



CRIME IMPACT STATEMENT

A development of 35 apartments
AT Withington Road, Whalley Range, Manchester

FOR: Views (Holdings) Limited

VERSION A: 14.12.22

2022/0381/CIS/01

Greater Manchester Police

design**for**security

EXECUTIVE SUMMARY

Development supported

We welcome the redevelopment of the site and consider a residential scheme most appropriate.

From a crime prevention perspective, the positive features of the development include: the proposed development is of a high design standard; there is an appropriate balance of types and size of properties; a suitable amount of defensible space has been included around the building; with appropriate walls, fencing and gates, there will be a clear distinction between public, semi-private and private space; entrance doors and principal windows facilitate supervision across the development; private and shared amenity space has been included in the scheme; and, car and cycle parking have been included.

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

- install manual gates at the vehicle and pedestrian entrances;
- invest in high quality surfacing to the driveway, pathways and car park;
- restrict access along the south side and rear of the building;
- include measures to prevent anti-social parking along the driveway and grounds;
- erect appropriately secure walls and fencing to define and secure the development boundaries;
- Secured by Design accredited doors and window frames should be used in construction;
- install appropriate lighting to the development, particularly to external doors, the car park, cycle and bin stores and pathways;
- consider installing a modest CCTV system;
- arrangements for mail delivery to the apartments do not compromise the security of the mail or the apartments in the main building; and,
- in order to encourage use and deter offenders, ensure the cycle store is very secure.

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

Contents

1	Visual Audit.....	4
2	Crime Statistics & Analysis.....	5
	2.1 Crime in the neighbourhood	
	2.2 Crime rate comparison	
	2.3 Typical modus operandi used in committing crime at residential property in Manchester, & measures to reduce vulnerabilities	
	2.4 Environmental features of the site and surroundings that may influence crime patterns	
3	Development Appraisal	10
	3.1 Proposed development	
	3.2 Features of the proposals that promote security	
	3.3 Recommendations to improve the security of the development	
4	Physical Security Measures	13
	4.1 Doors	
	4.2 Window frames	
	4.3 Glazing	
	4.4 Downpipes	
	4.5 Intruder alarm	
	4.6 Cycle store	
	4.7 Boundaries and gates	
	4.8 Lighting	
	4.9 CCTV	
5	Management & Maintenance	15
6	Construction	15
7	Secured by Design (SBD)	15

Appendix

A	Contact Register	15
B	Associated Documents.....	15
C	CIS Version History	15
D	Glossary	16

1 Visual Audit

The application site and its surroundings are shown on the plan and photographs below. The site, edged in red, is located on the western side of Withington Road in Whalley Range, and lies within the boundaries of the Whalley Range Conservation Area. Withington Road, a well-trafficked route, is one of the principal north-south routes through the neighbourhood, connecting Whalley Range to Hulme, northwards towards the city centre and Chorlton, to the south. There are parking restrictions on Withington Road in the immediate vicinity of a pelican crossing that is located next to the site's north-eastern corner. To the north of the site there is a short terrace of five commercial premises, including an off license, take-away and a café, all appear to have living accommodation or self-contained flats above. A religious institution is located at the junction of Withington Road and May Road just north of the commercial premises; the south-west corner of the grounds of the institution adjoins the application site. To the west of the site, the gable end of a single-storey extension of number 5 Whitby Avenue, a short residential cul-de-sac, comprising medium-sized, semi-detached houses, and the garden walls of numbers 5 and 6 adjoin the site's western boundary. The boundary wall also encloses the head of the cul-de-sac and, to deter trespassers, the top of the wall is embellished with pieces of broken glass. Number 138 Withington Road, a smart Edwardian villa that has been converted to apartments, adjoins the site's southern boundary. The property is set within generous grounds with open-access car parking and amenity space at the front and rear. Obliquely opposite the application site, at the corner of Withington Road and Mayfield Road, there is a large Co-operative food store, whilst directly opposite, south of Mayfield Road, there is a large, four-storey (including basement), detached house, which has been converted to apartments.

