CRIME IMPACT STATEMENT

A development of 81 apartments and 28 houses

AT Land off Oldham Road, Old Church Street, Holyoak Street, and Newton Street, (including Dulverton Street), Newton Heath, Manchester

FOR: One Manchester

VERSION A: 01.11.23

2023/0294/CIS/01

Greater Manchester Police

designforsecurity

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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:

- an appropriate number and mix of houses and apartments;
- a suitable amount of defensible space around each property;
- secure parking is included within the curtilage of most the houses and apartments;
- a cycle store will be provided for apartment residents;
- appropriate boundary fencing will be installed to define semi-private and private space within the development; and,
- amenity space is provided for all house and apartment dwellers.

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

- install Secured by Design standard doors, windows, glazing and door hardware for all properties;
- install appropriately secure gates to restrict access from the front to rear of the houses and apartments;
- consider a higher quality finish to the apartment residents car park and driveways/parking clusters;
- relocate the pathway connecting Oldham Road to Dulverton Street; and,
- remove the communal bin store from the village green.

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.

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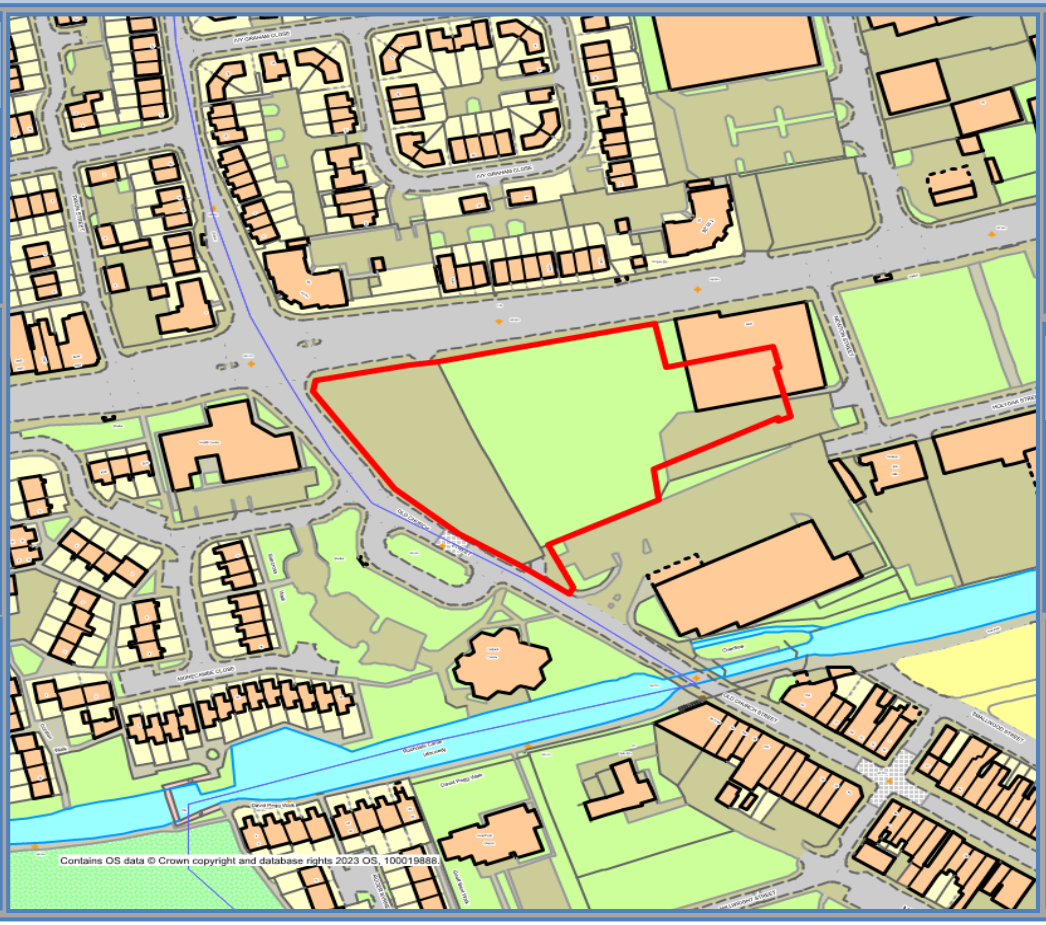
1 The Site and Surroundings

