



CRIME IMPACT STATEMENT

24no. self-contained apartments with ancillary communal space within Use Class C3(a) with associated parking, access, landscaping and all other associated works

AT Devonshire Street and Coverdale Crescent, Ardwick, Manchester

FOR: Jigsaw Homes Group

VERSION B: 14.12.23

2023/0528/CIS/01

Greater Manchester Police

designforsecurity



EXECUTIVE SUMMARY

Development supported

We welcome the investment in this part of inner Manchester and support redevelopment of this site for a facility that aims to reduce homelessness, giving support people towards independent or semi-independent living, and to develop skills and resilience.

From a crime prevention perspective, the scheme design is particularly good. Positive features of the development include: the design quality is excellent; staff will be present and will support residents; the orientation of apartments, staff facilities and communal facilities will focus activity on appropriate areas of the site, whilst also facilitating passive surveillance over key areas externally and internally; car and cycle parking are included in the scheme in appropriately secure areas; and, amenity space has been provided for residents.

The main security recommendations include:

- Liaise with the Neighbourhood Police Team when appropriate
- Control access into the site and into and through the building
- Install doors, locks, windows and glazing that meet the Secured by Design standards
- Install a modest CCTV system
- Endeavour to address issues with street furniture, so that its presence does not detract from the quality of the scheme.

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

e: adrian.murphy@designforsecurity.org

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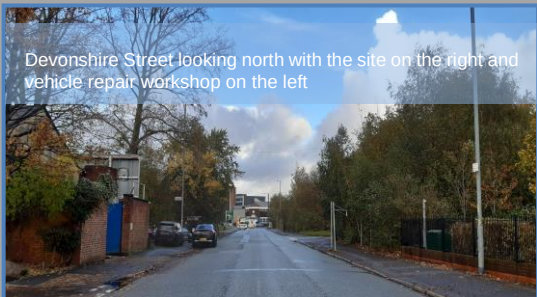
1 Visual Audit

The development site and its surroundings are shown on the plan and photographs below. The 0.2-hectare site, edged in red on the plan, is located on the eastern side of Devonshire Street at its junction with Coverdale Crescent in Ardwick, about 1 mile south-east of Manchester city centre. Devonshire Street is a well-trafficked street that, *inter alia*, connects the A57, Hyde Road, about 150metres north of the site, with the A6, Stockport Road, about 50metres to the south. Both the A6 and A57 are important, radial routes that connect the city centre with outlying towns and suburbs to the east and south-east. Double-yellow lines restrict parking on the road. Immediately south of the site, a modern, part single-, part two-storey building, Devonshire House, provides residential accommodation and support to adults with a brain injury and associated needs. Directly opposite the site, on the western side of Devonshire Street, there is a vehicle repair workshop; a narrow, largely tarmac-surfaced strip of land immediately adjacent to the workshop is heavily populated with cars, apparently, associated with the business. The Cariocca Business Park lies obliquely opposite the site, also on the western side of Devonshire Street. The business park is accessed from Hellidon Close, short cul-de-sac. South of the repair workshop there is a McDonalds restaurant. Coverdale Crescent is a largely residential street, although the housing is restricted to the southern side only and is dominated by modern, two-storey family houses for social rent. A 20mph speed limit and speed humps restrict traffic speeds on the road. The north side of Coverdale Crescent is given over to grassed amenity space and lined with trees. The amenity land at the corner of Devonshire Street and Coverdale Close includes a dense thicket of mature and semi-mature trees. Polebrook Avenue, a cul-de-sac lined with modern houses and flats, adjoins the site's eastern boundary.

