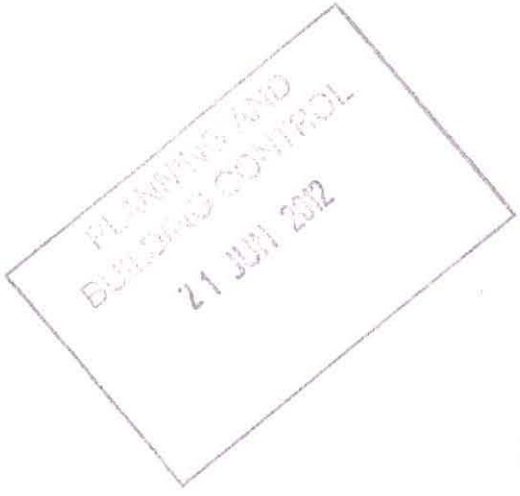
Crime Impact Statement

- Thorley Lane, Manchester Airport
  - Long-Stay Car Parks



Greater Manchester Police

designforsecurity

Chester House
Boyer Street
Manchester
M16 ORE

t: 0161 856 5912
f: 0161 856 7489
e: info@designforsecurity.org

www.designforsecurity.org

Client	Manchester Airport	
CIS ref.	2005/0837	
Report status	Part A only	
Version	1	17/04/2009
designforsecurity Consultant	Michael Craig	

© 2009 Copyright Design for Security, Greater Manchester Police

The concepts and information contained in this document are the property of Greater Manchester Police. Use or copying of this document in whole or in part without the written permission of Greater Manchester Police constitutes an infringement of copyright.

Contents

Interim Evaluation 3

Contact Register 3

Document Register 3

Introduction 4

PART A – Analysis of the Site

1.0 The Proposal 5

2.0 Site Analysis 5

3.0 Crime Issues at this Location 6

3.1 Crime Statistics 6

3.2 Local Intelligence 7

4.0 Security Considerations 7

5.0 Design Considerations 7

5.1 General Design Considerations 7

5.2 Site Specific Design Considerations 8

PART B – Assessment of the Development

To be completed

APPENDICES

A1 Glossary of Crime Types 11

Interim Evaluation

This site has previously operated successfully with relatively low levels of recorded crime. It is therefore essential that the recommendations within Part A of this report are incorporated in the detailed proposals, in order to minimise the potential to generate crime and the fear of crime on the site.

Contact Register

Date of Contact	Summary of Contact
15/04/2009	Meet client on site (MC/SC)
16/04/2009	Phone call with client re: previous use

Document Register

The analysis of the proposals is based on the following documents submitted by the developer:

Document/Drawing Reference Number	Document/Drawing Title
N/A	Base Plan indicating extent of site

PLEASE NOTE - In the event of any subsequent material changes to the scheme, it will be necessary for Design for Security to reassess the comments made within this report.

Introduction

This Crime Impact Statement:

- Has been produced by the Greater Manchester Police Design for Security, consultancy, a professional organisation independent of the design process.
- Highlights crime and disorder issues in the vicinity of the development.
- Assesses the development in terms of its likely effect on crime and disorder in the area.
- Identifies design solutions based on analysis of the crime issues in the area that will reduce the proposals vulnerability to crime.
- Helps an applicant to adapt a development to avoid/reduce the adverse affects of crime and disorder.
- Allows Local Planning Authorities (LPAs) to use the information to make better decisions and enable the planning process to run more smoothly.
- Helps to allay public fears about a development that are often brought about by a lack of information and create goodwill on behalf of the developer.