The photographs and plan below show the development site and its surroundings. The site, edged in red on the plan, is located on the south side of Oldham Road in Newton Heath. Oldham Road, A62, is a heavily trafficked arterial route connecting the city centre, about 2.5 miles south-west of the site, to the M60 motorway, some 2 miles to the north-east, and Oldham town centre, a further 2 miles beyond the motorway junction. In the vicinity of the site, Oldham Road has two city-bound and two Oldham lanes; double yellow lined restrict parking on both sides of the road. On the north side of the road, there is a modern development of houses flanked to the east and west apartment blocks; the western block faces the junction of Oldham Road and Dean Lane, a busy, four-way, light-controlled junction. Old Church Street adjoins the sites western boundary. Newton Heath district centre is situated on Old Church Street, about 100metres south-east of the site. The centre includes a series of small retail and commercial businesses and small Asda and Iceland supermarkets. On the western side of Old Church Street, directly opposite the site, there is a health centre and a public library Immediately south of the site, on the edge of the district centre, there is a Lidl supermarket with associated car park. The car park separates the store from the site. Access into the car park is gained from Old Church Street, immediately adjacent to the sites south-western corner. The land to the east of the site is undergoing redevelopment for housing. An application to construct 100 apartments and 39 houses was approved in May 2020. Significant progress has been made in constructing the housing units at the eastern and northern parts of the site.

Looking east along Oldham Road with the site on the left ad modern housing on the right of the image

The approach to the site on Old Church Street with the Lidl store and access to it in the fore- and mid-ground

The northern edge of the Lidl car park and palisade fencing securing the site's southern boundary



Houses under construction facing Newton Street, next to the site's western boundary

A view across the site from Dulverton Street towards Oldham Road

Family housing nearing completion at the junction of Newton Street and Holyoak Street east of the site

The central and western parts of the application site were included in the residential scheme for which planning approval was gained in May 2020. This approved scheme is progressing with the completion of the family housing but not the apartments. The apartments were proposed to be located at the western and north-western edges of the approved site. The site that is the subject of this application includes the land for which approval was gained for the apartments as well as Dulverton Street, a redundant, gated at each end, road that once connected Oldham Road to Old Church Street, and land between Dulverton Street and Old Church Street. The site has been cleared of structures and much of the land east of Dulverton Street includes plant machinery and material used in the construction of the approved housing scheme to the east. The land west of Dulverton Street has been colonised by native grasses and shrubs since the building that once occupied the site was cleared around 3 years ago. A 2000mm tall, timber hoarding has been erected to enclose the western edges of the site, whilst a similarly tall paladin fence has been erected to secure the Oldham Road boundary. A palisade fence, around 1600mm high, marks the boundary between the site's southern and the Lidl car park.

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2 Crime Statistics & Analysis

2.1 Crime in the neighbourhood

The data below relates to crimes recorded between 1st June 2022 to 31st May 2023 within 500metres of the site.

All crime

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
33	16	99	538	83	18	20	36	16	6

2.1.1 There were 871 recorded crimes in the neighbourhood around the development site during the period analysed. This volume of crime is higher the average for a typical suburban neighbourhood within Manchester.

2.1.2 The most common crimes recorded were:

- the use, or threat, of violence - 62%
- criminal damage – 11%
- theft - 10%
- vehicle crime, i.e., theft of, theft from and criminal damage to a vehicle - 7%
- burglary - 6%.

2.1.3 Typically, crimes involving the use or threat of violence are usually the most common in any given neighbourhood, which is the case here, although the percentage is a little higher than in others. In many residential areas, recorded incidents of burglary, vehicle crime, criminal damage and theft tend to occur at a similar volume. In this instance, burglary and vehicle-related crime are less common than incidents of criminal damage and theft. Incidents of theft are largely linked to retail and commercial premises in Newton Heath district centre.

2.1.4 The streets that experienced most crimes were:

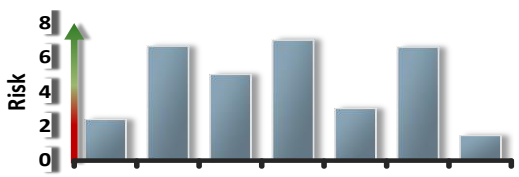
1. Old Church Street – 131 crimes
2. Oldham Road - 78 crimes
3. Briscoe Lane - 52 crimes
4. Minford Close – 30 crimes

2.1.5 There were particular concentrations of crime in Newton Heath district centre, at the north-eastern end of Briscoe Lane and at Oldham Road, close to the Dean Lane/Old Church Street junction. There were no recorded crimes at Newton Street and just one recorded on Holyoak Street.

