021.

Domestic Burglary

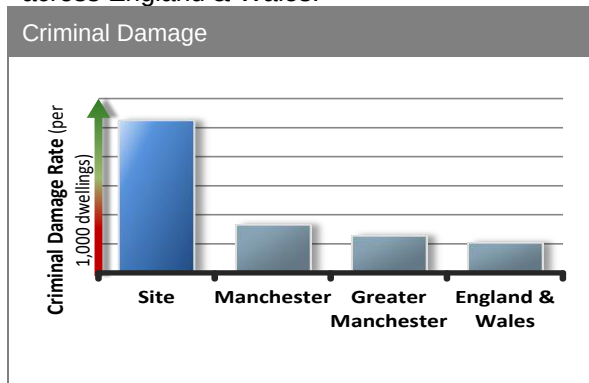
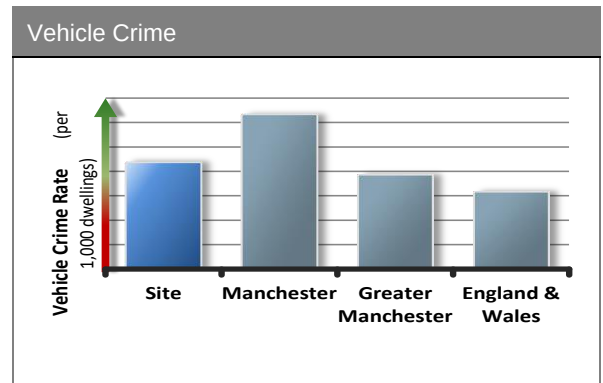


Wounding



- 2.2.1 The rate of domestic burglaries per 1000 dwellings in the neighbourhood around the site is **63% lower** than the rate for Manchester, **53% lower** than the Greater Manchester rate and **52% lower** than the rate for England & Wales.

- 2.2.2 The rate of wounding per 1000 dwellings in the neighbourhood around the site is **201% higher** than the rate for Manchester, **310% higher** than the Greater Manchester rate and **683% higher** than the rate across England & Wales.



- 2.2.3 The rate of incidents of criminal damage per 1000 dwellings in the neighbourhood around the site is **217% higher** than the Manchester rate, **315% higher** than the Greater Manchester rate and **405% higher** than the rate across England & Wales.
- 2.2.4 The rate of incidents of vehicle crime per 1000 dwellings in the neighbourhood around the site is **31% lower** than the Manchester rate, **14% higher** than the Greater Manchester rate and **38% higher** than the rate for England & Wales.

2.3 Typical modus operandi used in committing burglary, theft, criminal damage and vehicle-related crimes in Manchester, & measures to reduce vulnerabilities

2.3.1 Doors have been targeted when left insecure

To minimise the risk of 'walk-in' burglaries:

- front doors to houses should be fitted with a fixed handle or a 'split spindle', so that the only way in is with a key;
- communal entrance doors to apartments should be self-closing and lock automatically upon closing;
- where this can be balanced with the design of a development and its ability to fit the context of the local area, defensible space should be provided between dwellings and the 'street', i.e., a small front garden enclosed with a suitably high fence. Separation of the passing public from a property can also help to reduce the risk of criminal damage; and,
- dusk-to-dawn lighting should be fitted to all external doors.

2.3.2 Doors have been forced open with tools and bodily pressure

To minimise the risk of offenders forcing doors:

- all external doors should be certified to PAS 24 security standard;
- front doors should be visible to neighbouring properties and from the 'street' rather than set within recesses or on more secluded elevations;
- side or rear gardens should be enclosed with appropriately high fencing and locking gates so that rear doors are only accessible to residents; and,
- secluded passageways to the sides and rear of properties should be avoided wherever possible as such routes can facilitate offender access to rear gardens, as well as attract anti-social behaviours such as graffiti, fly-tipping and damage to fencing.

2.3.3 Glazing in doors and windows has been smashed to gain entry or commit criminal damage

To minimise the risk of offender smashing glazing in doors and windows:

- laminate glass should be fitted to all external doors and to all windows on the ground floor of the development;

- windows should be fitted with locks and opening restrictors; and,
- access to gardens and private amenity space should be restricted by installing high fencing and locking gates.

2.3.4 Vehicles were targeted when parked on driveways, in unsecured car parks or on the 'street'

To minimise the risk of vehicle-related crime:

- car parking should be located within the boundaries of the property, within an area that is both very secure and well overlooked by residents or monitored by an effective CCTV system. Consideration should be given to installing automatic vehicle gates and fencing around car parks.

2.3.5 Offenders have stolen bicycles

To minimise the risk of offenders targeting bicycles:

- cycle stores should be provided within a secure part of the site;
- rear garden gates should be robust, tall, self-closing and self-locking;
- CCTV should monitor activity in and around communal cycle stores; and,
- PIR lighting should be installed to illuminate cycle stores.