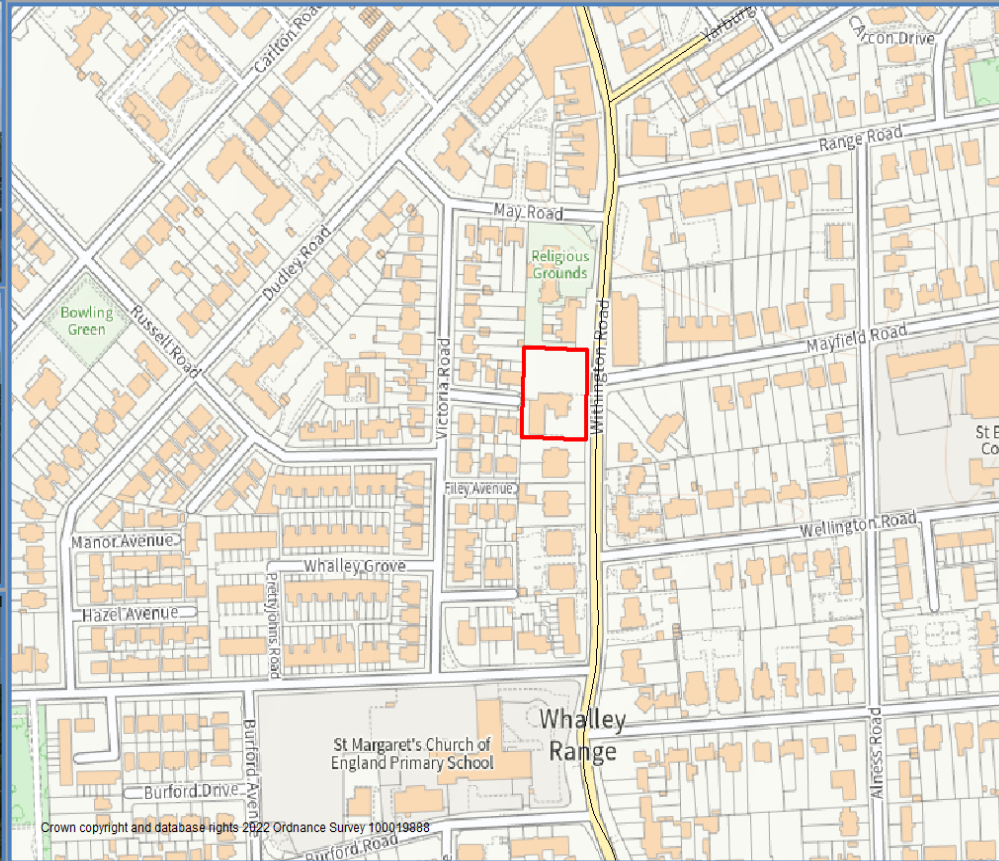
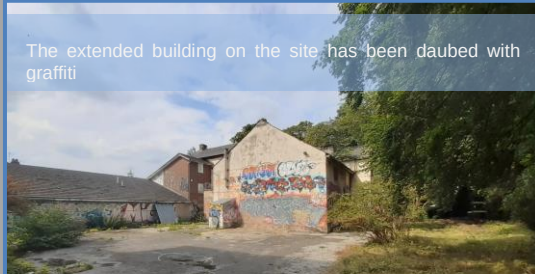
Looking south along Withington Road with the site on the right screened by mature trees



A view of the access into the site and adjacent apartment building at 138 Withington Road



The extended building on the site has been daubed with graffiti



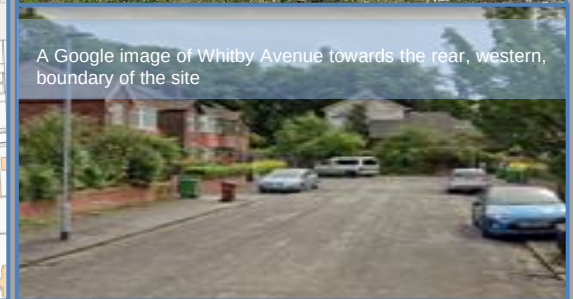
The side elevation of number 5 Whitby Avenue defines the western boundary of the site



The northern part of the site is overgrown and includes several mature trees



A Google image of Whitby Avenue towards the rear, western, boundary of the site



The application site is rectangular in shape and measures approximately 3,000m². At the centre and southern part of the site there is a bay-fronted, building which has, over the years, been extended and now comprises of one-, two- and three-storey elements. The extended building is now vacant and is of a poor appearance, having been daubed with graffiti, the windows and doors secured with timber and steel sheeting, and tiles and slates missing or damaged. Last used as a place of worship, a community centre and a creche, the building has been vacant for some 10 years. Next to the building, at the south-eastern corner of the site, there is an expanse of hardstanding, presumably once used for car parking, whilst the remainder of the site comprises unkempt, litter-strewn, grounds that includes several mature trees. Access into the site is gained from Withington Road via a vehicle entrance that is adjacent to the entrance to the neighbouring apartment building (number 138) and a pedestrian entrance at the mid-point of the Withington Road boundary. The boundary of the site is defined with a mixture of brick wall with railings, brick and stone walls, temporary mesh fencing, and timber fencing, all of differing heights. The wall at the north-eastern corner of the site has fallen into disrepair and has been removed; Herras™ fencing has been erected to secure this breach and to secure the vehicle entrance and parts of the northern boundary where there is no permanent means of enclosure.

2 Crime Statistics & Analysis

The data below relates to crimes recorded between 1st October 2021 to 30th September 2022.

2.1 Crime in the neighbourhood

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	11	56	328	70	7	16	62	12	15

2.1.1 There were 607 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 inner-city neighbourhoods.

2.1.2 The most common crimes recorded were:

- the use, or threat, of violence - 54%
- vehicle crime, i.e., theft of, theft from and criminal damage to a vehicle - 12%
- theft - 12%
- criminal damage – 9%
- burglary - 7%.

2.1.3 Typically, crimes involving the use or threat of violence are usually the most common in any given neighbourhood. The percentage of violent crimes in this part of Whalley Range is similar to other inner-city neighbourhoods. In many residential areas, recorded incidents of burglary, vehicle crime, criminal damage and theft tend to occur at a similar volume. In this instance, vehicle-related crime, theft and criminal damage are a little more common than incidents of burglary.