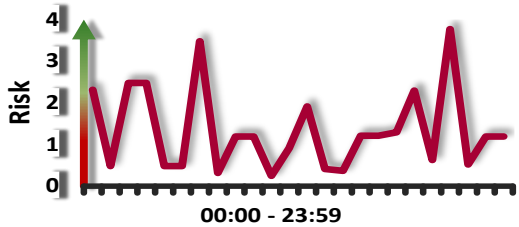
Domestic burglary

2.1.6 There were 33 burglaries committed within the neighbourhood during the period analysed. The burglary rate is significantly higher than the City of Manchester average and rates across the conurbation and country. Properties on Fall Green Avenue, Briscoe Lane and Oldham Road were most often targeted.

Burglary Dwelling – Day Range



Burglary Dwelling – Time Range



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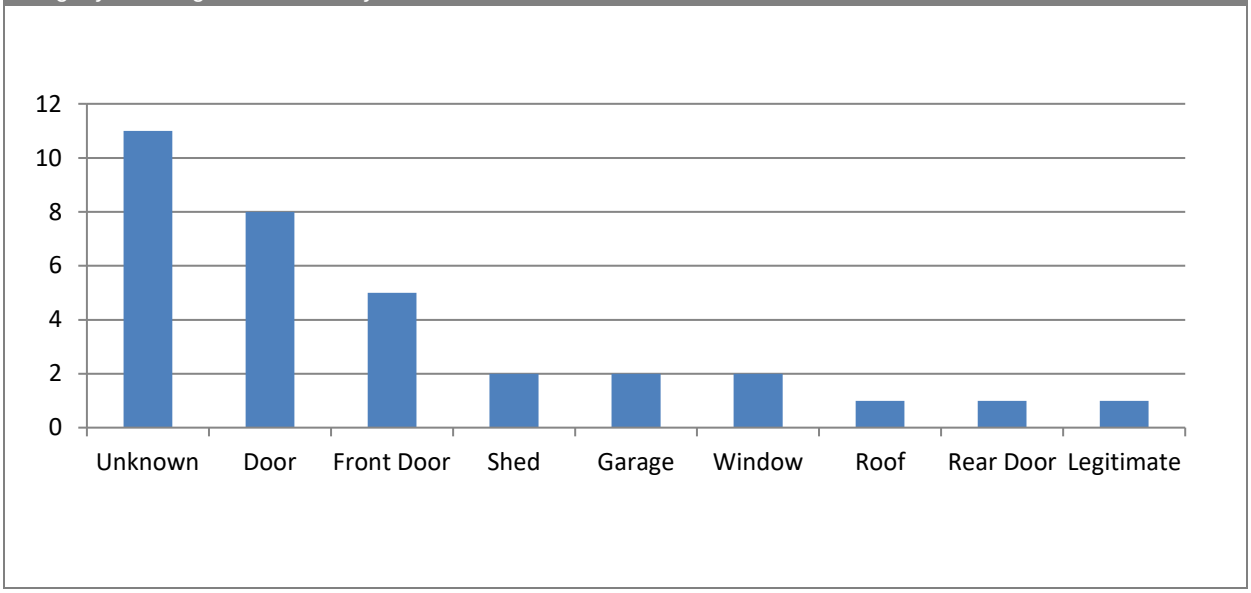
2.1.7 The risk of domestic burglary is greatest on a Tuesday, Thursday and Saturdays. Offences have been committed at all times of the day but there appear to be an increased risk in the early morning and mid-evening.

Burglary Dwelling – Point of Entry

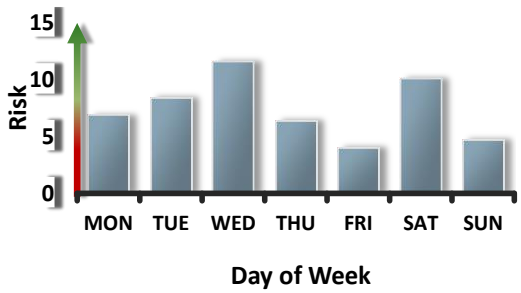


2.1.8 In 14 cases of burglary in this neighbourhood, offenders have targeted the front and rear doors of homes as a means to gain entry - using force to a door open or a tool, including burning, to damage the lock. There were 2 incidents where entry was gained via a window. twelve burglaries involved offenders entering a property via an unlocked door or window or were invited in by a resident. Sheds and garages were targeted on 4 occasions.