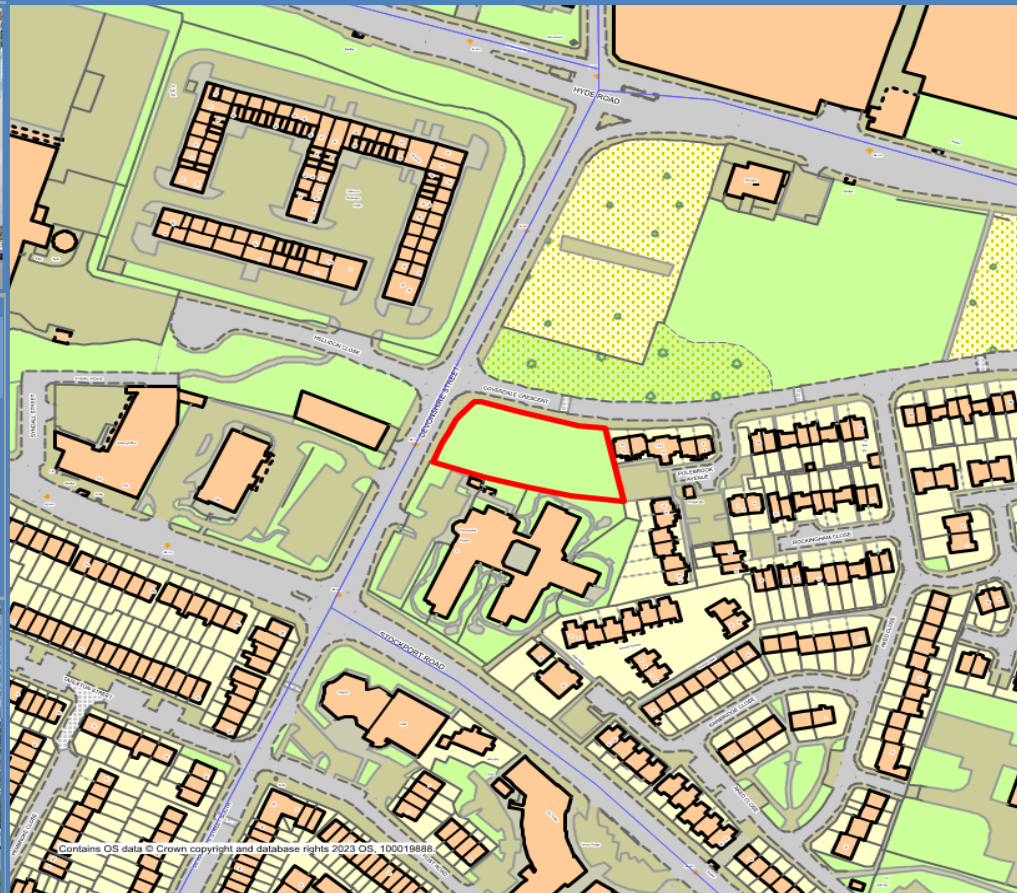
A view of the site from the junction of Devonshire Street and Coverdale Crescent



Devonshire Street looking north with the site on the right and vehicle repair workshop on the left



Looking west along Coverdale Crescent towards the site, with the rear elevations of the houses and flats that face Polebrook Avenue



A view of the site from its southern edge looking towards Coverdale Crescent



Devonshire House facing Devonshire Street, immediately south of the site



The vehicle repair workshop opposite the site and associated car parking/cars awaiting attention



The application site comprises a broadly, rectangular parcel of land that has remained undeveloped for around 30 years, since the demolition of the 'Fort Ardwick' estate. The eastern, western and southern fringes of the site include dense bands of tree and shrubs; particularly the western edge of the site. The centre and northern edge of the site is covered with grass and is in parts uneven and has been subject to fly-tipping. The northern and western boundaries of the site were once secured with in all likelihood a tall, chain link fence but all that remains are the supporting posts and the site is open to access. The eastern boundary with Polebrook Avenue, is defined with sections of steel railing, a tall, brick wall and similarly tall timber fencing. The boundary with Devonshire House is also defined with steel railings and timber fencing. The fencing and walls are all screened by the dense tree and shrub growth. There are two telecoms junction boxes and a telegraph pole on the site/on the footpath adjacent to the site's Devonshire Street boundary, whilst on Coverdale Crescent, a 20mph sign appears to be located within the site's boundary. Also on Coverdale Crescent, a mobile caterer was trading from a trailer parked on the street next to the site.

2 Crime Statistics & Analysis

2.1 Crime in the neighbourhood

All data below is based on crimes recorded between 1st October 2022 to 30th September 2023 within 500m 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
21	9	54	415	96	13	38	29	11	6

2.1.1 There were 689 recorded crimes in the neighbourhood around the development site during the period analysed. This volume of crime is above the average for a neighbourhood within Manchester but is similar to neighbourhoods which are situated close to the city centre. The most common crimes recorded were:

- the use, or threat, of violence - 60%
- theft - 14%
- criminal damage – 8%
- vehicle crime, i.e., theft of, theft from and criminal damage to a vehicle - 6%
- drug-related crime – 6%
- burglary - 4%.