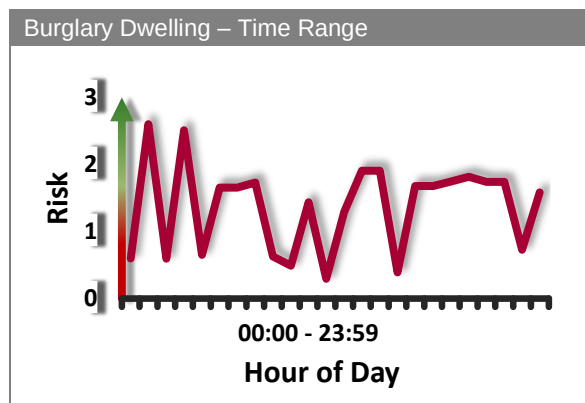
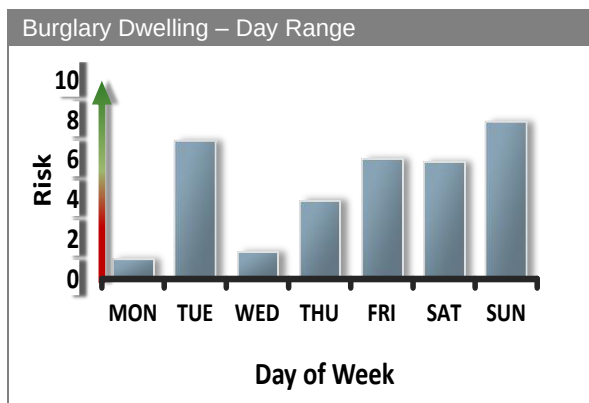
2.1.4 The top 5 streets/places for recorded crime were:

1. Withington Road - 122 crimes
2. Carlton Road - 53 crimes
3. Range Road – 45 crimes
4. Whalley Road – 29 crimes
5. Alexander Road South - 27 crimes.

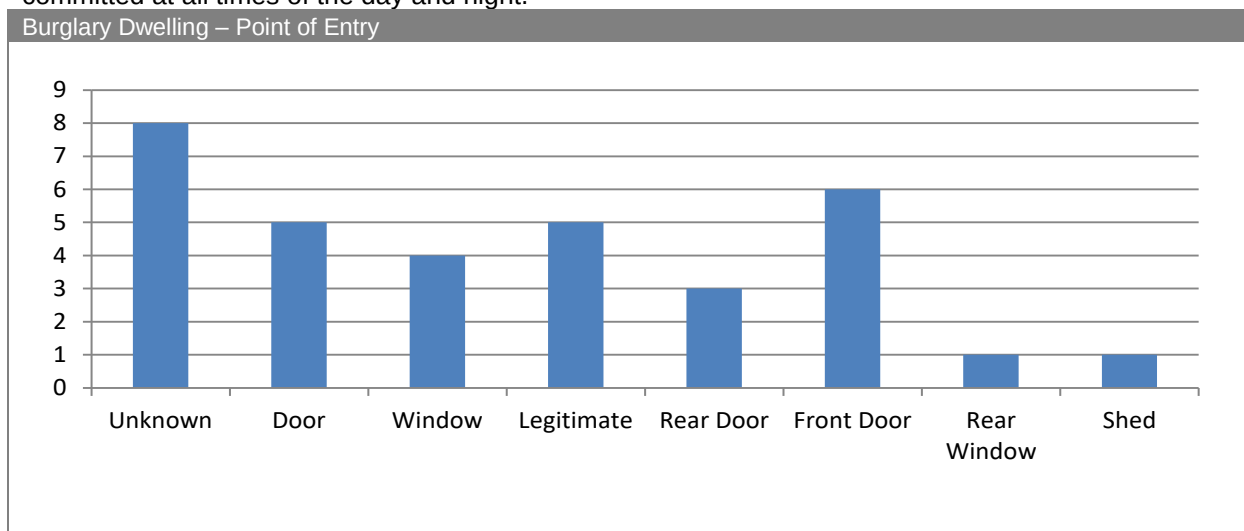
2.1.5 Looking at the streets immediately surrounding the site, Withington Road experienced the greatest number of crimes, with a particular focus around the commercial premises and community facilities to the north of the site. There was just 1 crime that took place at Whitby Avenue.

Domestic burglary

2.1.6 There were 33 burglaries committed within the neighbourhood during the period analysed. The burglary rate is a little lower than the City of Manchester average for neighbourhoods of the same size and also higher than rates across the conurbation and the country. Properties on Withington Road and Carlton Road were most likely to be targeted.



