CRIME IMPACT STATEMENT

Whitworth Street

Storage Facility

FOR: TL Architects

VERSION A: 27th April 2020

REFERENCE: 2020/0108/CIS/01

Greater Manchester Police

designforsecurity

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CPT
CRIME PREVENTION TEAM

Whitworth Street

2020/0108/CIS/01

EXECUTIVE SUMMARY

Recommendations made

This development has been assessed using the principles of 'Crime Prevention Through Environmental Design' (CPTED - http://designforsecurity.org/about/crime-prevention-through-environmental-design/), in order to reduce the opportunities for crime and the fear of crime. The proposed development is generally acceptable with regards to the principles of crime prevention. A number of recommendations have been made in section 3.3 which should be implemented to reduce the potential for crime, fear of crime, and anti-social behaviour.

Patrick Babb

Consultant

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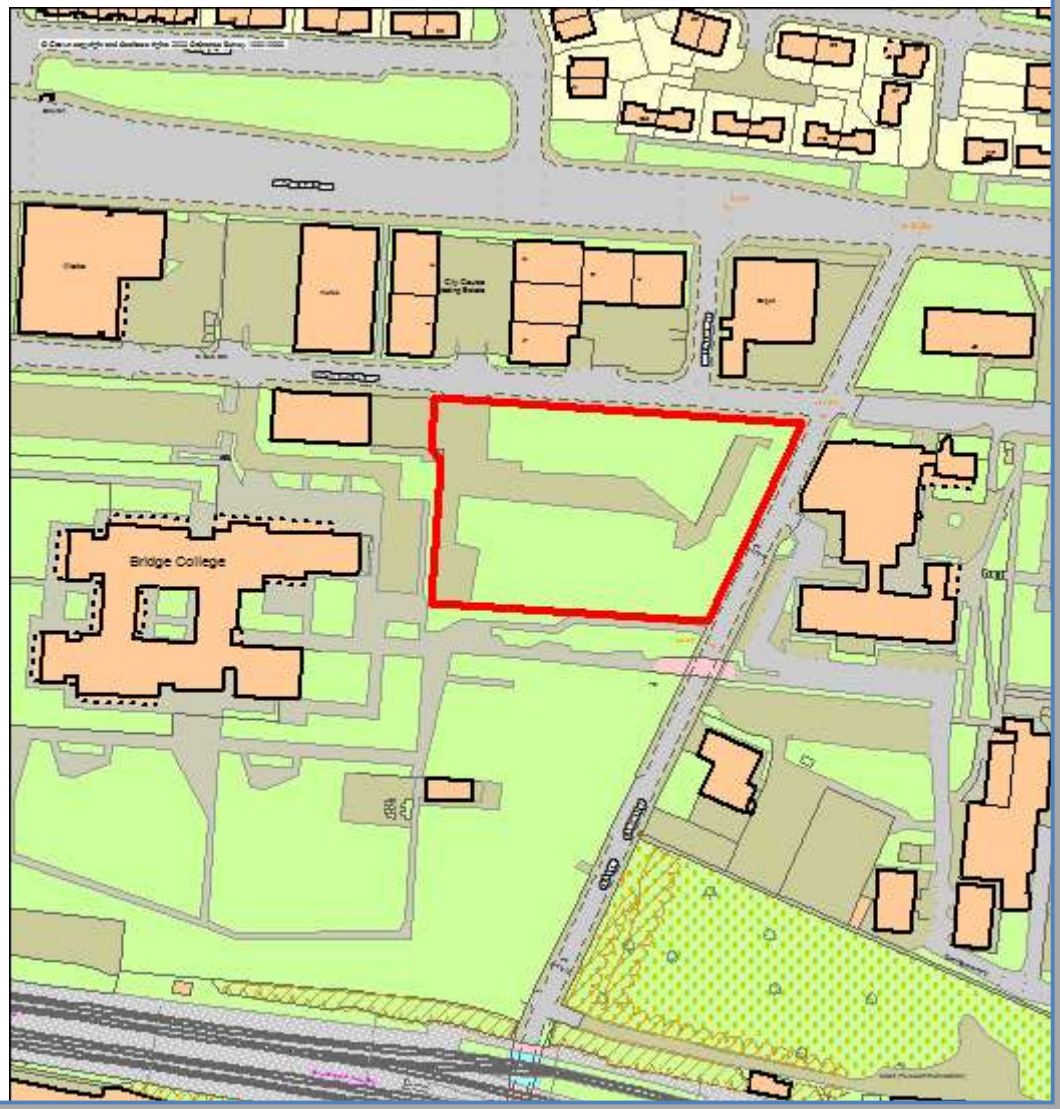
1 Visual Audit

The proposed development site can be seen on the adjacent map, edged in ed. The site is located in the Openshaw area with the city of Manchester.

The development site is roughly rectangular and it is bound by Whitworth Street to the North, Clayton Lane South to the East, to the South and Bridge College to the South and West.

The site is presently undeveloped with the site seeded over in place and there are a number of shrubs and trees close to the boundaries of the site. The site boundary is defined with a tall brick wall which appears to be the façade of the previous building to the site. The lower section of wall that abuts Clayton Lane South has been fitted with barbwire.



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2 Crime Statistics & Analysis

All data below is based on crimes recorded between 2018 and 2019.

2.1 Crime Summary

Figure 1: Recorded Crime within 500m of Site

Domestic Burglary	Non-Domestic Burglary	Criminal Damage	Less Serious Wounding	Theft	Robbery	Serious Wounding	Theft from Motor Vehicle	Theft of Motor Vehicle	Bicycle Theft
18	17	30	63	9	<5	<5	14	6	<5

2.1.1 The overall crime rate in the local area is low for Manchester, with less serious woundings, domestic burglary and vehicle crime being the highest recorded offences. The majority of offences have taken place to the north of the proposed site where a residential area is located.