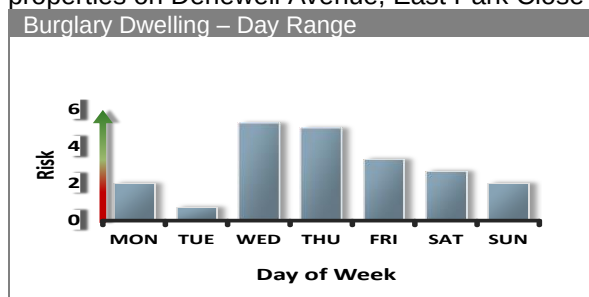
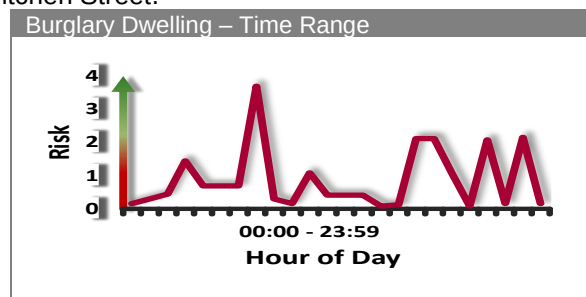
2.1.2 Typically, crimes involving the use or threat of violence are usually the most common in any given, largely, residential neighbourhood, although this neighbourhood is more mixed than many others. The percentage of violent crimes in this part of the city is higher than most residential areas within Manchester but the volume of other crimes is around the same, if not lower. The top 5 streets for recorded crime were:

1. Stockport Road - 186 crimes
2. Devonshire Street (N & S) - 76 crimes
3. Dartford Close – 36 crimes
4. Langport Avenue – 30 crimes
5. Hyde Road – 24 crimes.

2.1.3 There were 20 crimes at Coverdale Crescent two thirds of which of which involved violence. Amongst the other crimes were 4 incidents of criminal damage, 2 drug offences and 1 vehicle-related crime. Crime hotspots were identified at the nearby McDonalds restaurant, several supported residential care schemes (on Devonshire Street and Coverdale Crescent), The Apollo entertainment venue, a nearby school, the Stagecoach bus depot Hyde Road, and at the Universal Square business complex.

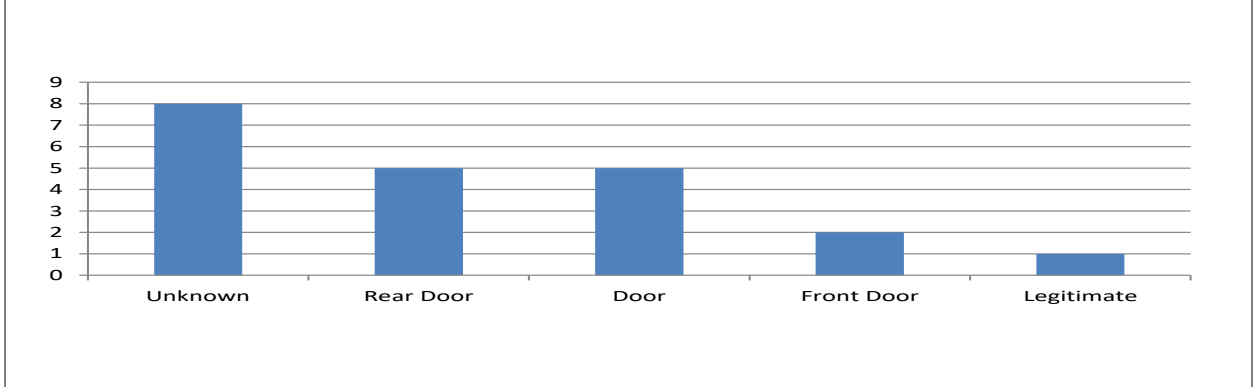
Domestic burglary

2.1.4 There were 21 burglaries committed within the neighbourhood during the period analysed. The burglary rate is lower than to the City of Manchester average. Properties on Morborne Close at the eastern end of Coverdale Crescent were targeted on three occasions whilst the next most commonly targeted were properties on Denewell Avenue, East Park Close and Hitchen Street.