2.3.6 Offenders have damaged boundary fencing

To minimise the risk of offenders targeting fencing:

- rear garden boundaries should avoid being exposed to the public realm;
- communal pathways providing access to rear gardens should be secured with self-closing, self-locking gates; and,
- fencing should be especially robust when unavoidably exposed to the public realm.

2.3.7 Theft of plant and machinery, and criminal damage during the construction period.

To minimise the risk of offenders targeting the construction site:

- a secure boundary should be erected around the site;
- access should be restricted to contractors and authorised visitors;
- security staff should patrol during non-working hours;
- lighting and CCTV should be installed to illuminate the site and record activity;
- at the end of the working day, plant and machinery should be arranged to prevent forced access onto the site; and,
- plant and machinery should be fitted with a tracking device.

2.4 Environmental features of the site and surroundings that may influence crime patterns

2.4.1 Features of the physical environment can influence patterns of criminal and anti-social behaviour. They affect a potential offenders' perceptions about a possible crime site, their evaluations of the circumstances surrounding a potential crime site, and the availability and visibility of one or more witnesses, who might intervene, at or near a site. Offenders may decide whether or not to commit a crime in a location after they determine the following:

- How easy will it be to enter the area?
- How visible, attractive, or vulnerable do targets appear?
- What are the chances of being seen?
- If seen, will the people in the area do something about it?
- Is there a quick, direct route for leaving the location after the crime is committed?

2.4.2 Aspects of the local environment that might help to reduce the risk of crime and disorder at the site are as follows:

- the site is located in a neighbourhood with a much lower than average burglary rate and low vehicle-related crime rate compared to elsewhere in Manchester;
- the site is reasonably prominently located at the junction of Delaunays Road and Cleveland Road/Parkhill Avenue, benefitting from casual supervision by occupants of passing vehicles and pedestrians;
- the site is overlooked by houses on Parkhill Road, the front windows of which facilitate surveillance over the site by residents;
- the retaining walls and paladin fencing and gates, restrict access onto the site; their presence has curtailed any fly-tipping. The walls and railings are particularly robust and are likely to be unaffected by attempts at vandalism.
- there is nothing of value currently on the site to attract offenders; and,
- the site perimeter is well illuminated by street lighting.

2.4.3 There are also some features that might facilitate crime and disorder, and these include:

- the prominence site means that very visible to offenders, which may be a particular issue during redevelopment of the site;
- there are signs around the site highlighting crime is an issue in the neighbourhood and for residents to be aware; and,
- the site has several street-facing boundaries, which results in greater exposure of the site to the public;
- the demand for parking associated with the hospital, results in congested streets in some area and perhaps anti-social parking. Such issues can generate hostility between residents and hospital staff or visitors; and
- the presence of the hospital attracts criminals to the neighbourhood, who may then go on to commit crime as they come and go from the hospital should opportunities arise.

3 Development Appraisal

3.1 The proposed development

3.1.1 The proposed development comprises the erection of twenty-four dwellings - nine houses and fifteen apartments - for affordable and social rent.

3.1.2 Located at the north-western corner of the site and arranged in terraces of three with front doors facing Parkhill Avenue, the houses will have three bedrooms, with accommodation over 2.5 floors. Each house will have a modest front garden, dominated by a single, parking bay and a more generous, rear garden.

3.1.3 The T-shaped, apartment building will be located at the site's south-eastern corner. It will have accommodation on four levels including three apartments on a lower ground level, which given the site topography will have a Delaunays Road-facing aspect only. There will be four apartments on the ground floor as well as a communal entrance door and lobby. A staircase will connect the entrance lobby to the lower ground and upper floors. Both the first and second floors will have four apartments. All of the apartments will have one-bedroom. Externally, there will be a 15-space car park located on the north side of the building, accessed from Cleveland Road, a shared garden on the western side of the building and a refuse store on the south-western edge of the car park. The remainder of the site will be unaffected by the development with many of the trees and shrubs retained, particularly at the southern and south-western part of the site.