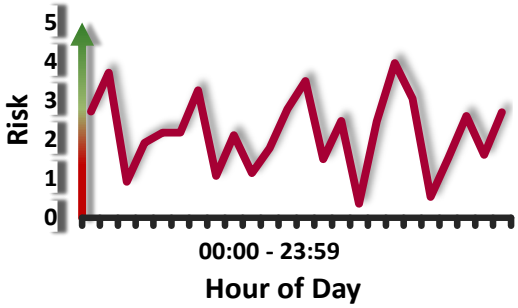
Vehicle crime

There were 58 vehicle-related crimes in the area during the period analysed. Theft from a vehicle accounted for 60% of the offences, theft of a vehicle 30%, with the remaining 10% being damage to a vehicle.

Vehicle Crime – Day Range



Vehicle Crime – Time Range



2.1.9 There is no discernible pattern to vehicle-related crime; offences are likely to occur at any time of the day or night and on any day of the week.

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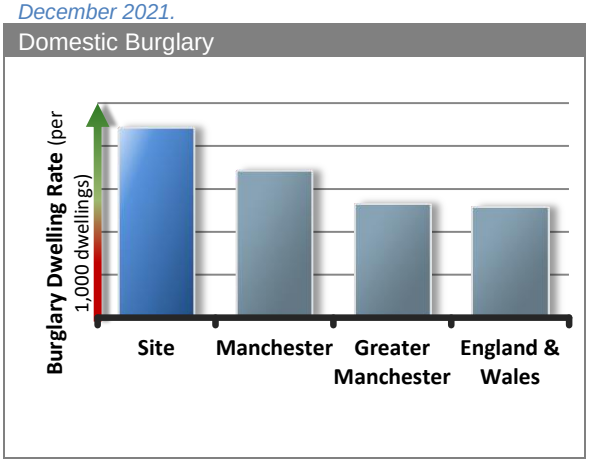
2.2 Crime rate comparison

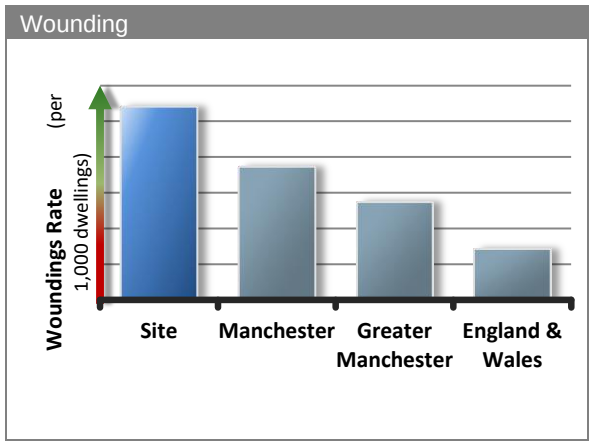
Comparing crime rates in the neighbourhood around the site to those in Manchester, Greater Manchester, and England & Wales