- 2.1.5 The risk of burglary is greatest on a Wednesday and Thursday. Offences are most commonly committed in the early morning and the evening.

Burglary Dwelling – Point of Entry

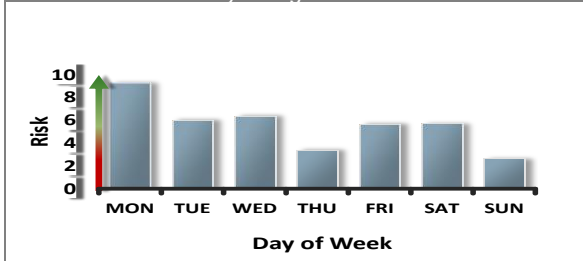


- 2.1.6 In 12 of the 21 cases of burglary in this neighbourhood, offenders have targeted the front and rear doors of homes as a means to gain entry - using force to a door open or a hand tool to damage the lock. There remaining burglaries involved the offender entering a property via an unlocked door or window.

Vehicle crime

- 2.1.7 There were 43 incidents of vehicle-related crime, which is lower than the City of Manchester rate, but a little higher than the Greater Manchester and national rates.

Vehicle Crime – Day Range



Vehicle Crime – Time Range



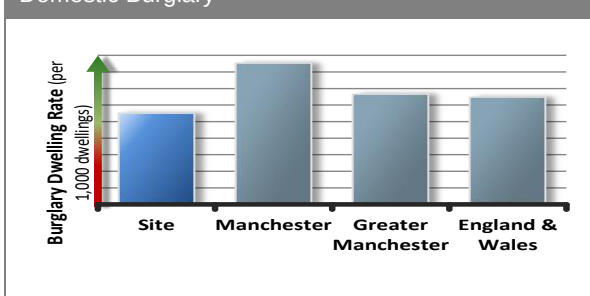
- 2.1.8 Offences occur throughout the week with no particular highs or lows. Vehicles are more likely to be targeted during daylight hours.

2.2 Crime rate comparison

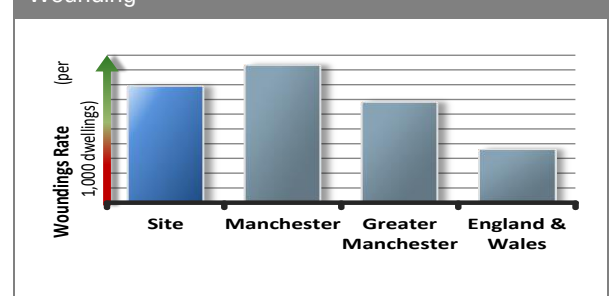
Comparing crime rates in the neighbourhood around the site to those in Manchester, Greater Manchester, and England & Wales

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

Domestic Burglary

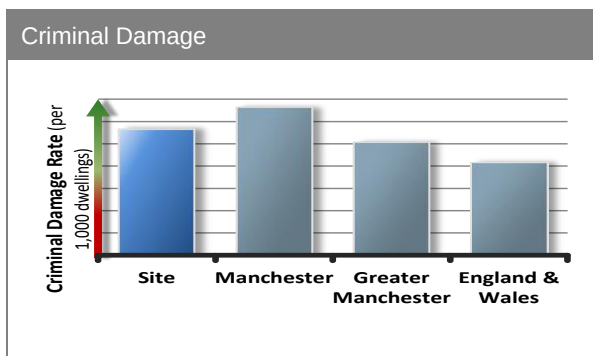
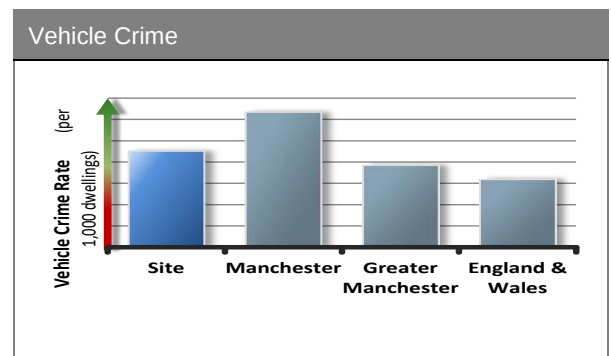


Wounding



- 2.2.1 The rate of domestic burglaries per 1000 dwellings in the neighbourhood around the site is **35% lower** than the rate for Manchester, **17% lower** than the Greater Manchester rate and **15% lower** than the rate for England & Wales.

