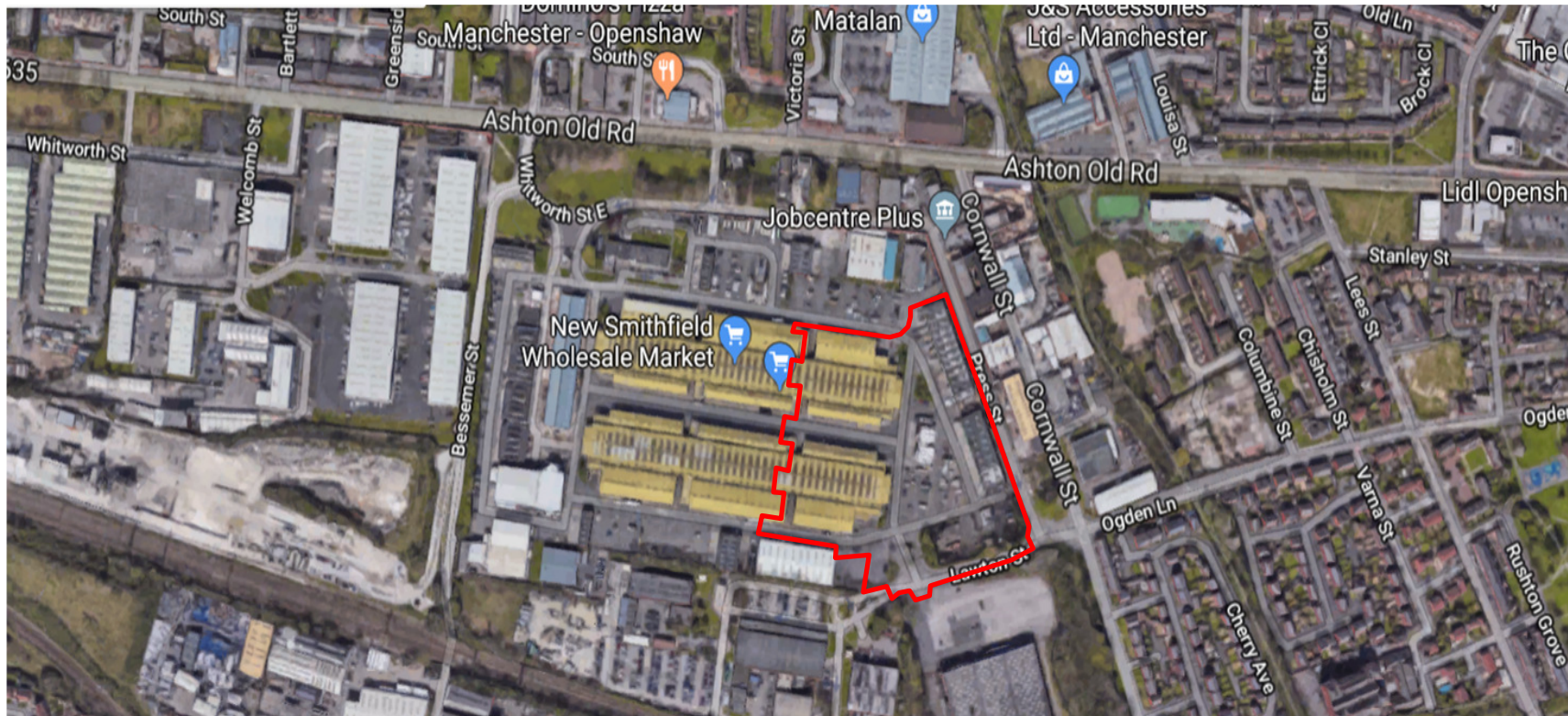


Land at New Smithfield Market, Manchester.



Source: Google Earth

Crime Impact Statement

v1.0

January 2022

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1. Introduction

- 1.1.** This Crime Impact Statement (CIS) (or Crime Prevention Plan, or Crime Impact Assessment) has been produced by an independent crime prevention design consultant who retired from Merseyside Police after 26+ years service as a police officer performing a variety of roles from CID, Traffic, Firearms, to Audit and Inspection, including dialogue with criminals to understand how they identify opportunities to commit crime, and also victims of crime to monitor the short and long term effects on them. Throughout the consultant's police service, crime prevention was at the forefront, the last role being that of Force Architectural Liaison Officer (ALO) for over 7 years. The consultant has been producing Crime Impact Statements for over 15 years.
- 1.2.** As Force ALO, the consultant worked with architects, designers, developers and local authority planners to design out crime and the potential for crime in new developments of varying types and sizes by way of Crime Prevention Through Environmental Design, and also administered the Association of Chief Police Officers (ACPO) Secured by Design (SBD) initiative, providing advice and recommendations to allow the award to be made on successful completion of some schemes, be they residential or commercial.
- 1.3.** The consultant also holds a professional qualification, Advanced Certificate in Environmental Design and Crime Prevention (Ad Cert ED&CP) from Oxford Brookes University and licentiate membership of the City and Guilds Institute (LCGI), and is a Home Office accredited Crime Reduction and Architectural Liaison practitioner (prior to formation of National Policing Improvement Agency) with previous experience in the built environment prior to police service. The consultant has been actively involved in many crime reduction initiatives, and was responsible for conceiving, designing and subsequently producing interactive crime reduction advice for the Merseyside Police website, which received Home Office recognition.
- 1.4.** This CIS has been prepared on behalf of Russells Construction to support a planning application for two new warehouses, internal ancillary offices, associated car parking and loading bays at New Smithfield Market, Manchester. The CIS shows how the concept of the scheme reduces its impact on and susceptibility to crime and disorder, and can be used by the Council to assess the scheme submitted for approval in this context. It will help to allay public fears about the development that could be brought about by lack of information, by providing an overview of crime levels at the site location and also in the surrounding area, and outlining the strategy which it is hoped will provide for a safe, secure and non-threatening environment both for the extended business and also the existing neighbouring businesses, taking cognizance of National Planning Policy, Local Planning Policy and design guidance such as SBD.
- 1.5.** Each and every building project presents the designers with a unique set of challenges to overcome and solve. This involves seeking an acceptable compromise between the aesthetics of the architectural design and landscaping, and the need for security requirements which should be robust but subtle rather than overtly offensive and perhaps creating a 'fortress type' appearance which may increase the fear of crime.