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

Domestic Burglary



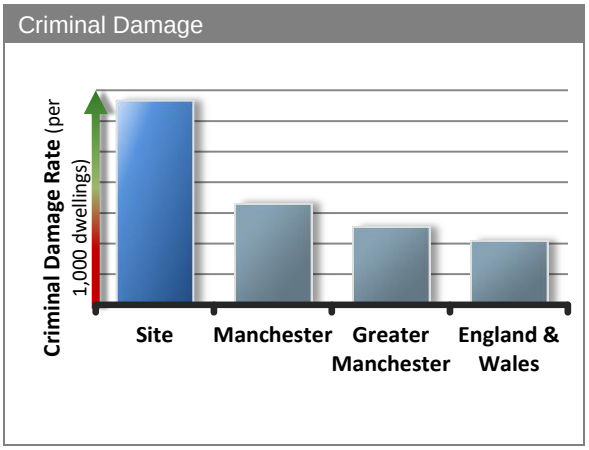
Wounding



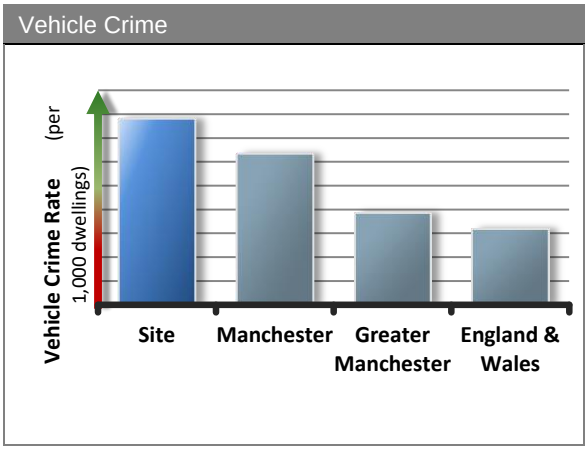
2.2.1 The rate of domestic burglaries per 1000 dwellings in the neighbourhood around the site is **30% higher** than the rate for the City of Manchester, **67% higher** than the Greater Manchester rate and **71% higher** than the rate for England & Wales.

2.2.2 The rate of wounding per 1000 dwellings in the neighbourhood around the site is **45% higher** than the rate for the City of Manchester, **98% higher** than the Greater Manchester rate and **278% higher** than the rate for England & Wales.

Criminal Damage



Vehicle Crime



2.2.3 The rate of criminal damage per 1000 dwellings in the neighbourhood around the site is **101% higher** than the City of Manchester rate, **163% higher** than the Greater Manchester rate and **220% higher** than the rate for England & Wales.

2.2.4 The rate of vehicle crime per 1000 dwellings in the neighbourhood around the site is **23% higher** than the City of Manchester rate, **102% higher** than the Greater Manchester rate and **146% 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 forced open with bodily pressure and tools

To minimise the risk of offenders forcing doors:

- all external doors should be certified to PAS 24 security standard;

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- 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.

2.3.2 Doors have been targeted when left insecure

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

- front doors 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.
- 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.

2.3.3 Windows have been prised open by offenders

To minimise the risk of prising windows open:

- all ground floor windows should include key operated locks and opening restrictors; and,
- access to the rear of the dwellings should be controlled by the erection of robust boundaries and locking gates. Pedestrian routes alongside the rear boundaries should be avoided wherever possible.

2.3.4 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 should be restricted by installing appropriately high fencing and locking gates.

2.3.5 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.

2.3.6 Offenders have stolen bicycles

To minimise the risk of offenders targeting bicycles:

- a cycle store or a wall/floor anchor should be provided; and,
- rear garden gates should be robust, tall, self-closing and self-locking.

2.3.7 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,

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- fencing should be especially robust when unavoidably exposed to the public realm.

2.3.8 **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 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 boundary is secure:
- the site's Oldham Road and Old Church Street boundaries are prominent, benefitting from casual supervision by occupants of passing vehicles and passing pedestrians;
- construction staff present in the area add to the activity and surveillance of the streets adjoining the site;
- the site is clearly visible to residents living in the houses and apartments on the opposite side of Oldham Road. The casual supervision of residents is likely to deter criminal activity;
- when occupied, the family housing currently under construction will generate activity and surveillance over and around the application site;
- there is little of value on much of the site;
- the activity and surveillance generated by staff and customers of the adjacent Lidl store may deter criminal activity at the site; and,
- the quality of the local environment is improving as redundant premises are replaced with modern, family housing.

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

- whilst the site is located in a neighbourhood with a high volume of crime; offenders engaged in house burglary are active;
- the nearby district centre and supermarkets attract offenders and generate crime. People and property on streets approaching crime hotspots are sometimes targeted by offenders coming and going from such places;

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- the site is located on Oldham Road and Old Church Street, both well-trafficked routes. Such routes often can act as conduits for crime, with criminals identifying opportunities and carrying out a crime as they travel along them;
- vacant sites can become focal points for anti-social behaviour, including fly-tipping, which can affect the quality of life of neighbouring residents; and,
- construction sites often attract offenders seeking to commit criminal damage or to steal metals, newly installed boilers, contractors' tools, plant and machinery.

3 Development Appraisal

3.1 The proposed development

3.1.1 The proposed development involves clearing the site of all plant and materials followed by the construction of 109 dwellings and a means of access into the site utilising Dulverton Street, the currently closed road at the south-western corner of the site. The dwellings will comprise 28 houses and 81 apartments.

3.1.2 The houses will be erected on the central and eastern parts of the site in three distinct groups – a terrace of nine of the houses will face Oldham Road, with the remaining nineteen, set out in a terrace of three and a terrace of five on the north side of the development's sole circulation road - a cul-de-sac – and the others laid out south of the road, in a terrace of five and three pairs of semi-detached properties.