- 2.2.2 The rate of wounding per 1000 dwellings in the neighbourhood around the site is **15% lower** than the rate for Manchester, **15% higher** than the Greater Manchester rate and **120% higher** than the rate for England & Wales.



2.2.3 The rate of criminal damage per 1000 dwellings in the neighbourhood around the site is **14% lower** than the Manchester rate, **12% higher** than the Greater Manchester rate and **36% 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 **29% lower** than the Manchester rate, **17% higher** than the Greater Manchester rate and **42% higher** than the rate for England & Wales.

2.3 Typical modus operandi used in committing crime at residential schemes in Manchester, & measures to reduce vulnerabilities

2.3.1 Theft of property through open ground floor windows and burglary where access is gained through unsecured windows or doors

To minimise the risk of offenders gaining access through open windows or doors:

- all ground floor windows should have key-operated locks and opening restrictors fitted;
- communal entrance doors should include an automatic closer and lock securely upon closure; and,
- doors to apartments should be self-closing and lock securely upon closure.

2.3.2 Burglary has been committed when doors and windows have been forced open

To minimise the risk of offenders forcing doors and windows:

- all external doors and windows should be certified to PAS 24 security standard - PAS 24 rated doors and windows are very difficult to force open;
- defensible space should be provided around the building. A degree of separation between public and private space can act as a psychological barrier to some offenders, who are then less willing to cross from public to clearly defined private space. Such boundary definition can also reduce the risk of criminal damage to property; and,
- all external doors should be illuminated by dusk-to-dawn lighting.

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 or accessible floors of the development; and,
- any accessible windows should be fitted with locks and opening restrictors.

2.3.4 Offenders have stolen bicycles

To minimise the risk of offenders targeting bicycles:

- a cycle store should be provided within a secure part of the site;
- CCTV should monitor activity in and around cycle stores; and,
- PIR lighting should be installed to illuminate the cycle store.

2.3.5 Vehicles were targeted when parked 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 development, within an area that is secure and overlooked by residents or monitored by an effective CCTV system. Consideration may be given to installing automatic vehicle gates and fencing around the car parks.

2.3.6 Offenders have damaged boundary fencing

To minimise the risk of offenders targeting fencing:

- fence panels should be especially robust when 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 hoarding should be erected around the site with access restricted to contractors and authorised visitors;
- security staff should patrol the site or visit during non-working hours;
- lighting and CCTV should be installed to illuminate the site and record activity; and,
- plant and machinery should be fitted with tracking devices, and, at the end of the working day, it should be arranged to prevent forced access onto the site and to minimise the risk of theft.

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 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 on the site are as follows:

- there is little currently on the site that might attract offenders, although minor fly-tipping is an issue;
- although limited, there is some supervision of the site from the houses to the east, on Polebrook Avenue and from Devonshire House to the south;
- the site is prominent at the junction of Devonshire Street and Coverdale Crescent, benefitting from passive surveillance by passing pedestrian and vehicle traffic. Sites that benefit from day-long passive surveillance are likely to deter offenders who may feel that their actions are likely to be witnessed with a greater risk of being apprehended;
- activity and passive surveillance generated by staff and customers of the vehicle repair workshop opposite is likely to deter offenders from targeting the site;
- there site is secured on two sides by the boundary fencing to Devonshire House and to the houses that face Polebrook Avenue;
- speed humps and a 20mph speed limit help to reduce vehicle speeds on Coverdale Crescent; and,

- despite the condition of the site, the environmental quality of the area immediately surrounding the site is generally good.

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

- the site is located within an area where there is a high volume of recorded crime and a number of nearby crime hotspots. Criminals are already attracted to this area and may exploit new opportunities;
- the prominence of the site makes it very visible to passing offenders, which may be a particular issue during construction;
- the site has two street-facing boundaries, which results in greater exposure of the site to the public;
- the absence of boundary fencing to the street-facing boundaries makes it accessible to the public, resulting in minor acts of tipping, and allows intruders to approach the boundary fences of the adjacent residential properties, although the density of growth around the periphery of the relevant edges of the site makes that difficult;
- when in full leaf, in particular, the trees and shrubs act to conceal the site on three sides, making it difficult for local residents, staff of nearby businesses and the passing public to observe activity on the site; and,
- the presence of telegraph pole, street signs, and junction boxes can be a target for criminal damage (graffiti and fly-posters). The directional street sign in front of the Devonshire Street boundary is in a poor state of repair.