2. Planning Policy and Design Guidance

The following policies, plans and crime prevention advice documents have been used as a source of reference in the completion of this CIS.

2.1. Ministry of Housing, Communities & Local Government–National Planning Policy Framework – July 2021

Section 8 – Promoting healthy and safe communities

Para 92 - Planning policies and decisions should aim to achieve healthy, inclusive and safe places which:

- a) Promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;
- b) Are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of attractive, well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas;
- c) Enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.

Para 97 - Planning policies and decisions should promote public safety and take into account wider security and defence requirements by:

- a) Anticipating and addressing possible malicious threats and natural hazards, especially in locations where large numbers of people are expected to congregate. Policies for relevant areas (such as town centre and regeneration frameworks), and the layout and design of developments, should be informed by the most up-to-date information available from the police and other agencies about the nature of potential threats and their implications. This includes appropriate and proportionate steps that can be taken to reduce vulnerability, increase resilience and ensure public safety and security;
- b) Recognising and supporting development required for operational defence and security purposes, and ensuring that operational sites are not affected adversely by the impact of other development proposed in the area.

Para 100 - Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails.

Para 110 - In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- c) Safe and suitable access to the site can be achieved for all users.

Para 112 - Within this context, applications for development should:

- d) Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards.

Section 12 – Achieving well-designed places

Para 130 - Planning policies and decisions should ensure that developments:

- d) Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- f) Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

2.2. National Planning Practice Guidance (NPPG)

With the publication of the accompanying National Planning Practice Guidance (NPPG) (Note 7.5) the government has reiterated that designing out crime and designing in community safety should be central to the planning and delivery of new development. Specifically, the Planning Practice Guidance on Design reminds practitioners that local authorities are duty bound to adhere to Section 17 of the Crime and Disorder Act 1998 and exercise their functions with due regard to their likely effect on crime and disorder, and do all that they reasonably can to prevent crime and disorder. Furthermore, practitioners are also reminded that the prevention of crime and the enhancement of community safety are matters that a local authority should consider when exercising its planning functions under the Town and Country Planning legislation.

2.3. National Design Guide

Objective P2: Provide well-designed spaces that are safe.

Objective H1: Healthy, comfortable and safe internal and external environment.

2.4. Manchester City Council Core Strategy 2012-2027

Manchester's Core Strategy was adopted on the 11 July 2012 and is the key document in the Manchester Local Plan. It sets out the long term strategic policies for Manchester's future development and will form the framework that planning applications will be assessed against.

2.5. Secured by Design (SBD)

Established in 1989, SBD is owned by the Association of Chief Police Officers (ACPO) and is a police initiative to guide and encourage those engaged within the specification, design and build of, amongst other things, new homes, commercial premises, schools, and car parks to adopt crime prevention measures in their new development. The advice has been proven to reduce the opportunity for crime and the fear of crime, whilst creating safer, more secure and sustainable environments. SBD acknowledges and licenses quality security products.

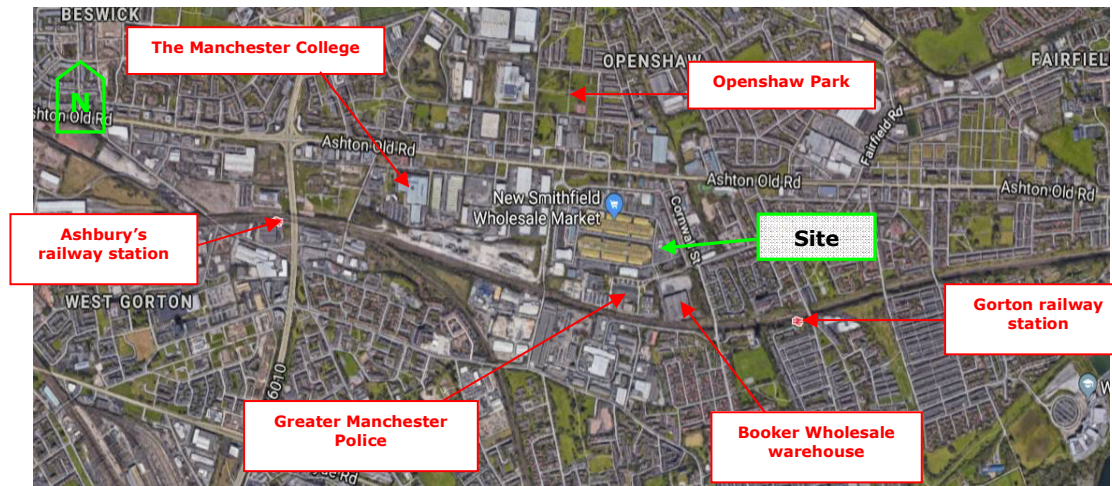
2.6. Safer Places – The Planning System and Crime Prevention (ODPM 2004)

Though no longer referenced by government or local planning policy, but mentioned in Secured by Design New Homes 2014, this document sets out how the planning system is able to deliver well designed and safe places, challenging all those involved in the design and layout of new developments to think about appropriate crime prevention measures without compromising the quality of the local environment. It builds on and complements Government urban design and crime reduction objectives and guidance, including Secured by Design and focuses on seven attributes of sustainability that are particularly relevant to crime prevention:

- Access and movement.
- Structure.
- Surveillance.
- Ownership.
- Physical protection.
- Activity.
- Management and maintenance.