3.2 Positive aspects of the proposals

- 3.2.1 A residential development is an appropriate use for the site given the surrounding land uses.
- 3.2.2 When left vacant, sites such as this, often attract anti-social behaviour in the form of criminal damage, fly-tipping, fire raising or graffiti. The redevelopment of the site will restrict the ability for such activities to take place.
- 3.2.3 Great Places Housing Group have an excellent record of development and housing management.
- 3.2.4 There are a significant number and mix of houses and apartments within the development, which increases the likelihood of residents being from a broader age range, including young singles, older residents and families with children. Such a mix increases the likelihood of some of the residents of the houses and apartments being present throughout the day. The presence of residents or even just visible signs of people present - cars on driveways/the car park, lights on in dwellings, external lighting on at entrance doors, for example - will help to deter offenders.
- 3.2.5 The apartment buildings are suitably located and include off-street parking and a communal garden.
- 3.2.6 Front doors and principal room windows of the houses and windows of apartments face the 'street' (Parkhill Avenue, Cleveland Road and Delaunays Road), which helps to promote street activity and promotes natural surveillance. The existing houses opposite the site on Parkhill Avenue and to a lesser extent on Cleveland Road, will benefit from mutual supervision from the proposed houses and apartments.
- 3.2.7 'Defensible space', defined with a wall and railings is provided to the front of the houses.
- 3.2.8 Private amenity space is provided within rear gardens of the houses, which will be appropriately secured with suitably high, boundary fencing and gates.
- 3.2.9 The landscaping of the modest front gardens of the houses, will support the quality of the local environment. Well-maintained verdant environments tend to attract less crime and anti-social behaviour.
- 3.2.10 The proposed in-curtilage parking arrangements for the houses, and the off-street, car park set out for apartment residents, will facilitate the security of vehicles. Car parking provision that is separated from the passing public, especially where vehicles can be readily supervised by residents, are less likely to be targeted by offenders than cars parked on the street or within ill-defined, unsecured, communal, car parks.
- 3.2.11 Refuse provision has been considered for each property.

3.3 Recommendations to improve the security of the scheme

Security of the houses and apartments

- 3.3.1 Security-certified, external, front and rear doors, and ground/lower ground floor window frames should be installed at each property. Laminated glass should be fitted to ground/lower ground floor windows and all external doors. Fitting an intruder alarm to each property is recommended, particularly the houses and ground/ lower floor apartments.

Apartment residents' car park

- 3.3.2 In order to emphasise ownership and suggest that a threshold has been crossed into a space that is more private, where one's actions may be under greater scrutiny, the application of a high-quality surfacing of the access road and the car park is recommended. Rather than a standard, tarmac finish, consider blockwork, similar to that for the proposed parking bays within the car park, or a coloured tarmac.
- 3.3.3 The car park should be illuminated with low intensity, LED lighting from dusk to dawn.
- 3.3.4 Measures should be installed to prevent damage to boundary fencing around the fringe of the car park as a result of vehicles manoeuvring.
- 3.3.5 Install planters, bollards or knee-rails to prevent any vehicles parking in undesignated areas, particularly on the pathways and greenspaces.
- 3.3.6 Install signs to indicate the private nature of the car park and sanctions for mis-use.

Cycle parking

- 3.3.7 Cycle parking should be provided for apartment residents in a secure part of the site, e.g., between the shared garden and the gable end of the building. Provision should include a secure, weatherproof shelter with Sheffield stands set in concrete. A mesh enclosure or wooden enclosure with a steel rail gate would be appropriate. The door/gate should be self-closing and lock upon closure.
- 3.3.8 Cycle parking should also be provided for residents of the houses in the rear gardens. The doors to the storage sheds in the rear gardens should be secured with a Sold Secure™, padlock and hasp and staple, and fitted with a Sold Secure™, ground anchor.

Boundary fencing

- 3.3.9 The existing welded wire mesh fencing should be retained along the Cleveland Road and Delaunays Road boundaries. Similar fencing should be erected around the edge of the car park and shared garden. A 1500mm high railing should be installed alongside the pedestrian pathway linking Cleveland Road to the communal entrance door, from Cleveland Road to the corner of the building.
- 3.3.10 The proposed 900mm high railings defining adjoining garden boundaries at the front of the houses are ideal.
- 3.3.11 The proposed 1800mm high timber fences defining rear garden boundaries of the houses are also ideal.
- 3.3.12 Rear garden gates to the houses should be 1800mm high. The locking mechanism should be capable of being operated from either side of the gate so that, for example, cyclists can enter or leave the garden easily. Ideally, the gates should be self-closing and self-locking.
- 3.3.13 Communal pathways between the terraces should be secured with a locking gate located at the front building line. Again, the locking mechanism should be capable of being operated from either side of the gate.

Grass verges in the car park

- 3.3.14 Verges should be protected to prevent vehicles parking on the grass or damaging trees.

4 Physical Security

The following checklist forms the security requirements for this scheme to achieve Secured by Design accreditation.

4.1 Doors

Houses

- ☐ Front doors and back doors must all be compliant with, and certified to, BS PAS 24, STS 202 BR2, or LPS 1175 SR2.
- ☐ Front doors should have fixed external handles or split spindles, meaning access is only possible with a key when closed.
- ☐ Front doors should have fixed sidelights or a door viewer, as well as an opening limiter fitted, so that residents can identify visitors prior to opening the door fully.
- ☐ Letter plates should meet the Door Hardware Federation's Technical Standard 008 (TS 008), be fitted with deflector plate, and be located a minimum of 400mm away from the internal handle and locking hardware.
- ☐ Each property should be clearly numbered with the number visible from the street.