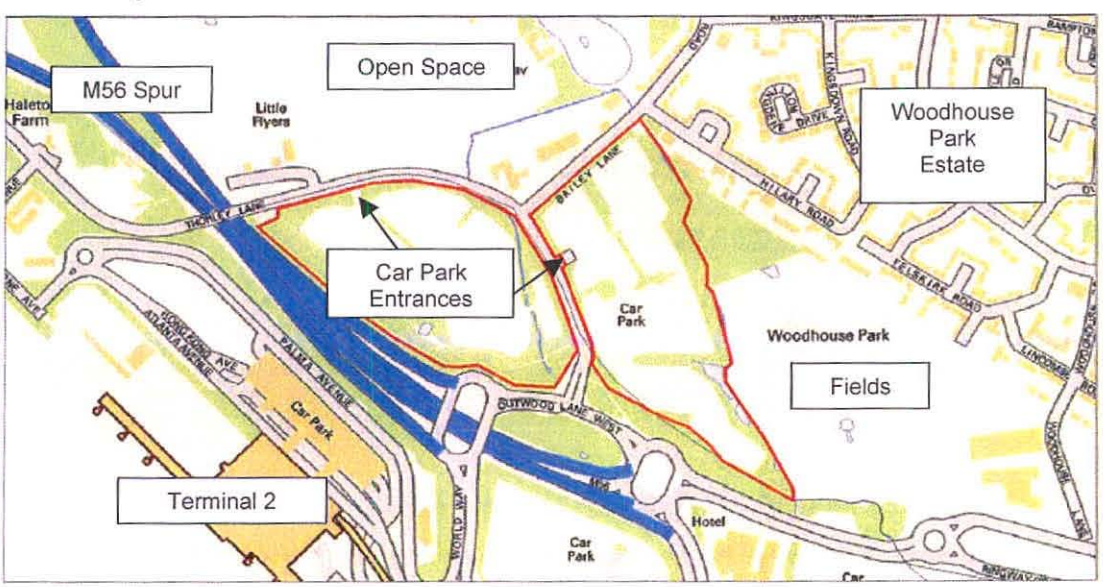
Part A – Analysis of the Site

1.0 The Proposal

- Reinstate previous use of two areas as long-stay car parking for users of the airport.

2.0 Site Analysis

The diagram below highlights relevant local features, which could have an impact upon the security of the scheme.

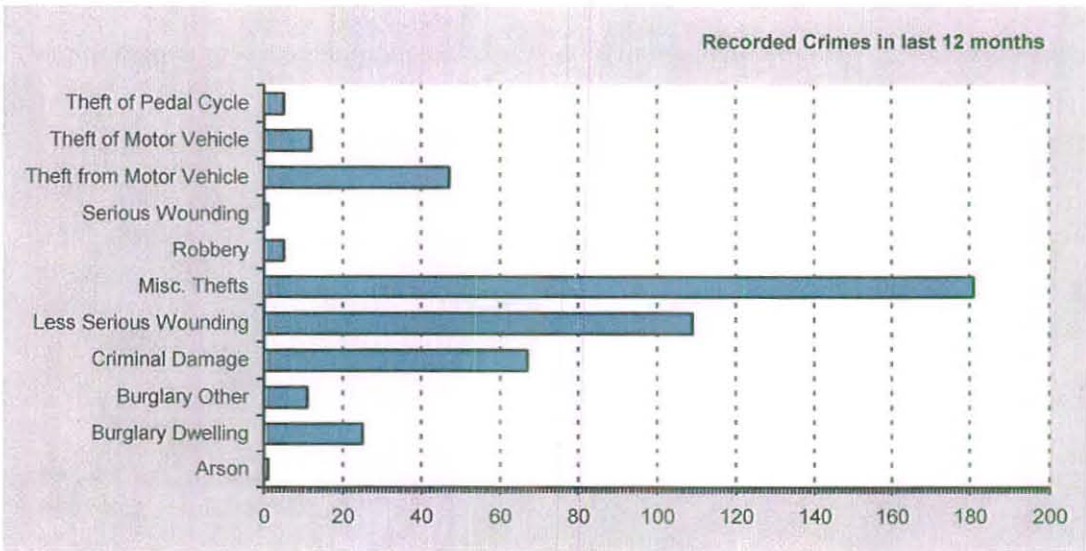


- The sites occupy land north of the airport spur from the M56, about 300m from Terminal 2.
- Each site has one official vehicular entrance from Thorley Lane.
- The two sites are entirely contained within a screen of naturalistic vegetation.
- The north eastern boundary of the site borders the Woodhouse Park area of Wythenshawe.
- The boundaries of the site are extensive, with considerable lengths of fencing (a combination of 2.1m chain link and an electric fence).

3.0 Crime Issues at this Location

3.1 Crime Statistics

The graph below illustrates the number of crimes recorded in the period 6th April 2008 and 6th April 2009 in a grid area centred on the site, measuring approximately 1km^2 (please see Appendix 1 for a description of each of the crime types).



Most of the crime recorded in the area relates to the nearby Woodhouse Park area. Within the last year there were no recorded crimes on the two car park sites (which were both still in use until early 2009). Crimes in previous years have involved unauthorised access to the site, often by cutting the fence (including the electric fence), criminal damage and theft from motor vehicles. There have been cases of antisocial behaviour in the adjacent wooded areas, including setting of fires.

