



CRIME IMPACT STATEMENT

Erection of three storey rear extension in connection with the formation of 12 self-contained flats, ancillary staff space, and associated parking, bin store and landscaping following demolition of existing rear outrigger

AT 63-65 Upper Chorlton Road, Whalley Range, Manchester

FOR: **GPHG LTD**

VERSION A: **22.11.23**

Greater Manchester Police

design**for**security

EXECUTIVE SUMMARY

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Development supported

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

From a crime prevention perspective, the scheme design is very 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, particularly along the sides of the building, and into and through the building
- Install doors, locks, windows and glazing that meet the Secured by Design standards
- Install a modest CCTV system

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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Consultant

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1 The Site and Surroundings

The application site and its surroundings are shown on the plan and photographs below. The site, edged in red on the plan, is located on the south-eastern side of Upper Chorlton Road, B5218, in Whalley Range, within the Whalley Range Conservation Area. Upper Chorlton Road is a well-trafficked route that connects the suburb of Chorlton, about 1 mile to the south-west, with the city centre, a slightly longer distance to the north. In the immediate vicinity of the application site, the road includes in- and out-bound, protected cycle lanes located on either side of the main carriageway and double-yellow lines restrict on street parking. The neighbourhood includes a mix of residential, commercial and community buildings. Residential properties are a mix of houses, purpose-built apartment buildings, or large, Edwardian/Victorian properties that have been converted to apartments. Originally a large house, Early Days, a day nursery, occupies the extended, neighbouring property to the north-east of the site at number 61 Upper Chorlton Road. At the front of the nursery building there is a modest drop-off area/car park and at the rear there is outdoor play space. The neighbouring property to the south-west, number 67, was once a large, detached house but has been converted into apartments. It has a garden and car park at the rear, access to which is unsecured. At the corner of Upper Chorlton Road and Darnley Road, directly opposite the site, there is a Tesco Express, which opens from 06.00 to 23.00 daily. A light-controlled, pedestrian crossing connects the store to the pathway. Obliquely opposite the site, on the opposite corner to Tesco, is a large building occupied by the Stretford Detachment of the Army Cadet Force. The terrace of three properties to the rear of the site, facing Whalley Road, are all in residential use; I understand all three were houses but one was converted to apartments around 30 years ago. The two houses have secure, rear gardens, though there is a car park at the rear of the apartment building access to which is not secured.

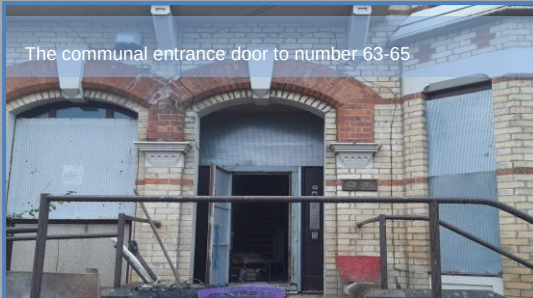
Looking towards the site along Upper Chorlton Road



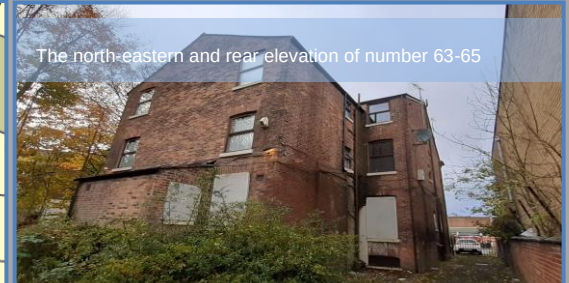
The front elevation of 63-65 Upper Chorlton Road



The communal entrance door to number 63-65



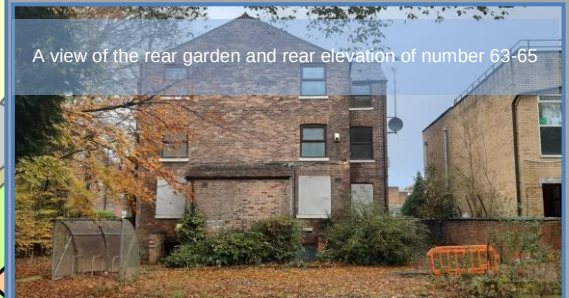
The north-eastern and rear elevation of number 63-65