3 Development Appraisal

3.1 The proposed development

3.1.1 Full planning permission is sought for a development that includes:

- clearance of most of the vegetation from the site;
- construction of a part single-, part two-storey, apartment building within the Use Class C3(a);
- laying out a car park and access to it from Coverdale Crescent;
- providing an external cycle store;
- setting out an amenity space for residents with landscaping around the building; and,
- installing perimeter walls, railings and timber fencing.

3.1.2 The proposed multi-faceted, brick-built, L-shaped, building will be located centrally on the site, set back from the adjoining roads by between 5 and 10 metres, and include single- and two-storey elements. It will house 24, single adults, with histories of sleeping rough who need a high level of support, in 24 one-bedroom apartments. The aim is to support people towards independent or semi-independent living, and to develop the resilience and skills to manage their own tenancy.

3.1.3 The main entrance to the building will be located on the Coverdale Crescent elevation. On entering the building through a single, aluminium-framed, glazed door, this single storey element of the building will accommodate a reception lobby (with seating) overseen by a staff office, a staff room and two treatment rooms. Internal doors in both directions from the lobby provide access into the residential accommodation, which will be on two floors. There will be five apartments on the ground floor of the eastern wing and seven on the first floor. The western wing will have six apartments on each. Each wing will have a its staircase; there are no lifts. Elsewhere on the ground floor there will be a plant room and a refuse store both accessed externally from a residents' amenity space at the rear of the building. A door within the lobby will facilitate access to the amenity area. This door and the main entrance door are the only two external doors in the building. A cycle store will be provided adjacent to the southern boundary of the site, within the secure amenity area. Two visitor bicycle parking spaces will be located on the approach to the main entrance.

3.1.4 A 7-space car park will be laid out at the eastern edge of the site. It will be accessed from Coverdale Crescent and will be secured with vehicle gates with a separate pedestrian cyclist gate. There will be a gated access into the amenity space from the car park for use by cyclist accessing the store, for grounds

maintenance and for staff to access the building via the rear door. A second bin store will be provided within the car park, immediately adjacent to the entrance gates. An area of hardstanding will be set out on the 'public' side of the same gates, to store bins on collection day.

- 3.1.5 The grounds will be landscaped, to include trees, shrubs and areas of lawn, and enclosed with a range of walls, fences and railings. The boundary to Coverdale Crescent and Devonshire Street will be defined with 900mm high, flat-bar railings with a supplementary hedge of similar height. With exception of a section of existing railings, to the side of number 16/18 Polebrook Avenue at the north-eastern corner of the site, the remaining boundaries will be secured with 2100mm high, concrete post and timber panel fencing. A 2100mm high wall will secure the amenity space from the car park; a similar high wall will restrict access to the amenity area at the south-western corner of the building.

3.2 Positive aspects of the proposals

- 3.2.1 A residential-care development is an appropriate use for the site given the surrounding land uses.
- 3.2.2 Jigsaw Homes Group have a strong record in the management of supported and social housing.
- 3.2.3 The development is well-designed and has a strong identity and sense of place, such places tend to have experience less crime or anti-social issues than poorly designed developments.
- 3.2.4 Whilst not obvious from visiting the site or analysing crime data, such sites often attract anti-social behaviour in the form of fly-tipping, fire raising or graffiti. The redevelopment of the site will restrict the ability for such activities to take place.
- 3.2.5 The development is not large in scale and in the number of clients.
- 3.2.6 Staff will be present.
- 3.2.7 There is 'defensible space' between the building and Coverdale Crescent and Devonshire Street, which will help preserve privacy as well as reducing the risk of crime and anti-social behaviour affecting the development.
- 3.2.8 The main entrance to the building is suitably located on the northern elevation overlooking Coverdale Crescent.
- 3.2.9 Controls can be installed at entrance gates, and at internal and external doors, to restrict access to staff, clients and *bona fide* visitors.
- 3.2.10 The development is orientated and designed in such a way that almost all of the windows of all rooms will provide excellent opportunities for passive surveillance of the private and public realm.
- 3.2.11 Albeit small in number, the provision of convenient, off-street parking reduces the risk of the staff vehicles being targeted by offenders. The number of spaces seems adequate, and the site is in a very sustainable location, with excellent access to public transport and services.
- 3.2.12 Cycle parking is included in the development. A store is located in a secure area of the development, whilst visitor spaces will be able to be overseen by staff in the office or at reception.
- 3.2.13 Private, outdoor amenity space is included within the scheme. Communal spaces can help build relationships between residents and develop 'social capital' within a development. Socially cohesive developments tend to be less attractive to offenders as residents are more likely to challenge strangers or intervene where inappropriate behaviour is witnessed.
- 3.2.14 The landscaping of the front gardens and retention of street trees will support the quality of the local environment.
- 3.2.15 Well-maintained verdant environments tend to attract less crime and anti-social behaviour.
- 3.2.16 The edges of the development will be defined with suitably styled boundary treatments.