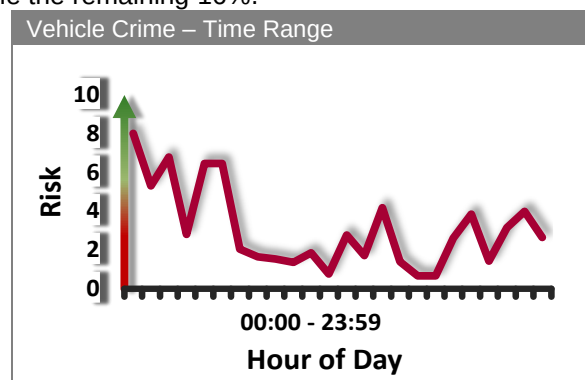
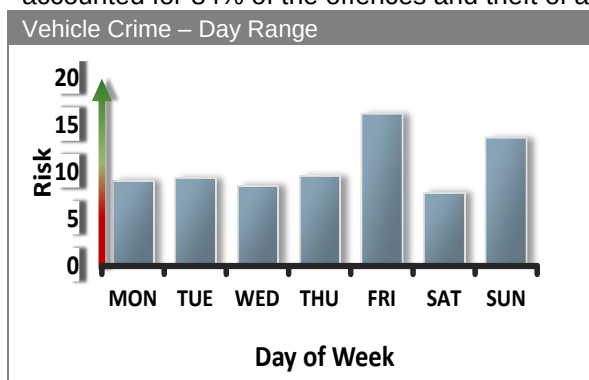
- 2.1.7 The risk of domestic burglary is greater on Tuesdays and at the end of the week. Offences have been committed at all times of the day and night.



- 2.1.8 In 14 of the 33 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 to damage the lock. There were 5 incidents where entry was gained via a window. There were 13 burglaries where offenders were likely to have entered a property via an unlocked door or window, and 1 incident where the offender targeted a garden shed.

Vehicle crime

- 2.1.9 There were 74 vehicle-related crimes in the area during the period analysed. Theft from a vehicle accounted for 84% of the offences and theft of a vehicle the remaining 16%.

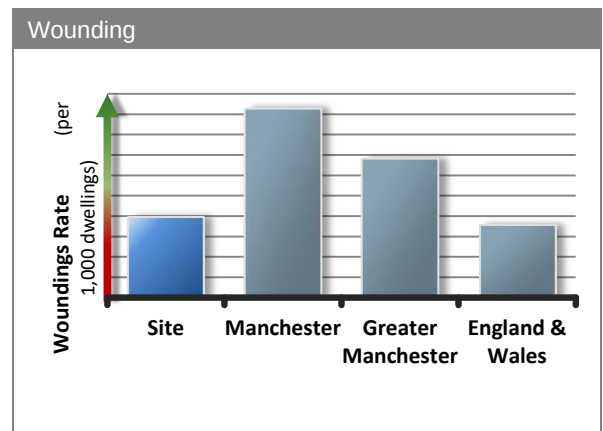
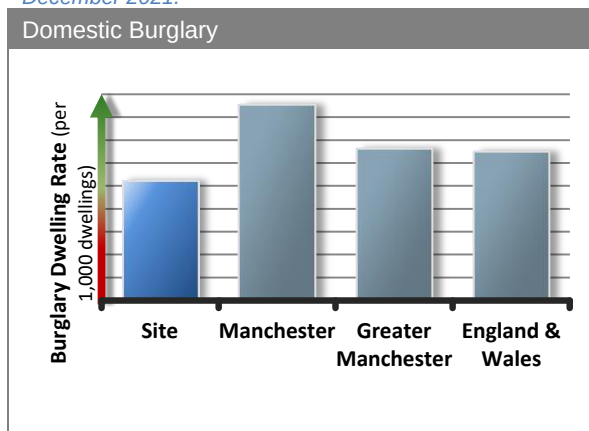


- 2.1.10 The risk of vehicle crime is greatest on a Friday and Sunday, and through the night.

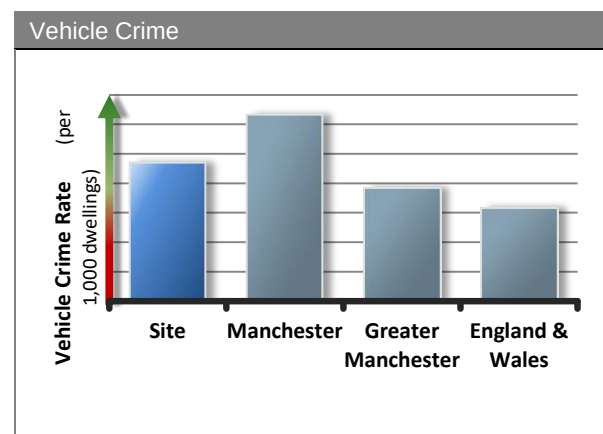
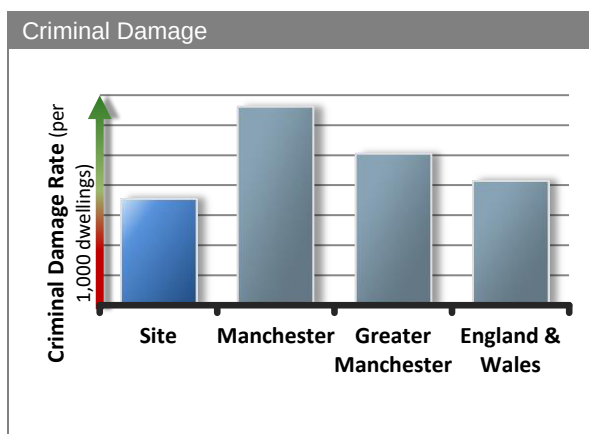
2.2 Crime rate comparison

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.