The south-western side of number 63-65



A view of the rear garden and rear elevation of number 63-65



The application site is occupied by numbers 63 and 65 Upper Chorlton Road, originally a pair, handsome, bay-fronted, semi-detached houses with accommodation over four floors, including a basement. The two houses were converted to nine apartments with a single entrance door on the front elevation; the entrance door to number 63 was removed and a window installed in its place. The apartments have been vacant for about two years and most of the windows and doors at ground and basement level secured with perforated, aluminium sheet. At the front of the property there is a ramped access to the entrance door and a block paved forecourt, with vehicle access at the edges of the street frontage. Supplemented with overgrown shrubs, a 1000mm high, stone wall with ornate stone pillars at the vehicle access points defines the Upper Chorlton Road boundary. There is a vehicle access alongside the north-eastern side of the building and secured with a steel-rail gate around 1300mm high. There is a pathway alongside the south-western elevation, defined but not secured with timber fencing and timber gate. At the rear of the property there is a car park, a cycle shelter and amenity space for former residents. The rear boundaries of the site are secured with a 1500mm high, brick wall (to the day nursery), 1800mm high, concrete post and timber panel fencing (to number 67) and decaying, concrete post and panel and chain link fencing (to the rear gardens of the Whalley Road facing properties).

2 Crime Statistics & Analysis

2.1 Crime in the neighbourhood

All data below is based on crimes recorded between 1st September 2022 to 31st August 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
49	10	79	345	37	23	5	42	24	10

2.1.1 There were 852 recorded crimes in the neighbourhood around the development site during the period analysed. This volume of crime is well above the average for a neighbourhood within Manchester but not significantly greater than other inner-city neighbourhoods.

2.1.2 The most common crimes recorded were:

- the use, or threat, of violence - 57%
- theft - 11%
- vehicle crime, i.e., theft of, theft from and criminal damage to a vehicle - 10%
- criminal damage – 9%
- burglary - 7%

2.1.3 The major hotspots for crime were north of the site around the junction of Upper Chorlton Road, Withington Road and Moss Lane West, to the south-east on Withington Road, between Carlton Road and Yarrowburgh Street, and south of the site at Ayres Road. All three hotspots combine residential property with a concentration of commercial premises including retail outlets and hot food take-aways.

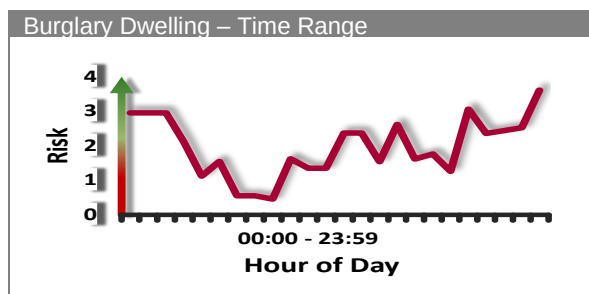
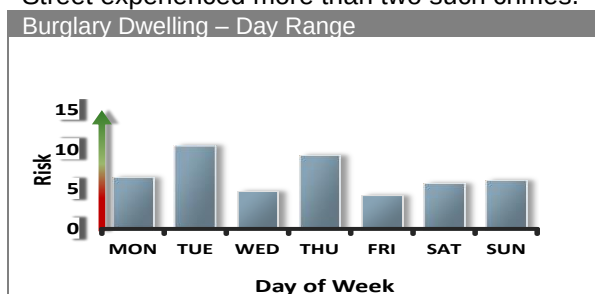
2.1.4 The top 5 streets for recorded crime were:

1. Upper Chorlton Road - 130 crimes
2. Withington Road - 62 crimes
3. Whalley Road – 53 crimes
4. Carlton Road – 41 crimes
5. Sedgeborough Road – 33 crimes.

2.1.5 Of the 130 crimes recorded on Upper Chorlton Road, two-thirds involved the use or threat of violence, 13 involved theft or robbery, there were also 10 burglaries, 8 incidents of criminal damage, 2 vehicle-related crimes.