3.3 Recommendations to improve the security of the scheme

Police liaison

- 3.3.1 Management staff should introduce themselves to the Neighbourhood Police Team and maintain regular contact with the Team.

Deterring unwanted visitors to the site

- 3.3.2 To distinguish between public and private space, and to help preserve residents' privacy as well as reducing the risk of crime and anti-social behaviour affecting the development, the edges of the site should be defined with appropriate fencing, gates, signage, and surface treatment of the car park access. We recommend the following:
- a sign indicating the name and address of the development should be mounted at the main entrance door and at the car park entrance gates;
 - we support the erection of a low wall railing to the Devonshire Street and Coverdale Crescent boundary but would like to see it slightly higher at 1200mm.
 - we recommend installation of 1200mm high, self-closing pedestrian gate outer edge of the pathway that allows access to the main entrance door;
 - we support the erection of a 2100mm high, concrete post and timber panel fence around the remainder of the site's boundaries;
 - ideally, the gates securing the access to the car park would be fabricated in steel, 1800mm high, automated and activated with a fob.
 - again ideally, the pedestrian/cyclist gate should be similarly secure, i.e., 1800mm high, fabricated in steel with a steel frame and secured with an electronic lock activated by a fob. The gate should be self-closing and lock upon closure. Push button to exit the amenity space is acceptable but it must not be capable of being activated from the public side of the gate;
 - the proposed gate, intended to secure the car park to amenity space opening should be 2100mm high (to match the height of the adjacent wall), fabricated in steel with a steel frame and fitted with a fob-operated, electronic lock or a good quality, coded lock. The gate should be self-closing and lock upon closure. Push button to exit the amenity space is acceptable but it must not be capable of being activated from the public side of the gate;
 - the car park access and the car park should be surfaced with a colour or textured surface that distinguishes it from the public highway. Install planters, bollards or knee-rails to deter parking on the manoeuvring area;
 - low-intensity, dusk-to-dawn, lighting should illuminate the main entrance door, entrance gates and the car park; and,
 - PIR activated lighting should illuminate the bin store and cycle store.

Controlling entry into and through the building

- 3.3.3 The main and secondary entrances should be fitted with a security-certified doors that are self-closing and locks upon closure. The doors should be fitted with an electronic lock, operated with a programmable fob.
- 3.3.4 An audio-visual unit should be installed at the main entrance door, with a link to staff office/reception, so that staff can vet callers prior to allowing entry to *bona fide* visitors only.
- 3.3.5 The ground floor doors that connect the entrance lobby to the circulation corridors and stairs should be fitted with fob-activated electronic locks. The doors should be self-closing and self-locking.
- 3.3.6 The plant room door should be at least FD30-rated and secured with a BS 3621 certified lock.

Apartment security

- 3.3.7 Each apartment entrance door should be FD30-rated and fitted with an electronic lock. The doors should be self-closing and self-locking.
- 3.3.8 All ground floor windows should be security-rated, fitted with a key-operable lock, and have opening restrictors fitted.

-
- 3.3.9 The glazing in all ground floor windows, and any glass within, or surrounding, the main and secondary entrance doors, and apartment entrance doors, should include laminate glass.