- 2.2.1 The rate of domestic burglaries per 1000 dwellings in the neighbourhood around the site is **39% lower** than the rate for Manchester, **21% lower** than the Greater Manchester rate and **19% lower** than the rate for England & Wales.
- 2.2.2 The rate of wounding per 1000 dwellings in the neighbourhood around the site is **57% lower** than the rate for Manchester, **42% lower** than the Greater Manchester rate and **11% 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 **46% lower** than the Manchester rate, **30% lower** than the Greater Manchester rate and **18% lower** than the rate for England & Wales.
- 2.2.4 The rate of vehicle crime per 1000 dwellings in the neighbourhood around the site is **26% lower** than the Manchester rate, **22% higher** than the Greater Manchester rate and **48% higher** than the rate for England & Wales.

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

- 2.3.1 **Communal entrance doors and apartment doors were targeted when left unsecured by residents.**
- To minimise the risk of offenders tailgating through communal doors or entering apartments through unsecured doors:

- communal entry doors should be self-closing and lock securely upon closure;
- install a secondary set of secure doors (airlock/secure lobby), also self-closing and self-locking;

- lifts should be operated by an access control system;
- install CCTV cameras in the entrance lobby;
- employ a concierge; and,
- apartment doors should be self-closing with a thumb turn lock on the inner side that meets fire regulations.

2.3.2 Doors and windows have been forced open

To minimise the risk of offenders forcing doors and windows:

- all external doors and apartment entry doors, and all accessible windows, should be certified to PAS 24 security standard - PAS 24 rated doors and windows are very difficult to force open;
- external entrance and means of escape doors should be readily visible from the street or surroundings - offenders will be less inclined to target properties where their actions may be witnessed;
- restrict access to secluded elevations with appropriately high and robust fencing;
- all external doors should be illuminated with dusk-to-dawn lighting. Light suggests property is occupied and may deter offenders from targeting it. Lighting will also support CCTV systems and highlight the actions of an offender, increasing the chance of a crime being witnessed; and,
- CCTV should be considered to record activity within and around exterior of the building.

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 at the site are as follows:

- there is a regular flow of traffic and pedestrians along Withington Road throughout the day and into the evening. Offenders are less likely to carry out certain types of crime, e.g., burglary and criminal damage, when there is a good prospect of their acts being witnessed by passers-by;
- the pelican crossing adjacent to the north-eastern corner of the site helps to generate activity adding to the overall surveillance of the site;
- the presence of commercial and religious establishments in the vicinity of the site also generates activity and adds to the overall site surveillance;
- the site and Withington Road are overlooked by neighbouring apartments, the residents of which may intervene if they see or hear anything unusual;
- the site is clearly defined with a combination of walls, fencing and railings but they are not so high that they prevent views in and out of the site;
- being defined by private garden walls and fencing and a high wall that marks the head of the Whitby Avenue cul-de-sac, the western boundary of the application site is particularly secure; and,
- there are numerous mature trees on the site, particularly along the Withington Road boundary. Research suggests that the presence of street trees is thought to calm traffic speeds, encourage walking, which increases street surveillance and can deter criminal activity, and reduce mental fatigue, which is sometimes a precursor to violent crime.

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

- there is a high level of crime in the neighbourhood throughout the day and night, indicating that offenders are active in the area. Nearby commercial premises act as focal points for crime drawing criminals into the area who may target people or property nearby;
- the site is very visible from Withington Road, a well-trafficked route. Offenders are likely to notice the development as it emerges from early in the construction phase, and be aware of, and potentially exploit, any criminal opportunities;
- little effort is required to overcome the site's boundary walls and fencing. This has resulted in the buildings on the site being targeted by vandals and the grounds used for fly-tipping. The physical deterioration of the buildings and the site can sometimes encourage further crimes to be committed as offenders are drawn to the site and who also may then target nearby properties or people; and,
- the sight of graffiti, decaying boundary walls, and boarded-up doors and windows on the site can invoke feelings of insecurity in passers-by and discourage walking.

3 Development Appraisal

3.1 Proposed development

3.1.1 The proposed development involves:

- retention of the original bay fronted building and conversion to residential use
- demolition of various extensions to the original building
- erection of an L-shaped, residential extension to the southern and western elevations of the original building
- retention of the pedestrian and vehicle site access points on Withington Road
- setting out a car park and residents' amenity spaces
- retention of many of the mature trees on the site
- repair of boundary walls

3.1.2 The extended building will have two-, three-, and four storey elements in which 35no. apartments will be accommodated. The building will occupy around 40% of the site area and be located towards the southern and western boundaries. Apartments include 1- and 2-bedroom units, as well as duplex and triplex apartments with 2 or 3 bedrooms.

3.1.3 The duplex and triplex apartments will be located within a distinct, part-two, part-three storey limb of the main building, which extends from the north-west corner, the ground floor of which is below the level of much of the site. Each of these apartments will each have their own entrance door, accessed via a series of steps, and a rear door providing access to a small private garden.