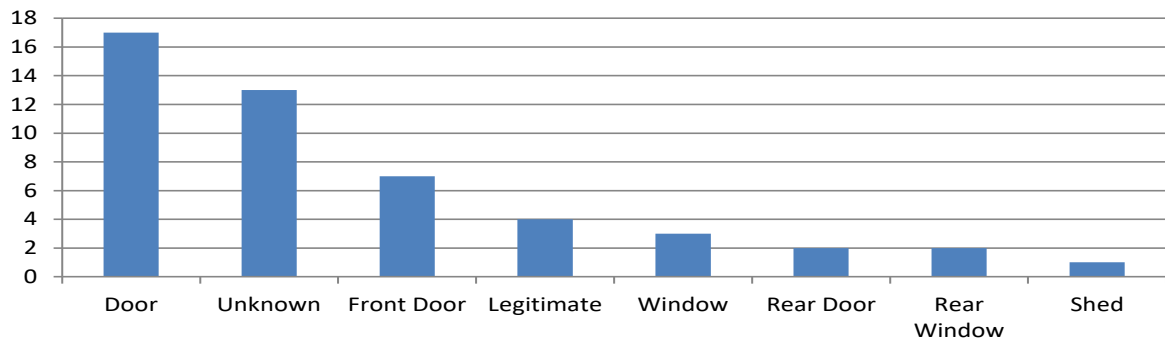
Domestic burglary

2.1.6 There were 49 burglaries in the neighbourhood, most of which occurred in Trafford borough. The burglary rate is a little lower than to the City of Manchester average. Upper Chorlton Road experienced the most incidents, but only four other streets, Whalley Road, Carlton Road, Ayres Road and Premier Street experienced more than two such crimes.



2.1.7 The risk of burglary is greatest on a Tuesday and a Thursday. Offences are most commonly committed in mid-afternoon, late evening and through the night.

Burglary Dwelling – Point of Entry

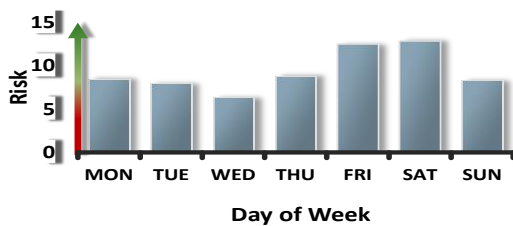


- 2.1.8 In 26 of the 49 cases of burglary in this neighbourhood, offenders have targeted the front and rear doors of homes as a means to gain entry - using force to a door open or a hand tool to damage the lock. There were 5 incidents where entry was gained via a window. There were a further 17 burglaries where offenders were likely to have entered a property via an unlocked door or window, 1 incident where the offender targeted a garden shed.

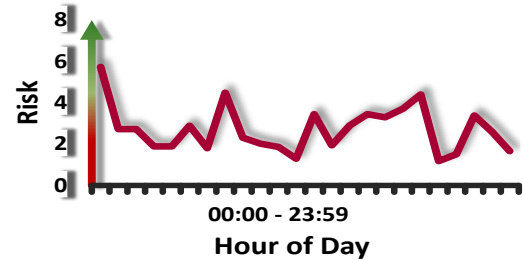
Vehicle crime

- 2.1.9 There were 82 incidents of vehicle-related crime; the rate is lower than the City of Manchester, but higher than the Greater Manchester and national rates. Theft from a vehicle was the most common crime followed by theft of a vehicle and, finally, criminal damage to a vehicle. Whalley Rad and Shrewsbury Street were the principal vehicle-crime hotspots.

Vehicle Crime – Day Range



Vehicle Crime – Time Range



- 2.1.10 Offences occur throughout the weekdays with no particular highs or lows. However, vehicles are much more likely to be targeted in the evening.

