Crime Impact Statement

BH Planning & Design

Proposed Mixed Use Development

Bury New Road & Fairy Lane, Manchester

BOI Trading Company Ltd

November 2020

Our Ref: BHPD00083

1. Introduction

1.1 This Crime Impact Statement has been prepared in support of an application for outline planning permission from BOI Trading Company Ltd for a mixed use development on the land adjacent to the junction of Fairy Lane and Bury New Road in Manchester. The proposal would involve the construction of ground floor retail and commercial units (Class E) with residential apartments on the upper floors of a building totalling five and six storeys in height.

1.2 Matters relating to the proposed site layout, scale, appearance, landscaping and means of access are all reserved for subsequent approval although indicative site layout plans, floor plans, elevations and site access alterations have been prepared and submitted with the application to demonstrate how the site could be developed. It is on the basis of these indicative plans that the Crime Impact Statement has been prepared.

1.3 The application site is a rectangular shaped parcel of land measuring approximately 0.63ha in area which is located immediately south of the junction between Fairy Lane and Bury New Road. Bury New Road (A56) is an arterial route into the centre of Manchester with the application site being located around 1km from the city centre just to the north of Strangeways.

1.4 The site has a frontage facing Bury New Road of approximately 130m in length whilst it has a depth from its western to eastern boundaries of some 50m at its widest point. Historically, the site has been cleared of terraced houses from the early 1900's and is now overgrown with semi mature trees towards its eastern boundary and areas of hardstanding/former roadways.

1.5 The proposed development would result in the comprehensive redevelopment of this brownfield site to deliver a stylish and attractive new building that would be supported by a ground level under-croft car park with vehicle manoeuvring/servicing area and perimeter hard and soft landscaping. Vehicular access to the site would be via Bury New Road with modifications to the junction that currently serves the adjacent terrace of commercial units to the south that are owned by the applicant. The main pedestrian access to the building would be from Bury New Road with an alternative "residents only" access off Fairy Lane to the north.

1.6 The proposed building has been designed over five and six storeys which has determined the overall height of the development. Circa 668 sqm of ground floor commercial units (Class E) would be provided at street level fronting onto Bury New Rd whilst a total of 141 apartments comprising a combination of one and two bed units of varying sizes would sit above.

2. Assessment

2.1 Paragraph 91 of the National Planning Policy Framework (NPPF) published in February 2019 states that new developments should create environments that are safe and accessible so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion. This is further reinforced by paragraph 127 of the Framework which requires planning decisions to ensure that, amongst other things, crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion and resilience.

2.2 The National Planning Practice Guidance (PPG) further highlights the need to incorporate crime prevention measures into the overall design of new development with paragraphs 26-006-20140306 and 26-010-20140306 being of specific relevance to this matter.

2.3 At a local level, the Manchester Core Strategy was adopted in July 2012 and establishes the key spatial principles to guide the strategic development of Manchester up to and including 2027. This contains a policy, Policy DM1, which requires all new development proposals to have regard to a range of specific issues including community safety and crime prevention.

Crime Analysis

2.4 The following information has been sourced from the most recent data available on the Police.UK Crime Map to identify the number and types of crime that have taken place over the 18 month period between January 2018 and June 2019 within the Higher Cheetham area of Manchester where the application site is located.

2.5 This shows that there were a total of 1,963 crimes recorded over the period, the most frequent offences recorded including anti-social behaviour, vehicle crime, violence and sexual offences. It is likely that the manner of crime from which the development would be most at risk from is anti-social behaviour and vehicle crime based on the most recent data available.

Design Considerations

2.6 The outline application is supported by illustrative layout drawings which demonstrate how ground floor commercial units with up to 141 apartments above can be accommodated on the site. The development has been designed to maximise natural surveillance while accommodating the on-site constraints. This is particularly relevant around areas of public open space/communal space within the site, as well as in relation to public rights of way both through and around the site, where the building has been specifically designed in such a way that public and shared spaces would be overlooked to ensure maximum natural surveillance.

2.7 With regard to the security of the building it would be ensured that all spaces external to the ground floor commercial units would be appropriately fenced and secured with CCTV being installed to all external areas to both the front and rear. Car parking would be located within areas of natural surveillance from the residential properties on the upper floors whilst the provision of additional lighting would ensure enhanced security and that public and shared spaces within the site are safe, secure and well lit.

2.8 It is evident from the information sourced from Police.UK that the Higher Cheetham area of Manchester is subject to high levels of crime. The proposed development has incorporated measures of crime reduction through the indicative design. Full details would be established at the reserved matters stage in conjunction with the Council and relevant statutory consultees so as to meet the requirements identified within both national and local planning policy.