3. Environmental Visual Audit

- 3.1.** The development site (indicated by the * on the map opposite, Source: Google), is located within New Smithfield Market in the Openshaw area of the borough of Manchester, approximately 2.5 miles east of Manchester city centre.
- 3.2.** New Smithfield Market is the largest wholesale market in the North West of England occupying a 35 acre site and lies within easy reach of the M56, M60, M62 motorways and Manchester Airport. The Market is generally open to the public and trade Monday to Saturday from 2am to 12.30pm, but this is subject to individual trader and seasonal variations.
- 3.3.** The development site is located on the south eastern perimeter of the wider market site, with a large retail warehouse further south and a Greater Manchester Police premises to the south west. Established residential areas lie further east and south.
- 3.4.** A site visit took place to obtain photographs of the site and its surroundings and an aerial view (Source: Google Earth) is also included to show other nearby landmarks and features.





Pic 1 shows the view looking north towards the existing southern entrance to New Smithfield Market from Lawton Street.



Pic 2 shows the existing secure eastern perimeter of the Barton and Redman site and the current entrance.



Pic 3 taken from just inside the existing southern market entrance shows the view looking east across the proposed development site towards the perimeter with Press Street.



Pic 4 again taken from just inside the existing southern market entrance shows the view looking north across the proposed development site.



Pic 5 shows the existing northern perimeter of the Barton and Redman site looking west.



Pic 6 shows the existing southern perimeter of the proposed development site looking east along Lawton Street.



Pic 7 shows a close up view of the perimeter seen in the previous photograph, showing the existing metal palisade fencing within the shrubbery.



Pic 9 shows the view looking west along Lawton Street towards the existing southern market entrance on the right of the photograph, and the secure entrance to the Greater Manchester Police premises behind the blue coloured gates and fencing.



Pic 10 shows a view of the Booker Wholesale premises on the southern side of Lawton Road, opposite the proposed development site.

4. Crime Statistics and Analysis

- 4.1.** Greater Manchester Police (GMP) provides policing services to the metropolitan area of Greater Manchester. The police force area covers 493 square miles in the north west of England. Although there are areas of great affluence, Greater Manchester has a high level of poverty. Around 2.8 million people live in an urban setting. This major conurbation includes Manchester and Salford, as well as the large surrounding towns. The residential population is ethnically diverse, with 16 percent from black, Asian and minority ethnic communities, and is increased by very large numbers of university students and the large numbers who visit, socialise in, commute into, or travel through the region. The transport infrastructure includes major rail stations and a major airport.
- 4.2.** Crime covers a wide range of offences, from the most harmful such as murder and rape through to relatively minor incidents of criminal damage or petty theft.

4.3. Crime Categories

- **Anti-social behaviour** - Includes personal, environmental and nuisance anti-social behaviour.
- **All crime** - Total for all categories.
- **Bicycle theft** - Includes the taking without consent or theft of a pedal cycle.
- **Burglary** - Includes offences where a person enters a house or other building with the intention of stealing.
- **Criminal damage and arson** - Includes damage to buildings and vehicles, and deliberate damage by fire.
- **Drugs** - Includes offences related to possession, supply and production.
- **Other crime** - Includes forgery, perjury and other miscellaneous crime.
- **Other theft** - Includes theft by an employee, blackmail and making off without payment.
- **Possession of weapons** - Includes possession of a weapon, such as a firearm or knife.
- **Public disorder and weapons** - Includes offences which cause fear, alarm, distress or possession of a weapon such as a firearm.
- **Public order** - Includes offences which cause fear, alarm or distress.
- **Robbery** - Includes offences where a person uses force or threat of force to steal.
- **Shoplifting** - Includes theft from shops or stalls.
- **Theft from the person** - Includes crimes that involve theft directly from the victim (including handbag, wallet, cash, and mobile phones) but without the use or threat of physical force.
- **Vehicle crime** - Includes theft from or of a vehicle or interference with a vehicle.
- **Violence and sexual offences** - Includes offences against the person such as common assaults, Grievous Bodily Harm and sexual offences.

4.4. The two sources of crime data in this document are:

- Police recorded crime;
- Telephone-operated Crime Survey for England and Wales (TCSEW) from the Office for National Statistics (ONS).

Police recorded crime has wider offence coverage and population coverage than the Telephone-operated Crime Survey for England and Wales (TCSEW). It is the primary source of local crime statistics and is a good measure of offences that are well-reported to and well-recorded by the police, including lower volume crimes (for example, homicide). In addition, the time lag between occurrence of crime and reporting results tends to be short, providing an indication of emerging trends.

Police recorded crime excludes offences that are not reported to, or not recorded by, the police. Trends can be influenced by changes in recording practices, or police activity and public reporting of crime, making it difficult to make long-term comparisons. There are also concerns about the quality of recording and that crime is not recorded consistently across police forces.

The police recorded 5.4 million crimes in England and Wales in the year ending March 2021, a 10% decrease from the previous year. This reduction was apparent across all regions of England and in Wales with decreases of between 5% and 18% in police recorded crime (excluding fraud and computer misuse).

Total recorded crime, including fraud and computer misuse, has fluctuated across the year ending March 2021. Although a small proportion of these fluctuations will be the result of seasonal effects on crime trends, most of the differences can be attributed to the introduction and subsequent easing of national lockdown restrictions throughout the year.