2.2 Crime rate comparison

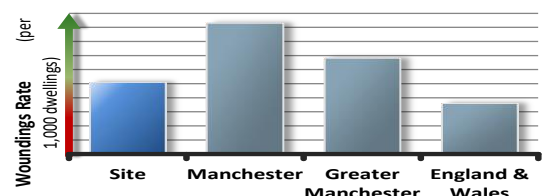
Comparing crime rates in the neighbourhood around the site to those in Manchester, Greater Manchester, and England & Wales

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

Domestic Burglary

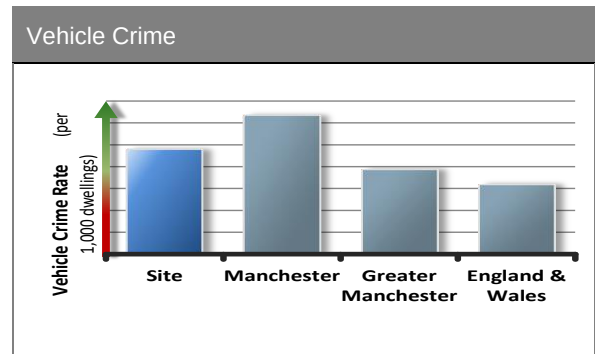


Wounding



- 2.2.1 The rate of domestic burglaries per 1000 dwellings in the neighbourhood around the site is **16% lower** than the rate for Manchester, **8% higher** than the Greater Manchester rate and **11% 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% lower** than the rate for Manchester, **25% lower** than the Greater Manchester rate but **43% 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 **30% lower** than the Manchester rate, **9% lower** than the Greater Manchester rate and **11% 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 **24% lower** than the Manchester rate, **24% higher** than the Greater Manchester rate and **51% 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:

- aluminium sheeting over the doors and windows will deter most people from attempting to enter the building;
- the elevated location of the entrance door and defensible space to the front of the property can help to deter offenders who may feel less willing to cross from public to private space or feel conspicuous in the elevated position when approaching the entrance door;
- the day nursery provides a secure boundary to the north-eastern side of the site;
- the site boundaries are defined with adequately secure fencing;
- access along the sides of the property is secured with a steel tail gate and timber fencing with a lockable gate (although on visiting the site this gate was open);
- the site is prominently located on Upper Chorlton Road, 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;

- although limited, there is some overlooking of the site by residents of the houses and apartments to the side and rear;
- activity and passive surveillance generated by staff and customers of the Tesco store opposite is likely to deter offenders from targeting the site;
- staff supervising children in the outdoor spaces at the rear of the neighbouring nursery are likely to be aware of suspicious activity and report any issues arising at the site;
- the proximity of the pedestrian crossing brings added surveillance of the site as pedestrians cross Upper Chorlton Road; 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 building is vacant, which can be attractive to offenders engaged in theft or criminal damage;
- the lack of gates at the vehicle entrances on Upper Chorlton Road and the poor level of security provided by the steel and, particularly, the timber fence/gates to the sides of the building makes it easy for intruders to approach the secluded rear of the site and target exposed doors and windows;
- the overgrown hedge at the front of the property makes casual supervision of the forecourt and entrance door by passers-by more difficult;
- when in full leaf, in particular, the trees and shrubs act to conceal views of the rear of the site, making it difficult for local residents and staff of the nursery to observe activity on the site; and,
- the presence of the Tesco store and the pedestrian crossing combine to concentrate pedestrian activity, some of whom may have criminal intentions, in front of the site.

3 Development Appraisal

3.1 The proposed development

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

- retention and refurbishment of the existing building;
- construction of a modest, three-storey, extension to the rear elevation of the building;
- provision of 12, one-bedroom apartments to be occupied by homeless women;
- facilities for 24-hour, staff presence for support staff in the building limited;
- training and support to be given to residents;
- construction of a fire-rated, roofed, refuse store to be located alongside the south-western elevation of the building, which will restrict access along this side of the property;
- setting out a 5-space car park in the rear grounds of the building;
- provision of a secure cycle shelter adjacent to the parking spaces;
- clearance of some trees at the rear of the site (many are protected by preservation orders) and redesigning the garden space to provide outdoor amenity space for future residents;
- dedicated of the vehicle access at the north-eastern corner of the site as the vehicle entrance to the development, with the second vehicle entrance being the designated pedestrian access; and,

- the plans do not indicate otherwise, so I assume that the existing boundaries to the rear and the stone wall at the front of the building will be retained.