3.1.4 The main building will accommodate the remaining 31 apartments. Access to all apartments will be gained via the retained entrance door on the upper ground floor on the northern elevation of the building, facing the proposed residents' lawn and part of the development's car parking provision. A, virtually, straight-line pathway will connect the entrance door to the pedestrian entrance gate on Withington Road. A series of steps or a platform lift will connect the external ground level to the entrance door. On entering the building there will be a postal lobby and a secondary door that provides access to the circulation corridors and ultimately the stairs and lift that provide access to the lower ground floor and all upper floors. Reflecting the change in number of storeys of the building, there will be nine apartments on each of the lower ground, upper ground and first floors, and four apartments on the second floor. South and west facing apartments on the lower ground floor will benefit from having a private terrace, although the floor plans and elevations are unclear as to how residents will access the terraces doors allowing access to these terraces.

3.1.5 Externally, there will be a 24-space car park with bays marked out alongside the Withington Road boundary and the northern part of the site. A 35-space bike store will be erected alongside the gable end of the duplex apartments at the north-western corner of the site. A bin store will also be provided between the car park and the bike store. Many of the mature trees around the periphery of the site will be retained. The existing boundary walls and fences will be retained and repaired and added to where necessary.

3.2 Features of the proposals that promote security

3.2.1 A residential development seems to be an appropriate use for the site.

3.2.2 The proposals will result in the redevelopment of a site which, if it continues to remain vacant, may attract added abuse and lead to a deterioration of the fabric of the building, posing a health and safety risk as well as a risk of continuing to attract criminals to the site. Such circumstances will further affect the quality of life of local residents, adversely impact of the appearance of the local environment and security of neighbouring land and premises.

3.2.3 This scheme is of a high, design quality.

3.2.4 A reasonably modest number of apartments are proposed in the development, which should make it easier for residents to become familiar with their neighbours and distinguish between residents and non-residents as they come and go, positively influencing community safety in and around the development.

There will be a sufficient number of apartments to provide a good prospect of at least some residents being present throughout the day, and particularly at night and at the weekend.

- 3.2.5 The range of apartment sizes may help attract a broader age range of residents and more diverse households, i.e., singles, couples, and families. It is more likely that residents of developments with a broader resident age range and family arrangements will develop a sense of neighbourliness, with anti-social behaviours moderated and neighbours likely to interact, assume 'ownership' and actively supervise the shared spaces within the development.
- 3.2.6 The development is well-designed and with the retention of the original building and trees, has a strong visual identity and sense of place, such places tend to have experience less crime or anti-social issues than poorly designed developments.
- 3.2.7 The building is set back from the Withington Road boundary and site access points. The inclusion of defensible space between passers-by and property reduces the risk of some petty crimes, such as criminal damage and theft, and anti-social behaviours, such as noise disturbance, banging on windows, privacy issues at ground level, that routinely affect developments in built-up areas that lack such a buffer.
- 3.2.8 The proposed, communal entrance to the main building is suitably located some distance from the perimeter of the site but, with a well-designed pathway (and signs), will be easily located by legitimate visitors and delivery staff. A secure lobby can be created in with the installation of access controls to the internal door to the circulation corridor to reduce the risk of offenders tailgating residents or *bona fide* visitors and delivery staff.
- 3.2.9 The orientation of the building, with windows, including bay windows, of routinely occupied rooms overlooking the approaches to the building and cycle store, the car park, and the residents' lawn, will facilitate natural surveillance. Additionally, the inclusion of garden terraces to the lower ground floor apartments and the residents' lawn will encourage residents to use the outdoor spaces and further enhance passive surveillance across parts of the site.
- 3.2.10 The residents' lawn 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.
- 3.2.11 The proposed landscaping and retention and management of trees will help to improve the environmental quality of the neighbourhood. Well-maintained verdant environments tend to attract less crime and anti-social behaviour.
- 3.2.12 The pedestrian and vehicle accesses are well-located located on Withington Road where they will be clearly visible to approaching residents, visitors and delivery staff.
- 3.2.13 The provision of convenient, off-street-parking reduces the risk of the vehicles of residents being targeted by offenders. The number of spaces seems adequate for a development of this size and located in an area with good access to shops, services and public transport.
- 3.2.14 A cycle store and a refuse store are included.

3.3 Recommendations to improve the security of the development

Deterring unwanted visitors to the site

- 3.3.1 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 driveway. We recommend the following:
- the Withington Road boundary wall should be retained and repaired;
 - in order to maintain privacy and reduce the risk of offenders gaining access to the secluded elevations of the proposed development, the 1800mm high, concrete post and timber panel fencing that currently secures the south-western corner of the site (the 138 Withington Road boundary) should be extended to a point level with the south-eastern corner of the proposed building;
 - the western boundary fences and walls should be retained;
 - the remainder of the site's northern boundary should be secured with an 1800mm high wall to complement the existing wall;

- to distinguish the semi-private nature of the site, a gate(s) should be fitted at the vehicle entrance (not necessarily used to secure the entrance but signify the private nature of the space beyond), and the driveway (or at least the initial part of it, adjacent to the entrance) should be surfaced with a coloured or textured surface that distinguishes it from the public highway;
- the pedestrian entrance should be fitted with a gate of a similar height to the adjacent boundary wall; it should be self-closing;
- signs indicating the name of the development should be erected at the vehicle and pedestrian entrances to the site.