Apartments

- ☐ The communal entrance door, apartment entrance doors and balcony/garden/terrace access doors must all be compliant with, and certified to, BS PAS 24, STS 202 BR2, or LPS 1175 SR2.
- ☐ The communal entrance door should include a multi-point, electronic lock, (which is an integral part of the door certification), capable of being operated via an electronic access control system; and self-closing and lock automatically on closure.
- ☐ An audio-visual unit should be located at the main, entrance door to allow visitors to communicate with staff and residents.

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- ☐ Residents should have a handset in their apartment to speak to (and view) visitors arriving at the entrance door.
 - ☐ Residents should be able to remotely operate the entry door's locking mechanism from within their apartments to allow bona fide visitors entry.
 - ☐ Apartment entrance doors should have fixed external handles or split spindles, meaning access is only possible with a key when closed.
 - ☐ Front doors should have fixed sidelights or a door viewer, as well as an opening limiter fitted, so that residents can identify visitors prior to opening the door fully.
 - ☐ Each apartment should be clearly numbered.

4.2 Window frames

- ☐ Ground floor and lower ground floor windows of houses and apartments must be compliant with, and certified to, BS PAS 24, be fitted with key-operated locks, and have fixed/lockable opening restrictors (not releasable from the outside) limiting opening to 100mm.

4.3 Glazing

- ☐ Glazing within, and surrounding, all external doors and all ground and lower ground floor windows of the houses and apartments must incorporate at least one pane of glass compliant with BS EN 356 P1A.

4.4 Intruder alarm

- ☐ It is good practice to fit an alarm to each property. Alarms should be linked to contacts on all external doors, with PIR detectors covering all ground/lower ground floor rooms that have windows. In the absence of an alarm a 13amp fuse spur should be provided to allow future residents to fit their own alarm.

4.5 Boundaries

- ☐ Inter-garden boundaries at the rear of the houses should be formed with close-boarded, timber fencing and include an 1800mm high, privacy screen, perpendicular to the house. The fencing may be reduced to 1500mm for the remainder of the boundary or include a 1200mm/1500mm fence, finished with a 300mm high section of trellis.

4.6 Lighting

- ☐ Dusk-to-dawn, LED lighting must be provided to the apartment residents' car park and its access road, and all front and rear doors of all houses and the apartment building.
- ☐ PIR lighting is only suitable for the apartment residents' cycle store.

4.7 Garden sheds

- ☐ Garden sheds should be fitted with Sold Secure™ locks, hasp and staple and a ground anchor to allow residents to secure their bikes or other valuable equipment.

4.8 Meter cupboards

- ☐ Unless smart meters are installed, meters should be located in ground level boxes to the front of each house and apartment, not with the secure area at the side or rear of the properties.

4.9 Downpipes

- ☐ Wherever possible, downpipes should be square in profile and fixed back to the brickwork to prevent climbing to upper floor windows.

5 Management & Maintenance

- ☐ A maintenance plan should be drawn up to address maintenance of the apartment building, car park and access road, and amenity area.

6 Construction

- ☐ The developer should take appropriate measures to secure their site during construction, and control pedestrian and vehicular access in and out. The contractor on this scheme should be a member of the 'Considerate Constructors Scheme and site security contractors should be Security Industry Authority (SIA) approved.

7 Secured by Design (SBD)

- ☐ Secured by Design focuses on crime prevention at the design, layout and construction stages of homes 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/>

A Contact Register

Date	Contact	Summary of Contact
21.03.24	Mark Trayhorn, Triangle Architects	Request for Crime Impact Statement
16.04.24		Site visited
23.05.24	Mark Trayhorn, Triangle Architects	Report issued

B Associated Documents

This report is based on the following drawings:

Drawing No.	Drawing Title	Date	Rev
21-041	Drawing Issue	20.03.24	
21-041_SK01	Location Plan	June '23	
21-041_SK06	Proposed Site Layout OPTION 3 GA)	Sept. '23	A
21-041_SK07	Massing Study OPTION 3	Nov. '24	A
21-041_SK19	Proposed Apartment Block Floor Layouts (NEW)	May '23	
21-041_SK23	House type D Floor Plans	Sept. '23	A
21-041_SK30	Elevational Study House Type D	Feb. '24	A

In the event of any changes to the scheme, it may be necessary for Design for Security to review the recommendations in this report.

C CIS Version History

Version	Revisions	Date
A		23.05.24