- Total recorded crime saw substantial falls during April 2020 compared with April 2019 (26% decrease), coinciding with the introduction of the first national lockdown.
- Police recorded crime remained lower across subsequent months compared with respective months in 2019 but the difference narrowed as lockdown restrictions were gradually eased over the summer.
- Levels of recorded crime were only 4% lower in September 2020 compared with September 2019.
- Crime levels again decreased substantially as national lockdowns were reintroduced.
- Police recorded crime was 18% and 15% lower in January and February 2021 compared with the respective months in 2020.
- A phased exit out of lockdown began on 8 March 2021, with recorded crime 7% higher in March 2021 than in March 2020, when the first national lockdown was introduced.

The TCSEW was set up in a short timeframe in response to developing world events, and findings from CSEW showed that TCSEW estimates are comparable with CSEW estimates with the use of newly created comparable datasets. However, TCSEW estimates cannot be compared with the year ending March 2020 CSEW estimates because of overlapping reporting periods for some respondents.

Patterns of crime in the year ending March 2021 have been significantly affected by the coronavirus (COVID-19) pandemic and government instructions to limit social contact. While there were decreases across a range of individual crime types, particularly theft offences, these were offset by rises in fraud and computer misuse offences, resulting in no change in overall levels of crime.

- The Telephone Crime Survey for England and Wales (TCSEW) indicated a 36% increase in fraud and computer misuse offences compared with the year ending March 2019 Crime Survey for England and Wales (CSEW).
- TCSEW total crime excluding fraud and computer misuse decreased by 19% compared with the year ending March 2019. This was largely driven by substantial decreases in theft offences (20%). Over the equivalent time-period, total police recorded crime excluding fraud and computer misuse decreased by 13%.
- The largest decreases in recorded crime were seen during the three-month period that coincided with the first national lockdown, with a 19% decrease in April to June 2020 compared with April to June 2019.

- Although the TCSEW indicated no change in the total number of violence incidents, the total number of victims of violent crime decreased by 28% compared with the year ending March 2019. This was largely driven by falls in violence where the offender was a stranger.

- 4.5.** The development site lies within the Openshaw Neighbourhood Policing area of Manchester Borough.
- 4.6.** Unfortunately, the following analysis is dated due to GMP's failure to record more than one in every five crimes reported by the public and more than one in every four violent crimes; failure to record an estimated 80,100 crimes reported to them between 1st July 2019 and 30th June 2020, which amounts to approximately 220 crimes a day where victims may be denied the opportunity to get the justice they deserve; and also failed to record a high proportion of violent crime including domestic abuse and behavioural crimes, such as harassment, stalking and coercive controlling behaviour. In view of this, statistics from previous Crime Impact Statements for this site have also been included in this document.
- 4.7.** A previous early evening site visit revealed the general area around the southern part of New Smithfield Market to be a quiet non-threatening environment with no real evidence of crime or ASB, possibly due to the presence of the GMP premises and the movements of police vehicles.
- 4.8.** The following maps show the overall level of reported crime within the Openshaw Neighbourhood policing area and nearer to the proposed development site reported in June 2019 (*all data from Police.uk website – July 2019 onwards data not available*). The total of 180 incidents is for the entire Openshaw Neighbourhood and it can be seen that the majority of incidents occurred to the north and east of the proposed development site. Nearer to the proposed development site, in the area as defined in Fig. B, the majority of incidents (24 in June 2019) are to the north. Crimes and incidents in the roads around the site during June 2019 are shown opposite the map.

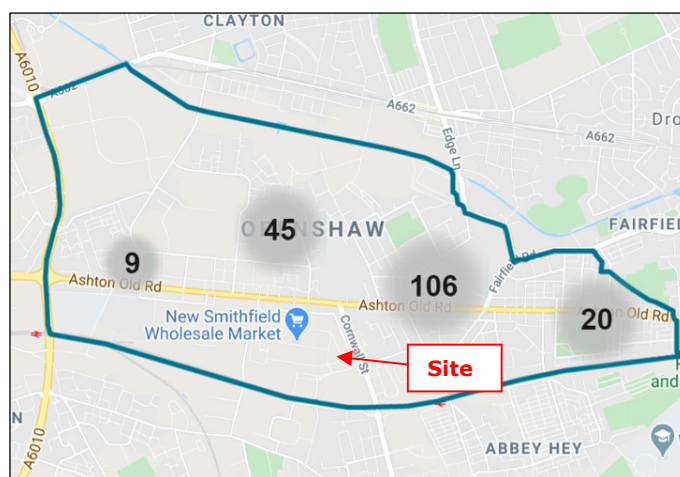


Fig. A

Recorded crimes for the Openshaw Neighbourhood policing area

Crime types

Anti-social behaviour	- 20
Bicycle theft	- 0
Burglary	- 3
Criminal damage and arson	- 19
Drugs	- 7
Other theft	- 14
Possession of weapons	- 3
Public Order	- 17
Robbery	- 2
Shoplifting	- 21
Theft from the person	- 5
Vehicle crime	- 8
Violence and sexual offences	- 57
Other crime	- 4