Cycle store

- 3.3.10 Ideally, the cycle store should be a timber or wire mesh enclosure fitted with a self-closing, self-locking, steel gate. The gate should have a steel frame and be fitted with a fob-activated electronic lock.
- 3.3.11 An appropriate number of stands that allow cyclists to secure the wheels and the frame should be provided in the store and they should be securely anchored to a concrete base.
- 3.3.12 The visitor spaces should be Sheffield-style stands, securely anchored to a concrete base.

CCTV

- 3.3.13 A CCTV system should include cameras capable of monitoring: both external doors; the entrance lobby; entrance gates; the car park; and, the cycle store. Images should be recorded and securely stored and retained for 30 days for review and for use as evidence in any prosecutions arising.

External works

- 3.3.14 Care should be exercised to ensure existing street furniture does not compromise the security of the site boundaries or detract from the appearance of the development.
- 3.3.15 The broken, 'Stockport A6' directional sign on Devonshire Street should be repaired and relocated.
- 3.3.16 Fence lines should acknowledge the presence of junction boxes and increase the depth of planting in the vicinity and introduce prickly plants to deter intruders.
- 3.3.17 The 20mph sign should be relocated to the kerb-edge of the footpath.

4 Physical Security

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

4.1 Doors

- ☐ The front and rear 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 the main, entrance door to allow visitors to communicate with staff.
- ☐ Staff should have a console in the office/staff room to speak to visitors arriving at the main entrance door.
- ☐ Staff should be able to remotely operate the main entry door's locking mechanism from within the office/staff room to allow bona fide visitors entry.
- ☐ Entrance doors to office or treatment rooms containing sensitive material or medicines should be compliant with and certified to BS PAS 24, STS201, or LPS 1175 SR2.
- ☐ Apartment entrance doors should FD30-rated, fitted with a Secured by Design recognised electronic lock, and be self-closing and self-locking.
- ☐ Each apartment should be clearly numbered.
- ☐ The plant room door should be FD30-rated and fitted with a BS 3621 lock.

4.2 Window frames

- ☐ Ground floor window frames 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 floor windows must incorporate at least one pane of glass rated as P1A under EN 356.

4.4 Landscaping

- ☐ In order to facilitate natural surveillance across the front of the development, any shrub planting within the front garden should not exceed 1200mm in height.

4.5 Lighting

- ☐ Dusk-to-dawn, LED lighting must be provided to the car park, the external entrance doors and the entrance gates.
- ☐ PIR lighting is only suitable for the plant room, refuse store and cycle store.

4.6 Downpipes

- ☐ Wherever possible, downpipes should be square in profile and fixed back to the brickwork to prevent climbing to upper floor windows or to the flat roof elements of the building.

5 Management & Maintenance

- ☐ A maintenance plan should be drawn up to address repairs to CCTV, lighting, signage, access controls, and landscape maintenance.

6 Construction

- ☐ The developer should take appropriate measures to secure their site during construction, and control pedestrian and vehicle access.
- ☐ The contractor on this scheme should be a member of the 'Considerate Constructors Scheme.'
- ☐ 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
05.10.23	Zoe Reynolds, Eden Planning & Development Ltd	Request for Crime Impact Statement
29.10.23		Site visited
09.11.23	Zoe Reynolds, Eden Planning & Development Ltd	Report issued
12.12.23	Zoe Reynolds, Eden Planning & Development Ltd	Request for minor text changes to the report
14.12.23	Zoe Reynolds, Eden Planning & Development Ltd	Changes made and report re-issued

B Associated Documents

This report is based on the following drawings:

Drawing No.	Drawing Title	Date	Rev
1326-002	Existing Site Plan		
1326-100	Proposed Site Plan - Wider Area		
1326-101B	Proposed Ground Floor Plan		
1326-102A	Proposed 1st Floor Plan		
1326-103A	Proposed Roof Plan		
1326-201A	Proposed Elevations		
1326-001	Location Plan		
1326-002	Existing Site Plan		
1326-100C	Proposed Site Plan		
1326-101E	Proposed Ground Floor Plan		
1326-102D	Proposed 1st Floor Plan		
1326-103D	Proposed Roof Plan		
1326-104A	Proposed Landscaping Plan		
1326-105A	Proposed Boundary Treatments		
1326-201E	Proposed Elevations		
1326-202A	Proposed Street Scenes		

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		9.11.23
B	Change of description and text in report to refer to Use Class C3(a) rather than Class C2	14.12.23