3.2 Local Intelligence

The site straddles two policing divisions – South Manchester (C) and the Airport (I). The local crime reduction advisor has indicated that if the equivalent level of security is included in the design and management of the redeveloped facility, there should be minimal call on police resources. However, the proximity of the site to the Wythenshawe estate raises some concerns.

4.0 Security Considerations

The typical security issues for a development of this nature are:

- Violence to staff
- Graffiti
- Criminal Damage
- Robbery (customers and staff)
- Parked cars
  - Theft of cars
  - Theft of contents and components from cars
  - Damage to cars

5.0 Design Considerations

5.1 General Design Considerations

Clear sightlines and good visibility allow people to see where they are going and make a reasonable choice of routes. This has a significant impact on feeling and being safe.

For areas designed to be used after dark, visibility depends on effective lighting. Well-designed lighting increases the opportunity for surveillance at night, sends positive messages about the management of the area. Lighting is an integral part of the overall design and should be considered in relation to the specific needs of a place. Lighting should provide good visual guidance and orientation.

Physical protection involves implementing measures that make it more difficult to commit offences while at the same time instilling a feeling of safety in users. It includes active security measures (such as fencing, barriers) that aim to place secure physical barriers in the path of the offender, making crime harder to commit and raising the risk of detection and capture.

5.1 Site-Specific Design Considerations

Entrances to the car parks are well defined and obvious. There is only one way in and one way out, which assists the supervision of vehicle movements.

The existing boundary fencing is adequate for the intended use of the site. Its considerable length makes detection of defects difficult, but its condition is essential to the security of the site. This needs to be maintained in good condition with regular visual inspections built into the management plan for the sites. It is recommended that the electric fencing is also maintained with the appropriate warning signs. Service boxes along the inside of the fencing should be repositioned away from the perimeter as they could be used to aid escape from the enclosure.





Vegetation. Around the edge of the site this provides a useful and attractive screen. However, it can also give cover to potential criminals and in certain locations the trees are large enough to provide an aid to scaling the boundary. It is therefore essential that the vegetation on both sides of the perimeter fencing is trimmed back on a regular basis.

Within the parking area there are pockets of naturalistic planting that break up to expanse of hard surface. In certain locations these provide an obstacle to effective supervision of the site, creating secluded areas that could be exploited by criminals.

The vegetation within the car parks should be managed to reduce the density of shrubbery and raise the canopy of trees to allow visible permeability.

Internal Layout. Due to the arrangement of space within the wooded periphery, the sites have an irregular perimeter that makes supervision of the large area difficult. It is therefore essential that a monitored CCTV system is incorporated, providing coverage of all areas of the car park, supported by effective lighting.

Cash Handling. It is recommended that the system for payment does not involve cash transactions on the site.

Any proposed waiting areas / bus stops and shelters should be located well away from the perimeter fences and not provide obstacles to natural surveillance and CCTV / lighting coverage.

Ongoing management and maintenance is crucial to the long-term security of this site. It is essential that the car park is staffed at all times, and that security infringements are dealt with promptly.

Cleaning, removal of graffiti and repair of damage arising from vandalism should be carried out quickly in order to maintain a culture of care and respect. A lack of maintenance often attracts further abuse. The site currently contains debris that could potentially be used to cause damage and break into vehicles – this should be removed prior to opening the facility. Regular removal of accumulated litter from the surrounding woodland should be carried out in order to reduce the opportunities to light fires.

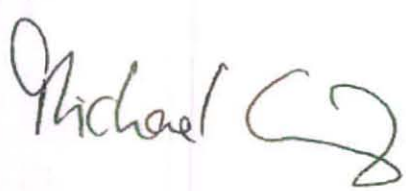




Due to the location and proposed use of the site, it is highly recommended that the development is designed, constructed and managed in accordance with the provisions of the Park Mark Safer Parking Scheme, see *www.britishparking.co.uk* for more information on this initiative.

PART B – Assessment of the Development Details

Part B of this report will be completed when the detailed plans of the development have been prepared and can be assessed against the principles of 'Crime Prevention Through Environmental Design' (CPTED) and 'Secured By Design' (SBD), particularly in light of the crime issues highlighted above.

designforsecurity Consultant	
	Michael Craig

Appendices

A1 Glossary of Crime Types

SOURCE: Home Office

Arson

Deliberately destroying or damaging property by fire.

Burglary in a dwelling

Burglary in a dwelling

Where an offender enters a dwelling as a trespasser to steal, rape or commit grievous bodily harm.