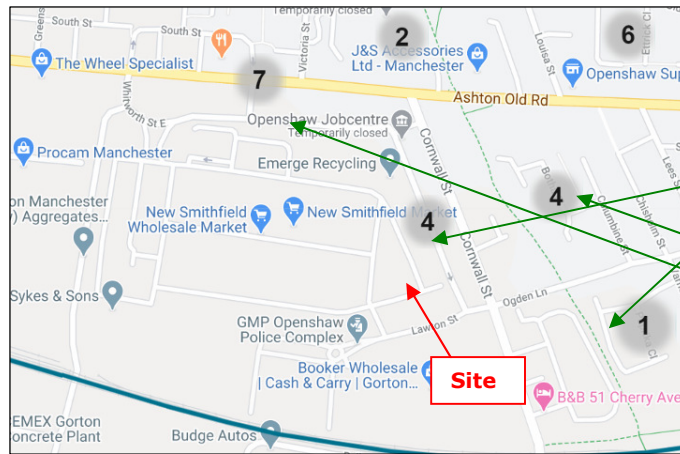


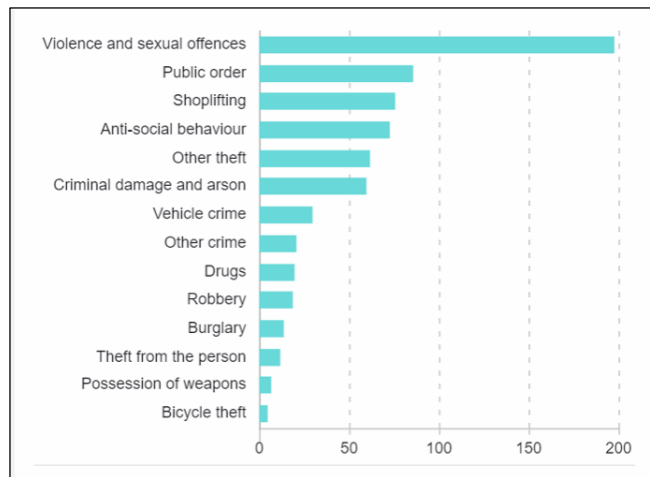
Fig. B

Recorded crimes and incidents nearer to the proposed development site

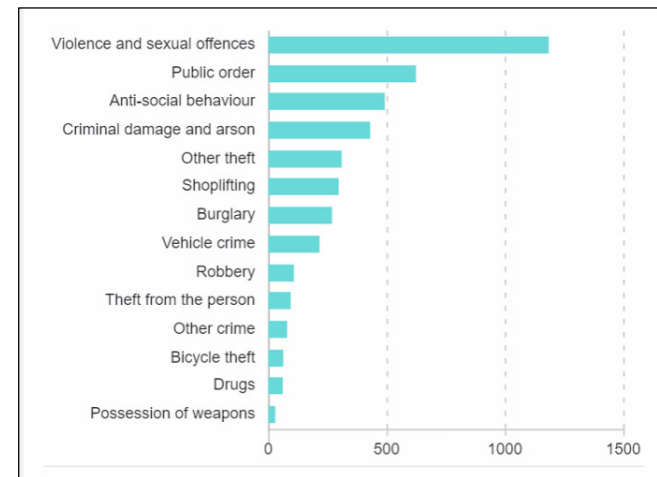
Crimes and incidents on nearby roads

- Press Street = 2 x Violent crime, 2 x Theft from the Person.
- Paprika Close = 1 x Violent crime.
- Stoneygate Walk = 2 x ASB, 1 x Public Order, 1 x Drugs.
- Whitworth St East = 1 x Violent crime, 1 x Theft from the Person.

4.9. The following bar charts show a comparison of the crime types and incidents committed in the Openshaw Neighbourhood policing area over the 12 month period prior to July 2019, which is a similar pattern to incidents over a 3 year period and clearly shows violent crime as the main issue.



Crimes and incidents July 2018 to June 2019



Crimes and incidents July 2016 to June 2019

4.10. The main crime types reported in June 2019 in the Openshaw Neighbourhood policing area as defined in Fig. B earlier were violence and sexual offences (9), ASB (4), theft from the person (2), shoplifting (2), drugs, public order, possession of weapons and criminal damage and arson (all 1), and all other crime (3).

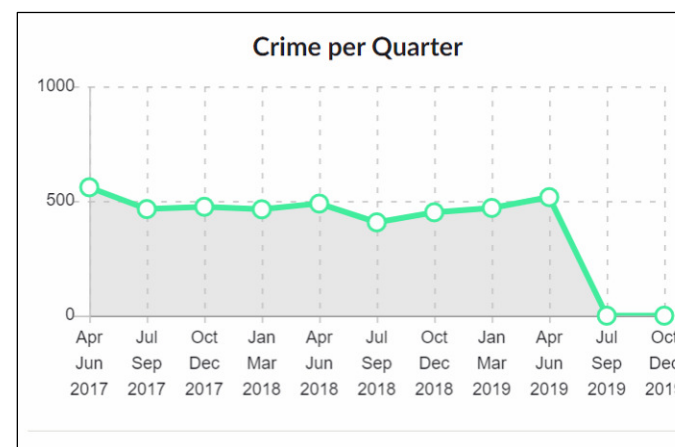
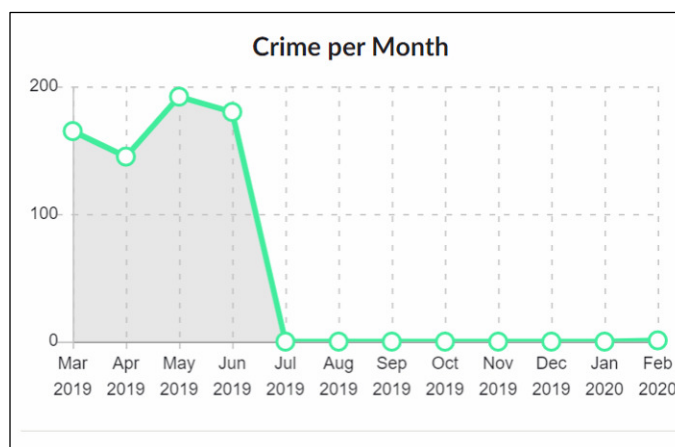
4.11. Between July 2018 and June 2019 on or near the roads adjacent to the proposed development site, crime statistics reveal the following:

	ASB	Burglary	Criminal Damage	Vehicle crime	Violent crime	Robbery	Drugs	Other theft	Bicycle theft	Other crime	Public Order	Theft from the person	Shoplifting	Weapons	Totals (no. of crimes)
On or near Ashton Old Road	3	0	0	0	1	0	1	0	0	1	2	1	0	0	9
On or near Bessemer Street	No recorded crimes or incidents														0
On or near Cornwall Street	No recorded crimes or incidents														0
On or near Lawton Street	0	0	0	0	2	0	0	0	0	0	1	0	0	0	3
On or near Ogden Lane	4	3	1	1	5	3	1	5	0	0	0	2	0	0	25
On or near Press Street	1	0	2	3	5	0	0	2	0	0	1	6	0	0	20
On or near South Street	3	1	1	0	9	1	0	7	0	2	3	1	0	0	28
On or near Victoria Street	5	0	4	0	7	1	0	2	0	0	3	0	0	0	22
On or near Whitworth Street East	1	0	1	2	3	0	0	2	0	0	0	10	0	0	19
On or near Widnes Street	No recorded crimes or incidents														0
Total (crime types)	17	4	9	6	32	5	2	18	0	3	10	20	0	0	126

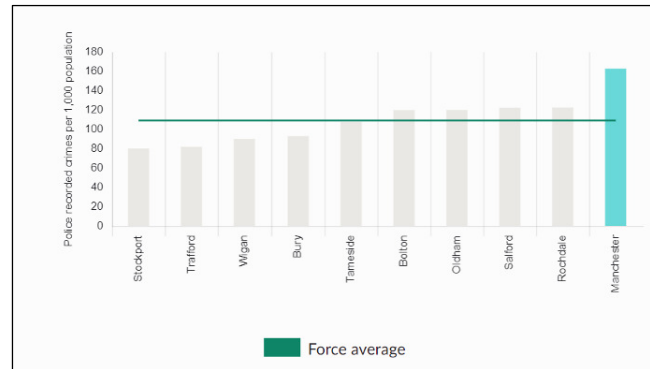
- South Street, a part commercial/part residential street to the north of the proposed development site running parallel to Ashton Old Road, the main road east to west, suffered the highest number of recorded crimes and incidents. Violent crime and other thefts were the main issues, and could be attributable to domestic disputes or incidents around new residential developments along this road.
- Ogden Lane, a mainly residential street running off to the east from near to the proposed development site, suffered the second highest number of incidents with violent crime, other theft and ASB being the main issues, the majority of which could have actually occurred well away from the site.
- Victoria Street, another part residential/part commercial street north of the proposed development site on the northern side of Ashton Old Road, also suffered crime and disorder incidents, with violent crime, ASB and criminal damage being the main issues.
- Press Street, a road which runs along the outside of the wider market site, suffered high numbers of thefts from the person and violent crime, but the reasons for this are unclear because there are relatively few businesses and the market itself is surrounded by a 2.1m high brick wall.

- Interestingly, and on a positive note, Lawton Street, the road off which the proposed development site is located and which also provides access to the GMP facility, only suffered 3 incidents.
- Violent crime was the main issue in the wider area, matching both the 12 month and 3 year trends, however, thefts from the person (crimes that involve theft directly from the victim (including handbag, wallet, cash, mobile phones) but without the use or threat of physical force) and other theft (includes theft by an employee, blackmail and making off without payment) were also issues.

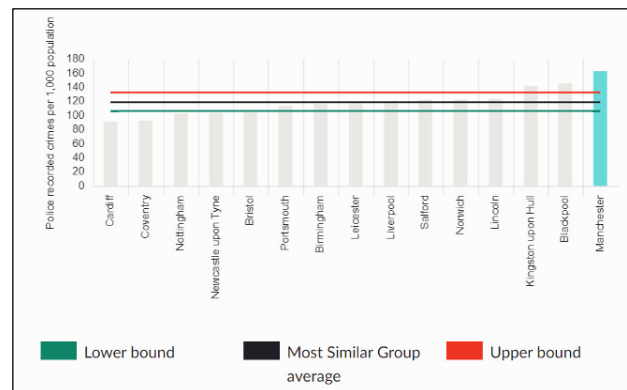
4.12. The following graphs show crimes per month and crimes per quarter in the Openshaw Neighbourhood policing area. Monthly levels reduced from 165 incidents in March 2019 to 145 the following month, but then increased sharply to 192 incidents in May 2019. Levels then reduced slightly the following month. Quarterly levels were fairly consistent between April 2017 and June 2019, however, it is not known if this trend continued, due to the lack of statistics from GMP (*N.B. Please ignore the July 2019 – February 2020 level in the monthly graph and the July-December 2019 levels in the quarterly graph*).



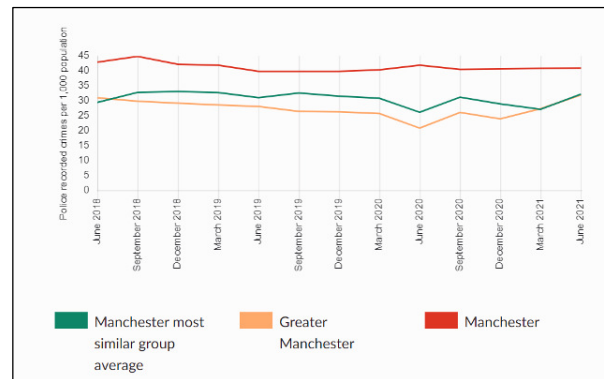
- 4.13.** The following chart shows a comparison of the current crime rate in Manchester to the average crime rate across the force area. It shows the total number of crimes over a twelve month period per thousand residents, for all types of crime in the year ending June 2021 (Source: Office for National Statistics (ONS)). Manchester is the worst of the ten local authority areas.