Controlling access to and along the secluded southern and western elevations

3.3.2 To enhance security and preserve privacy to the amenity spaces on the southern and western elevations, 1800mm high railings or lockable gates, should be installed between the site boundary fence and the corner of plot 17, and either side of the cycle store (i.e., to plot 13 and to the northern boundary).

3.3.3 Private gardens/terraces should be defined with a hedge or railings around 1000mm-1200mm high.

Controlling access into the main building

3.3.4 The communal entrance door must be security-rated, self-closing and lock upon closure. The door should be secured with an electrically operated, multi-point lock, activated with a residents' fob. An audio-visual unit with a link to each apartment accessed via this door should be fitted, so that when visitors call, residents can vet them prior to releasing the lock from within their apartment, allowing access to *bona fide* visitors only.

3.3.5 The inner lobby door should be fitted with an electronic lock that is activated with a residents' fob.

Apartment security

3.3.6 Each apartment should be fitted with a security-rated entrance door with door viewer and opening limiter. The duplex and triplex apartments should have a letterbox fitted.

3.3.7 Garden/terrace access doors of the lower ground floor apartments and the duplex/triplex apartments must also be security-rated.

3.3.8 The window frames of lower and upper ground floor apartments should wherever feasible be security-rated and fitted with key-operable locks and opening restrictors.

3.3.9 Glazing in all external doors, apartment entrance doors and all accessible windows should include laminate glass.

3.3.10 The developer should consider installing an intruder alarm to each apartment.

3.3.11 To define the privacy of the space beyond, a self-closing gate should be fitted at the top of the steps that lead down to each of the duplex/triplex apartments' entrance doors.

Mail delivery

3.3.12 So that delivery staff do not need to enter the main building, individual, robust, and lockable, postal boxes for each apartment should be mounted on the wall within the lobby.

High-quality external space

3.3.13 Rather than basic tarmac, the application of high-quality treatments, e.g., coloured tarmac or stone setts is recommended for the parking bays and pathways within the site. The edges of the driveway and footpaths should be defined with hedges or 900mm high railings to prevent over-running by vehicles, anti-social parking and to prevent desire lines forming.

3.3.14 The parking bays should be clearly defined - with stone setts, ideally.

3.3.15 Good quality, dusk-to-dawn, lighting should illuminate each external primary and secondary entrance door, the car park, pathways and the driveway.

3.3.16 PIR activated lighting should illuminate cycle and bin stores.

3.3.17 To encourage use of the amenity space by residents, it should be designed to a very high standard.

3.3.18 Signs should be mounted within the car park informing motorists of the sanctions for unauthorised parking.

Cycle store

- 3.3.19 The cycle store should be an entirely weatherproof and fully secured. There should be no gaps above or below the walls, door, or gate of the store through which an intruder could gain entry.
- 3.3.20 The access into the cycle store should be secured with a security-rated door, or steel-bar gate, that is fitted with an electronic lock with a holding force of around 4500 Newton. The lock should be operated by a residents' fob/card, and the door/gate should be self-closing and locks securely upon closure.
- 3.3.21 Securely anchored, Sheffield stands should be installed within the cycle store.

CCTV

- 3.3.22 A proportionate CCTV system should be installed that is capable of monitoring activity in and around the building, particularly the communal entrance door, the car park and the cycle store.

4 Physical Security Measures

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

4.1 Doors

Main building

- ☐ The communal 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 communal entrance door to allow visitors to communicate with residents of the main building.
- ☐ Residents of the main building should have a handset in their apartment to speak to (and view) visitors.
- ☐ Residents should be able to operate the communal entry door locking mechanism remotely from within their apartment to allow *bona fide* visitors entry into the lobby.
- ☐ The inner lobby door should be FD30-rated and fitted with a fob-activated, electronic lock.
- ☐ The following doors should be compliant with, and certified to, BS PAS 24, STS201, or LPS 1175 SR2:
 - apartment entrance doors
 - lower ground floor, terrace/garden access doors.
- ☐ Apartment entrance doors should include a door viewer.
- ☐ A chain, or similar opening limiter, should be fitted to apartment entrance doors.

Duplex and triplex apartments (plots 10-13)

- ☐ Front and rear doors should 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 a chain, or similar opening limiter, fitted.
- ☐ 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 apartment should be clearly numbered.

4.2 Window frames

- ☐ Apartment window frames on the lower and upper ground floors 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 all external doors, and all lower and upper ground floor windows, must incorporate at least one pane of glass rated as P1A under EN 356.

4.4 Downpipes

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

4.5 Intruder alarm

- ☐ We advise fitting an intruder alarm to each apartment, particularly those on the lower and upper ground floors. The alarm should be linked to contacts on all external doors with PIR detectors covering all lower and upper ground floor rooms that have windows.

4.6 Cycle store

- ☐ The access into the cycle store should be secured with a PAS24 or LPS 1175 rated door, or steel-bar gate. In either case it should be fitted with a fob-operated, electronic lock that has a 4500 Newton holding force, and is self-closing and locks upon closure.
- ☐ The cycle store should be fitted with Sheffield stands to allow cyclist to secure the frame and wheels.