Aggravated burglary in a dwelling

Where an offender, armed with a firearm, weapon or explosive, enters a dwelling as a trespasser to steal, rape or commit grievous bodily harm.

Burglary in a building other than a dwelling

Burglary in a building other than in a dwelling

Where an offender enters a building other than a dwelling as a trespasser to steal, rape or commit grievous bodily harm.

Aggravated burglary in a building other than a dwelling

Where an offender, armed with a firearm, weapon or explosive, enters a building other than a dwelling to steal, rape or commit grievous bodily harm.

Criminal damage

Criminal damage to a dwelling

Deliberately, or recklessly, destroying or damaging somebody else's home.

Racially or religiously aggravated criminal damage to a dwelling

Deliberately, or recklessly, destroying or damaging somebody else's home, where there is a racial or religious motive to the offence.

Criminal damage to a building other than a dwelling

Deliberately, or recklessly, destroying or damaging a building that belongs to someone else.

Racially or religiously aggravated criminal damage to a building other than a dwelling

Deliberately, or recklessly, destroying or damaging a building that belongs to someone else, where there is a racial or religious motive to the offence.

Criminal damage to a vehicle

Deliberately, or recklessly, destroying or damaging a vehicle that belongs to someone else.

Racially or religiously aggravated criminal damage to a vehicle

Deliberately, or recklessly, destroying or damaging a vehicle that belongs to someone else, where there is a racial or religious motive to the offence.

Other criminal damage

Deliberately, or recklessly, destroying or damaging items, excluding dwellings, buildings or vehicles that belong to someone else (not counted elsewhere).

Racially or religiously aggravated other criminal damage

Deliberately, or recklessly, destroying or damaging items, excluding dwellings, buildings or vehicles that belong to someone else (not counted elsewhere), where there is a racial or religious motive to the offence.

Threat or possession with intent to commit criminal damage

Threatening or causing someone to fear that his or her property might be damaged; or possessing anything, without lawful excuse, intended to cause damage.

Less serious wounding

Less serious wounding (including any minor injury)

Maliciously inflicting grievous bodily harm, with or without a weapon; also assaulting someone and causing him or her actual bodily harm.

Racially or religiously aggravated other wounding

Maliciously inflicting grievous bodily harm, with or without a weapon; also assaulting someone and causing him or her actual bodily harm, where there is a racial or religious motive to the offence.

Common assault (includes some minor injury)

Common assault (no injury)

Assaulting another person where the victim receives a minor injury or, as of 2002/03, no injury.

Racially or religiously aggravated common assault

Assaulting another person where the victim receives no injury and there is a racial or religious motive to the offence.

Miscellaneous theft

Theft from the person

Stealing property from another person, with intent to permanently deprive him or her of it.

Theft from shops

Stealing, with intent to permanently deprive, from retail premises (i.e. shoplifting).

Theft by an employee

Stealing from one's employer, with intent to permanently deprive the employer.

Theft or unlawful taking of mail

Unlawfully taking away or opening a mailbag.

Proceeds of crime

Concealing, disguising, converting, transferring or removing property obtained through criminal activity (i.e. money laundering).

Abstracting electricity

Dishonestly using, wasting or diverting electricity, without authority.

Other theft or unauthorised taking

Stealing not classified elsewhere.

Handling stolen goods

Dishonestly receiving or handling goods, knowing or believing them to be stolen.

Robbery

Robbery of personal property

The actual or threatened use of force during or immediately before the theft of personal property.

Robbery of business property

The actual or threatened use of force during or immediately before the theft of property belonging to a business.

Serious wounding

More serious wounding or other act endangering life

Viciously intending to cause grievous bodily harm to another person.

Theft from a motor vehicle

Theft from a vehicle

Where there is intent to steal from a vehicle rather than drive it away.

Vehicle interference and tampering

Interfering with a vehicle, its contents or anything carried in it.

Theft in dwelling

Theft from an automatic machine or meter

Stealing money from a meter in a dwelling.

Theft in a dwelling other than from an automatic machine or meter

Stealing property from a dwelling where the thief has not trespassed to gain entry

Theft of a motor vehicle

Theft or unauthorised taking of a motor vehicle

Stealing a motor vehicle, with intent to permanently deprive the owner of it.

Aggravated vehicle taking

Stealing a motor vehicle, with intent to permanently deprive the owner of it, and driving that vehicle dangerously, or consequently causing injury or damage to property, including to the vehicle.

Theft of a Pedal Cycle

Theft or unauthorised taking of a pedal cycle

Stealing a bicycle, with intent to permanently deprive the owner of it.