- 4.14.** The chart below compares the crime rate in the Manchester policing area to the average crime rate across similar policing areas in England and Wales in the year ending June 2021. It shows the total number of crimes over a twelve month period per thousand residents, for all types of crime. Where an area lies in relation to the red and green lines is more important than its rank among similar areas. As Manchester sat above the red line, the crime rate was higher than normal for the group. The different areas shown in this chart are those that have been assessed to be most similar to Rochdale, however, the circumstances within these areas do still vary and these variations can have an impact on the crime rates observed (Source: ONS).



- 4.15.** The chart below shows how crime rates in the Manchester area and Greater Manchester police force area have changed over time. It also shows how the average crime rates in similar areas to Manchester have changed over time. The chart shows the quarterly crimes per thousand residents, for all crime types, over a three year period, and it should be borne in mind that some crime types are seasonal. Manchester's rates were above both the force average and that of its most similar group for the entire sample period (Source: ONS).



- 4.16.** The crime statistics provided on the Police.UK website are from an official source and adequately serve the purpose of providing an oversight and overall crime risk assessment of the area surrounding the site. Figures were provided to Police.UK by Greater Manchester Police; however, they lack some of the detail of the Force's own statistics due to the Data Protection Act 2018 and the General Data Protection Regulation. Unfortunately, as previously stated, statistics from July 2019 onwards are currently unavailable. Though the statistics do not document the modus operandi (M.O. - how criminals commit offences), these do in fact tend to change regularly even if the types of crime do not, so what is current in the area at the time of compiling this CIS, for example, burglaries committed by force to a rear door, or criminal damage committed by smashing windows, would not necessarily be the M.O. in the area when the development is completed. Crime patterns change regularly, as can be seen from the previous information, so any crime prevention advice provided should always be on a 'worst case scenario' basis in order to cover all eventualities.
- 4.17.** To summarise, the level of crime and ASB around the market itself during the sample period was relatively low, this being even more applicable to the road off which the proposed development site is located, therefore making it a fairly low crime risk at that time, and hopefully, this is still the case. All those with an interest in the development and local area should not become complacent though because realistically, no crime is acceptable. There is no evidence to suggest that the introduction of the new facility will cause an increase in crime, but it is a possibility, hence the need to plan for this and introduce effective crime prevention measures into the scheme. The types of offence previously committed in the area may still be continuing and due to budgetary constraints it is more important than ever that the police are assisted in their attempts to reduce crime and anti-social behaviour. The crime prevention measures recommended for this development will assist in this aim.

5. Proposed Site Use

- 5.1.** Russells Construction is seeking planning permission for two new warehouses with ancillary office and associated car parking and loading bays.

6. Risk Assessment

- 6.1.** The typical security and safety issues for a development of this nature are:

- Anti-social behaviour
- Burglary
- Theft including from motor vehicles and bicycles
- Criminal damage
- Theft, criminal damage and ASB during the alteration phases

- 6.2.** Unfortunately, there are many crimes which occur during the construction phase of a development; the most significant include theft of plant equipment, materials, tools and diesel fuel. SBD recommend that security should be in place prior and during the construction phase. This should include:

- Robust perimeter fencing of the site and a monitored alarm system (by a company or individual who can provide a response) for site cabins and those structures facilitating the storage of materials and fuel.
- The name of the contractor and signage with an emergency contact telephone no. should be displayed at several places on the perimeter fencing which will allow the public to report suspicious circumstances.
- Mobile or part time CCTV systems can be used as an effective aid to the security of a site and can act as a deterrent to criminal activity.
- Control of pedestrian and vehicular access.
- Maintaining a clean and tidy site so as to prevent any accessible debris being used by vandals.
- Contractors who provide site security during the construction phase should be Security Industry Authority (SIA) Approved Contractors Scheme (ACS) compliant.

7. Security Strategy

- 7.1.** Crime Prevention advice has been provided to the designers of the scheme, in addition to the clients, by utilising SBD principles in conjunction with long term practical policing knowledge and crime pattern analysis. SBD Commercial Developments 2015 version 2 and SBD 3D interactive guidance for commercial developments has been used as a point of reference. Though the end users are not known, the crime prevention measures recommended are based on the sites proposed use, however, some of the measures may ultimately be management decisions for the end users.

7.2. The overall aim is to achieve a suitable and sensible level of security for the entire site including building shells, and to introduce appropriate design features that enable natural surveillance and create a sense of ownership and responsibility for every part of the development in order to deter criminal and anti-social behaviour. Therefore, the crime prevention measures recommended for this scheme are entirely appropriate, realistic and cost effective.

7.3. It should be noted that although there is no desire to achieve formal Secured by Design accreditation on completion of the scheme, the crime prevention measures recommended are adequate for the crime risk and comply with SBD principles.

7.4. Perimeter security

- The two units (Site A and Site B) are located on a larger commercial/industrial site which has a 24/7 onsite security presence with mobile patrolling and full CCTV coverage.
- The new units and service yards and trailer parking bays will effectively sit as two secure facilities within the larger market estate.
- The northern, western and southern perimeters of both sites will be 2.4m high metal paladin fencing and gates.
- Site B will also feature a single leaf pedestrian gate with push pad Fire Escape panic latch to the internal side for emergency egress, as will the entrance from Lawton Street.
- The eastern perimeter of Site B will remain in its current state i.e. brick walling as seen in earlier photos.
- The separation between the two sites (units) will also be 2.4m high metal paladin fencing.
- If either of the new units are not a 24/7 operation then all gates should be locked out of hours thus preventing any unauthorised access to the development site.