4.7 Boundaries and gates

- ☐ The Withington Road boundary wall should be retained and repaired. Gates should be fitted at the pedestrian and vehicle entrances.
- ☐ The 1800mm high, concrete post and timber panel fencing that currently secures the south-western corner of the site should be extended to a point level with the south-eastern corner of the plot 17.
- ☐ 1800mm high railings and/or gates should then be erected to restrict access along the southern and western fringes of the development.
- ☐ The western boundary walls and fencing should be retained;
- ☐ The northern boundary should be secured with an 1800mm high wall.

4.8 Lighting

- ☐ External, dusk-to-dawn, LED, 'white' lighting must be provided to all external doors of the apartments, the communal entrance door, entry gates, the car park, cycle and refuse stores, and all pathways. Lights should be operated by photoelectric cell/daylight sensor. PIR security lighting is not recommended other than in the cycle store and the refuse store.

4.9 CCTV

- ☐ A modest CCTV system should be installed. Suitable locations for cameras are:
- the main building's communal entrance door
 - the lobby of the main building
 - the cycle store entrance door/gate and the store itself
 - the vehicle and pedestrian site entrances

- the car park.

- ☐ Images should be recorded, and a playback/review system included in the system. CCTV equipment may be located in the secure room on or off site.

5 Management & Maintenance

- ☐ A maintenance plan should be drawn up to address maintenance of the access controls, circulation corridors, lifts, entry gates, the car park, the cycle store and the grounds of the developments.

6 Construction

- ☐ The developer should take appropriate measures 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 Security Industry Authority approved.

7 Secured by Design (SBD)

- ☐ Secured by Design focuses on crime prevention at the design, layout and construction stages of housing 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
01.08.22	Joseph Smith, Avison Young	Request for Crime Impact Statement
02.09.22		Site visited
14.12.22	Joseph Smith, Avison Young	Report issued

B Associated Documents

This report is based on the following drawings:

Drawing No.	Drawing Title	Date	Rev
A686_P_100	Proposed Lower Ground Floor Plan	Jun 22	
A686_P_101	Proposed Upper Ground Floor Plan	Jun 22	
A686_P_102	Proposed First Floor Plan	Jun 22	
A686_P_103	Proposed Second Floor Plan	Jun 22	
A686_P_104	Proposed Roof Plan	Jun 22	
A686_SK_105	Areas Plan	Jun 22	
A686_SK_501	Proposed Elevation A	May 22	A
A686_SK_502	Proposed Elevation B	May 22	A
A686_SK_503	Proposed Elevation C	May 22	
A686_SK_504	Proposed Elevation D	May 22	A

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		14.12.22

D Glossary

Burglary Resistance Standards

BS 7950, 1997

Specification for enhanced security performance of casement and tilt/turn windows.

BS 4873, 2005: Specification for aluminium windows.

BS 7412, 2007: Specification for plastic windows made from PVC-U extruded hollow profiles.

BS 644-1, 2003: Wood windows. Specification for factory assembled windows - various types.

BWF:TWAS: Timber window accreditation scheme.

BS 6510, 2005: Specification for steel windows, sills, window boards & doors.

BS PAS 23-1, 1999

General performance requirements for door assemblies.

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

BS PAS 24-1, 2012

General security performance requirements for door assemblies.

An attack test standard for door sets, which certifies that a particular door, frame, lock and hardware set has withstood a series of physical tests. This is the minimum police requirement for Secured by Design dwellings, and is also applicable to French/double doors, and sliding doors.

ENV 1627-30 (Security Ratings WK1 to WK6)

Windows, doors, shutters - Burglar resistance Requirements and classification

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

- Resistance of glazing
- Performance of hardware
- Resistance to static loading
- Resistance to dynamic loading
- Burglary resistance by manual intervention

LPS 1175 (Security Ratings 1 to 6)

Specification for testing and classifying the burglary resistance of building components

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

STS01 Issue 4: 2012

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

As the title suggests this is an equivalent test standard to PAS 24, incorporating PAS 23 (fitness for purpose), published by Warrington Certification.

STS02 Issue 3: 2011

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

This specifies a broadly similar range of attack tools and times to those specified at the lower levels of LPS1175. However, STS202 does not extend to cover the higher levels of risk addressed within LPS1175 and the attack methods used differ.

EN 356, 2000 (Ratings P1A to P8A)

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

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

Commonly Used Acronyms

CIT

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

CPTED

Crime Prevention Through Environmental Design
(Learn more at www.designforsecurity.org/about/cpted)

CRS

Crime Reduction Specialist. Sometimes known as CPO (Crime Prevention Officer)

INPT

Integrated Neighbourhood Policing Team.

PVB/PolyVinyl Butyral (Glazing interlayer)

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

LPCB (Loss Prevention Certification Board)

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

UKAS (United Kingdom Accreditation Service)

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

Useful Websites

Design for Security

www.designforsecurity.org

Secured by Design

www.securedbydesign.com

RIBA Product Selector

www.ribaproductselector.com

LPCB – Red Book Live

www.redbooklive.com

Crime Reduction (Home Office)

www.crimereduction.homeoffice.gov.uk

DAC (Design Against Crime) Solution Centre

www.designagainstcrime.org

Building for Life

www.buildingforlife.org

CLG (Communities and Local Government)

www.communities.gov.uk