3.1.3 The houses will have a modest, front garden and a more generous, rear garden. The houses are in three groups Half of the houses will have at least parking space within the curtilage of the property whilst parking for the remaining houses will be organised in small, clusters at the side of the circulation road.

3.1.4 A gated, landscaped pathway will separate the Oldham Road houses from the two terraces on the north side of the circulation road, A further, ungated, pathway will connect the Dulverton Street with Oldham Road alongside the western edge of the houses.

3.1.5 The proposed apartments will be constructed in two blocks. The smaller of the two blocks containing just six, one-bedroom apartments, will be attached to the western gable of the terrace of nine houses that will face Oldham Road. Whilst the adjoining houses will be two-storeys high, the apartment building will be three, with two apartments per floor. The shared entrance door will face Oldham Road. There will be a modest amenity space at the rear and space for refuse storage all enclosed with 1500mm-1800mm high, timber fencing and similarly styled gates.

3.1.6 The larger apartment building, Building 1, will be erected at the junction of Oldham Road and Old Church Street. It will be a part five-, part six-storey building containing 75 apartments, a mix of one- and two-bedroom units. As well as three of the apartments, the ground floor will have a lobby and reception area, circulation space, core, plant room, cycle store, a bin store as well as covered, secure parking for 14 cars. A door will provide a link from the secure car park to the circulation space within the ground floor of the building. The upper floors will accommodate the remaining 72 apartments. A further 13 parking spaces will be available to apartment residents, in an unsecured, but largely enclosed, car park with bays set out on either side of the approach to the secure car park, automated, sliding entrance gates.

3.1.7 A small village green between the houses and the apartments will provide amenity space for all residents. A communal bin store, of unclear purpose, is also proposed on the edge of the village green.

3.2 Positive aspects of the proposals

The following proposed features would make a positive contribution to the prevention of crime and fear of crime.

3.2.1 Given the surrounding land uses, use of the site for residential purposes seems entirely suitable.

3.2.2 The proposals result in the redevelopment of a site which may otherwise attract anti-social behaviour, such as fly-tipping.

3.2.3 The number and mix of houses and apartments within the development, 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

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being present throughout the day. The presence of residents or even just visible signs of people present - lights on in houses, external lighting on at entrance doors, for example - will help to deter offenders.

3.2.4 The apartment buildings are suitably located, and parking and amenity space are included. Shared amenity space allows residents to meet their neighbours, and build relationships and a sense of community, which can help to maintain social and environmental standards, as well as deter offenders.

3.2.5 The proposed location of the apartment buildings' communal entrance doors is appropriate, and a secure lobby can be created with the installation of access controls to the inner doors of Building 1.

3.2.6 Front doors and principal room windows of all houses and apartments face the street, which helps to promote street activity and promotes natural surveillance.

3.2.7 Defensible space is included at the front of each property in the form of front gardens defined with suitably high, walls with decorative railings or fencing.

3.2.8 Rear gardens will be enclosed with suitably high fencing and gates.

3.2.9 The proposed, in-curtilage, parking arrangements for some of the houses and secure car parking within the apartment Building 1 will reduce the risk of vehicles being targeted by offenders. The clustered parking in the cul-de-sac will be suitable close and well-overlooked by residents in their houses.

3.2.10 Secure cycle parking provision has been considered for apartment residents.

3.2.11 Landscaping around the periphery of the site and at the village green will enhance the environmental quality of the scheme. Well-maintained environments tend to attract less crime and anti-social behaviour.

3.3 Recommendations to improve the security of the development

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

External environment

3.3.1 I offer only cautious support to the inclusion of the footpath connecting Oldham Road to Dulverton Street. Such pathways if poorly designed can generate fear amongst users and leave a development vulnerable to criminal and anti-social behaviour. I would prefer it to be gated and available to residents only. If retained, the path should be relocated to the west with modest landscaping on either side to deflect users of the pathway away from the gable end of plot 16.

3.3.2 I cannot identify a purpose for the communal bin store located within the village green. It should be removed or relocated to a more private location closer to the properties it might serve.

3.3.3 The range of boundary fences and gates used to secure the pathway between the Oldham Road facing properties and those to the south of these is confusing and inconsistent. 1800mm high railings and gates would be most suitable. The gates should be self-closing and self-locking and be fitted with a security-rated lock.