- 3.1.2 Although refurbished, the front elevation of the building will remain unchanged and the single, entrance door retained. On entry, there will be a lobby overlooked by a staff office. There will be four apartments on the ground floor and the same number on each of the two upper floors. The entrance door to each apartment will be off a central circulation corridor on each floor. A means of escape door will be opened onto the side elevation with egress out along the vehicle access. A central staircase will provide access to the upper floors. A separate staircase will allow access to the basement.
- 3.1.3 As well as plant rooms, facilities in the basement will include a staff workspace, a meeting room, staff respite room and storage. New windows will be opened to allow natural light to penetrate the staff facilities.

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 Great Places Housing 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 rough sleeping, 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 24 hours a day.
- 3.2.7 There is 'defensible space' between the building and Upper Chorlton Road 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 prominently located on the Upper Chorlton Road elevation.
- 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 A secure cycle store is included in the development.
- 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 rear gardens and retention of trees will support the quality of the local environment. Well-maintained verdant environments tend to attract less crime and anti-social behaviour.
- 3.2.15 The edges of the development are defined with suitably-styled, boundary treatments, although improvements should be made.

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, and signage. We recommend the following:

- discreet signs indicating the name and address of the development should be mounted at the pedestrian and vehicle entrances to the development;
- we support the retention of the stone wall at the front of the property but suggest the hedge is maintained appropriately or otherwise removed;
- install gates, not locking gates but more of a symbolic nature, of a height to complement the adjacent gateposts to better define the boundary between public and semi-private space. The pedestrian gate should be self-closing, the vehicle gate should be closed as part of the procedures to secure the development at night;
- an automated vehicle gate, around 1800mm, with a pointed or fleur-de-lys finial to deter climbing, should be installed to restrict access along the north-eastern elevation of the building;
- we support the retention of the existing boundaries at the rear of the property, although the boundary to the rear gardens of the Whalley Avenue properties should be improved;
- because of the accessibility of the rear garden of number 67 Upper Chorlton Road, to improve the security of the common boundary and deter intruders, defensive planting, e.g., *pyracantha*, should be introduced alongside the timber fence;
- low-intensity, dusk-to-dawn, lighting should illuminate the main entrance door, entrance gates and the car park;
- the bin store should be sufficiently tall and robust to deter trespassers accessing the rear of the building through or over the store. The street-facing door to the store should be FD30-rated and be fitted with at least one, preferably two, Secured by Design locks.
- Dusk to dawn lighting should illuminate the entrance doors and gates, whilst PIR activated lighting should illuminate the bin and cycle stores.

Controlling entry into and through the building

- 3.3.3 The main entrance door and external means of escape/garden access door should be fitted with a security-certified door that is self-closing and locks upon closure. The door 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, so that staff can vet callers prior to allowing entry to *bona fide* visitors only.
- 3.3.5 The ground floor door that connects the entrance lobby to the circulation corridor and stairs and the door to the basement stair should be FD30-rated and fitted with fob-activated, electronic locks. The doors should be self-closing and self-locking.
- 3.3.6 The plant room doors 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 a fob-activated, electronic lock. The doors should be self-closing and self-locking.
- 3.3.8 All ground and basement 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 and basement floor windows, and any glass within, or surrounding, the main and means of escape door, 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.

CCTV

- 3.3.12 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.

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 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 the front entrance door to allow visitors to communicate with staff.
- ☐ Staff should have a console in the office/staff facilities 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 rooms containing sensitive material or medicines should be at least FD30-rated, or ideally, compliant with and certified to BS PAS 24, STS201, or LPS 1175 SR2. These doors should be secured with British Standard/Secured by Design accredited locks and only accessible to staff.
- ☐ Apartment entrance doors, the office door and the door to the basement 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 doors should be FD30-rated and fitted with a BS 3621 lock.

4.2 Window frames

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

4.4 Lighting

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

4.5 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 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
20.09.23	Mark Harrison, TADW Ltd	Request for Crime Impact Statement
11.10.23		Site visited
23.11.23	Mark Harrison, TADW Ltd	Report issued

B Associated Documents

This report is based on the following drawings:

Drawing No.	Drawing Title	Date	Rev
231332 01P3	Existing Plans		
231332 02P4	Proposed Plans		
231332 03P2	Existing and Proposed Site Plans		
231332 04P2	Existing and Proposed Elevations		

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		22.11.23