7.5. Entrances at the perimeter

- Site A will have two vehicular entrances; one to the car park at the northern end of the site and one into the service yard for goods vehicles at the southern end of the site, both accessed from within the larger market site.
- Site B will have a vehicle and pedestrian entrance at the northern end of the site, accessed from within the larger market site; and one vehicular entrance into the service yard/staff parking area at the southern end of the site. It is anticipated that the exit onto Lawton Street will be for goods vehicles leaving Site B.
- The gates should have the capacity to be fitted with electronic opening, closing and locking systems should there be a future requirement.
- Consideration should be given to installing Closed Circuit Television (CCTV) or Automatic Number Plate Recognition (ANPR) technology to cover all entrances as this can be used to help detect, deter and disrupt criminality.

7.6. Waste Storage facilities

- It is anticipated that external waste storage will be within the service yards of each site.

7.7. Utility services and mail delivery

- Gas, water and electricity meters will be installed in each of the new units.
- Utility access covers must be secured to prevent unauthorised access and damage.
- Mail delivery should be directly to office staff in each unit.

7.8. Vehicle parking

- Site A will include car parking spaces, including those for the disabled, and some with electric vehicle charging points at the northern end of the site, overlooked by offices within the new unit and accessed from within the larger market site.
- Site B will include a car park for customers also at the northern end of the site. Again, it will include spaces for the disabled, electric vehicle charging points, overlooked by offices within the new unit and accessed from within the larger market site.
- 'Sheffield' style steel hoops or similar for bicycle/motorcycle parking will also be provided in both car parks.
- Site B will also include a staff parking area, located within the service yard at the southern end of the site.

7.9. Building shell

- The facades of the new buildings should minimise the opportunity for hiding and climbing onto the roofs because an unobstructed building line provides enhanced protection to the perimeter space as accessible ledges, parapets, indentations and protrusions could provide means of assisting unlawful entry.
- The main structural fabric will be steel frame with galvanised mild steel cladding facades.
- Rainwater goods should not allow criminals to access the roofs.
- New windows to the new units will be aluminium framed double glazed and should be fitted with opening restrictors and lockable handles where necessary.
- Any low level glazing to windows and doors should be attack resistant glass.
- The main entrance doors to the office/amenity block in each unit will be aluminium framed and double glazed.
- It is anticipated that access control to both units will be by way of a permanent staff presence during operating hours but consideration could also be given to the fitting of electronic access control measures such as digi locks or similar.
- All fire exit doors should be flush faced steel security doors, outward opening with no external door furniture, which in itself is a security measure because it prevents doors being forced inwards by bodily pressure.

7.10. Internal layout issues

- It is anticipated that there will be a permanent staff presence in the amenity/office blocks of each unit, directing visitors to appropriate locations when the building is in use, so no further internal security measures are deemed necessary at this stage.

7.11. Security lighting

- Good external lighting is essential for a number of reasons, not least to prevent crime and the fear of crime.
- The lighting scheme should be low pollution, low energy and low maintenance strategy.
- All lighting should be wall and column mounted LED and meet British Standards (BS EN 12464-2:2014) and Lighting Guide LG6. Care should be taken when locating lighting columns so that they do not become climbing aids.
- Lighting should cover all car parking and service/loading areas and entrances, and the lighting scheme should evenly distribute the light creating no dark shadows, provide good colour rendition and support both formal and informal surveillance of the building and its vehicular/pedestrian entrances, service yard and loading bays and the car parking spaces.
- The lighting scheme should be designed so as not to conflict with any CCTV system and should be vandal resistant.

7.12. CCTV and intruder alarm

- The capabilities of the existing CCTV system are not currently known, however, it should be extended to provide coverage of the new units, loading and parking areas.
- The system must be fit for purpose and installed to BS EN 50132-7: 2012+A1:2013.
- An operational requirement should be used for the design, performance specification and functionality of the CCTV system, with a recording capability and format acceptable to the local police.
- An intruder alarm system is recommended and this should be a police approved system, suitably designed and fit for purpose monitored system. For a police response, the system must comply with the requirements of the Security Systems policy, which can be found at www.securedbydesign.com unless the system is monitored 24/7 by the onsite market security team.

8. Conclusion

- 8.1.** This development will be consistent with current principles of the National Planning Policy Framework and has adopted the principles of both Secured by Design and Crime Prevention through Environmental Design.
- 8.2.** At the present time, timely analysis of crime around the existing market is unavailable from Greater Manchester Police, however, analysis between July 2018 and June 2019 revealed incidents to be fairly low. Whether this continues to be the case is not currently known, and without wishing to increase the fear of crime, guarantees cannot be given that the development will not suffer incidents of crime and anti-social behaviour. However, all reasonable efforts to mitigate and discourage this have been taken in the recommendations, thus minimising the vulnerability of the development to crime and anti-social behaviour.
- 8.3.** The crime prevention measures recommended for inclusion in this sustainable development are appropriate and adequate for the perceived crime risk and should satisfy the requirements of Manchester City Council's local planning policies and strategy because they take into account the need to reduce crime and anti-social behaviour, and the fear of it, and the high quality design of the development clearly creates a sense of place that enables people to identify with their surroundings or locality, and be and feel safe, without creating a fortress type development.
- 8.4** The development also includes clearly defined and well lit public, private and semi-private spaces and well defined routes which benefit from natural surveillance.



Produced by: Mr. A.P. Martin *Ad Cert ED+CP LCGI*
Crime Prevention Design Consultant

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