Houses

Security of the houses

3.3.4 Security-certified external doors, window frames and glazing should be installed at each property. An intruder alarm is advised.

Rear garden access pathways

3.3.5 The shared-use, rear-access pathway allowing access to the rear of plots 25, 26 and 27 should be secured at, or very close to, the street end of the pathway with an 1800mm high, steel-rail, gate. As with garden gates across the development, he 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.

Car park to plots 01-12

3.3.6 The pedestrian entrance gate to the car park serving plots 01-12 should be self-closing and self-locking and fitted with a security-rated locking mechanism.

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Bin storers in the public realm

3.3.7 I do not support their presence in the public realm. Provision should be made in-curtilage wherever feasible.

Apartments

Security of the apartments

3.3.8 At ground floor level, all external doors and all windows should be security-rated.

3.3.9 All ground floor, external doors should be self-closing and self-locking.

3.3.10 The communal entrance doors should be fitted with security-certified doors. The doors should be fitted with an electronic lock that is operated with a programmable fob. In addition, so that residents can identify visitors, the main entrance doors should be fitted with a clear glass pane or a door viewer.

3.3.11 An audio-visual unit should be installed at the main entrance doors, with a link to each apartment, so that residents can vet callers prior to allowing entry to *bona fide* visitors only.

3.3.12 All apartment entrance doors should be security-rated.

3.3.13 Residents and visitors on foot should use the main entrance to enter and leave.

Mail delivery

3.3.14 A through-the-wall post system, with mail dropping into secure boxes at the communal entrance door, or secure boxes mounted on the wall next to the entrance door is preferred. Mailboxes mounted on the wall of the ground floor lobby will be acceptable if Royal Mail staff are issued with a fob or card to operate the main entrance door. A parcel store or parcel lockers should be installed in the lobby of Building 1.

Intruder alarm and CCTV

3.3.15 The developer should consider installing an intruder alarm to each apartment, particularly those on the ground floor of each building.

3.3.16 The developer should also consider installing a modest CCTV system within Building 1, with cameras capable of monitoring the communal entrance doors, entrance lobbies, the cycle store, and the car park. Images should be recorded and securely stored and retained for 30 days for review and for use as evidence in any prosecutions arising.

Cycle storage in Building 1

3.3.17 To reduce the risk of theft and instil confidence in residents in the use of the cycle store in Building 1, it should include the following:

- the entrance door from the car park should be security-rated
- an FD-30 rated door should secure the entrance from the circulation corridor
- both doors should be fitted with an electronic lock with a holding force of around 4500Newton and be self-closing and self-locking
- Sheffield stands that are be securely anchored to the floor should be fitted to allow cyclists to secure the frame and wheels of their bikes.

Building 1 car park (non-secured)

3.3.18 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 higher-quality surfacing of the car park is recommended. Rather than a standard tarmac, a higher specification solution will emphasise 'territoriality', promote 'ownership' of the space amongst residents, which adds to the overall supervision and can deter intruders.

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4 Physical Security

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

Apartments

- ☐ The communal, front and side, entrance doors should be:
    - compliant with, and certified to, BS PAS 24, STS201, or LPS 1175 SR2;
    - include a multi-point electronic lock, (which is an integral part of the 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 main communal, entrance doors to allow visitors to communicate with residents.
- ☐ Residents should have a handset in their apartment to speak to (and view) visitors arriving at the communal entrance door.
- ☐ Residents should be able to remotely operate the communal entry door's locking mechanism from within their apartments to allow bona fide visitors entry.
- ☐ Only building 1, the entrance door on the rear elevation should be for the use of residents only.
- ☐ Apartment entrance and garden/terrace access doors must also be compliant with, and certified to, BS PAS 24, STS201, or LPS 1175 SR2.
- ☐ Apartment entrance doors must include a door viewer and chain, or similar opening limiter.
- ☐ Each apartment should be clearly numbered.
- ☐ The internal doors to the plant room, cycle store and bin store must be at least FD30-rated and be self-closing and self-locking. An electronic lock that can be activated by residents' fob should be fitted to the cycle and refuse store doors (both to enter and to leave the rooms).
- ☐ The external doors to the cycle store and bin store must be compliant with, and certified to, BS PAS 24, STS201, or LPS 1175 SR2.
- ☐ The cycle store should be fitted with a fob-operated, electronic lock with a holding force of around 4500 Newton.
- ☐ The door connecting the car park to the circulation corridor compliant with, and certified to, BS PAS 24, STS201, or LPS 1175 SR2, include a multi-point electronic lock, (which is an integral part of the certification), be capable of being operated via an electronic access control system; and, be self-closing and lock automatically on closure.

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 house should be clearly numbered with the number visible from the street.

4.1 Windows

- ☐ Ground level windows to apartments and houses 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.

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4.2 Glazing

☐ Glazing within external doors and all ground level windows on all properties 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.

4.3 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 level 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.

4.4 Boundaries and gates

☐ The proposed boundary treatments set out on the Proposed Boundary Treatment Plan *(drawing number 040 revision P2 dated 03/04/2023)* are ideal and are, with exceptions set out earlier in point 3.3.4, broadly supported.

☐ Rear garden access gates should be located at the front building line. The locking mechanism should be capable of being operated from either side of the gate and the gates should be self-closing and self-locking.

4.5 Landscaping

☐ Driveways and car park to the apartment block should be finished in a contrasting blockwork or coloured tarmac.

4.6 Lighting

☐ External, metal halide, lighting must be provided to the front, side and rear doors of all properties. Lights should be operated by photoelectric cell/daylight sensor. PIR security lighting is not appropriate. Fittings should produce ‘white’ light.

4.7 Other

☐ If smart meters are not fitted, meter cupboards should be located to the fronts of properties, not in the private areas.

☐ Rainwater pipes should be square in profile and fixed back to the building fabric to prevent climbing to upper floor windows.

5 Construction

☐ The developer should take measures appropriate to secure their site during construction, and control pedestrian and vehicular access into and out of the site. The contractor on this scheme should be a member of the ‘Considerate Constructors Scheme’.

☐ Site security contractors should be SIA (Security Industry Authority) approved to ensure professional standards are adhered to (please see http://www.sia.homeoffice.gov.uk/pages/acs-intro.aspx for more details).

6 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/

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A Contact Register

Date	Contact	Summary of Contact
02.06.23	Joe George, TP Bennett	Request for Crime Impact Statement
08.08.23		Site visit
01.11.23	Phil Grant, EKPS	Report issued

B Associated Documents

This report is based on the following drawings:

Drawing No.	Drawing Title	Date	Rev
T8170D0001	Location Plan	16/01/20	P1
T8170D0002	Existing Site and Demolition Plan	16/01/20	P2
T8170D0020	Proposed Site Plan	01/02/23	P1
T8170D0040	Proposed Boundary Treatment Plan	03/04/23	P2
T8170D0051	Site Sections and Elevations Sheet 1	01/05/23	P1
T8170D0052	Site Sections and Elevations Sheet 2	07/02/20	P1
T8170D0053	Site Sections and Elevations Sheet 3	01/05/23	P1
T8170D1151	Building 1 Apartments Proposed North and West Elevations	06/12/22	P2
T8170D1152	Building 1 Apartments Proposed South and East Elevations	06/12/22	P2
T8170D1252	Building 1 Apartments Proposed Floor Plans	06/12/22	P3
T8170D1253	Building 1 Apartments Proposed Typical Apartment Plans Sheet 1	06/12/22	P1
T8170D1254	Building 1 Apartments Proposed Typical Apartment Plans Sheet 1	06/12/22	P1
T8170D2151	Building 2 Proposed Elevations	07/12/22	P1
T8170D2251	Building 2 Proposed Floor Plans	07/12/22	P1
T8170D2252	Building 2 House Type 4 Typical Plans and Elevations	07/12/22	P1
T8170D2253	Building 2 Corner Apartments Typical Plans and Elevations	07/12/22	P1
T8170D3151	Building 3 Proposed Elevations	07/12/22	P1
T8170D3251	Building 3 Proposed Floor Plans	07/12/22	P1
T8170D4151	Building 4 Proposed Elevations	07/12/22	P1
T8170D4251	Building 4 Proposed Floor Plans	07/12/22	P1
T8170D5151	Building 5 Proposed Elevations	07/12/22	P1
T8170D5251	Building 5 Proposed Floor Plans	07/12/22	P1
T8170D6251	Building 6 Proposed Plans and Elevations	07/12/22	P1
T8170D6252	Building 6 House Type 2 Typical Plans and Elevations	07/12/22	P1

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

C CIS Version History

Version	Revisions	Date
A		01.11.23

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