2.1.2 Less serious woundings have taken place throughout the local area, with a hotspot of offences taking place to the north of the proposed site, around Wilson Street. Assaults and public order offences have been the highest recorded less serious woundings taking place, with offences often involving incidents between known associates and domestic incidents.

2.1.3 Domestic burglary offences have mostly occurred to the north of the proposed site. Offenders have forced entry through doors and windows, targeting the front of the property. Offenders have used implements and bodily pressure in order to gain access. Offences of domestic burglary have mostly taken place in the late evening and early hours of the morning when there is less foot fall in the area.

2.1.4 Theft from a motor vehicle and criminal damage to a vehicle has been the highest recorded vehicle crime in the local area. Offenders have targeted glazing, smashing windows with implements in order to gain access and remove items, or cause damage. Offenders have also removed tyres from the vehicle. In cases of criminal damage offenders have slashed tyres and damaged paint work.

2.2 Risk Factors

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

- Burglary
- Theft of fuel, company stock, tools and IT equipment
- Theft of employee personal belongings
- Criminal damage the buildings and vehicles
- Arson
- Theft of/from parked vehicles
- Bicycle and motorcycle theft
- Theft of plant and machinery and criminal damage during the construction period.

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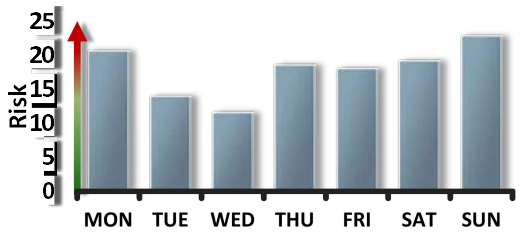
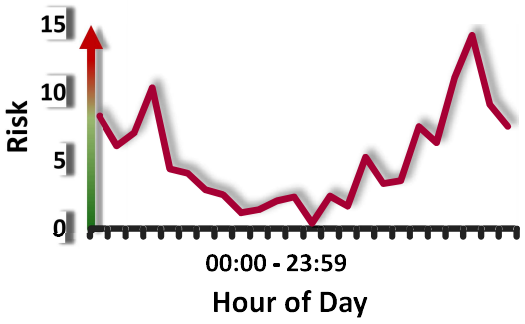
2.3 Non-Domestic Burglary (Industrial Units): Risk Analysis

The data below relates to non-domestic burglary offences within/against industrial units, recorded in the Manchester area.

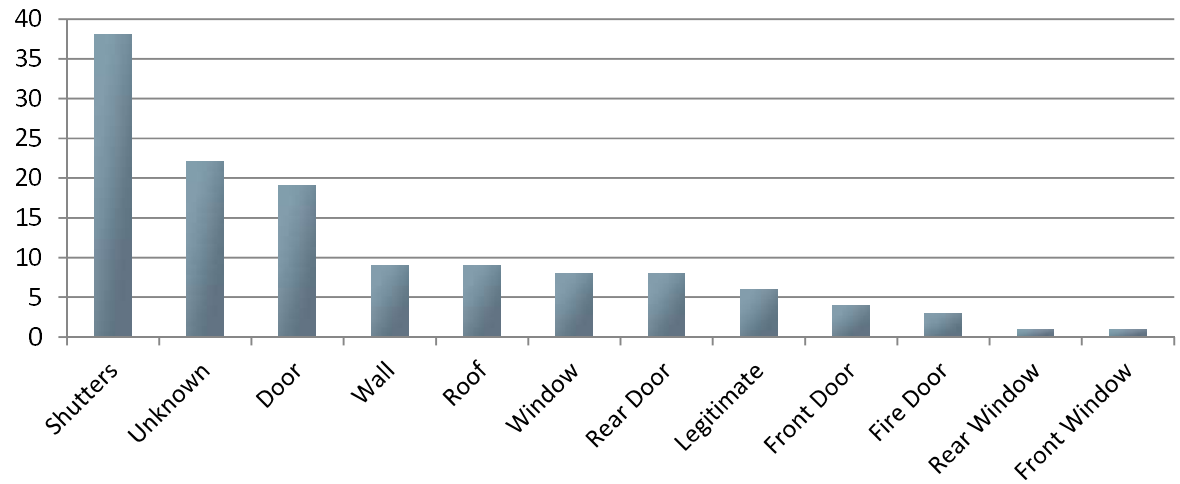
Burglary Other – Day Range



Burglary Other – Time Range



Burglary Other – Point of Entry



2.3.1 Day/Time Range: The risk of burglary at industrial units in the Manchester area peaks on a Monday and Sunday during the evening and into the early hours of the morning. Offenders often target industrial properties in the evening and early hours of the morning when it is dark and there is less foot fall in the area, giving offenders the perception that they are less likely to be caught or identified.

2.3.2 Point of Entry: In the local area the following entry points and MO's have been utilised most frequently:

- Forcing open secure shutters using bodily pressure and implements (mostly metal bars and vehicles) in order to gain access to doors and windows located beneath.
- Forcing open secure windows and doors using bodily pressure and implements in order to gain access.
- Smashed glazing in windows and doors using implements.
- Posing as a legitimate customer/ visitor and accessing restricted areas.
- Forcing open perimeter fencing and gates using tools and vehicles.
- Climbing onto the roof of the building and using tools in order to remove tiles and enter the property.
- Removing bricks from the wall using tools in order to gain access.

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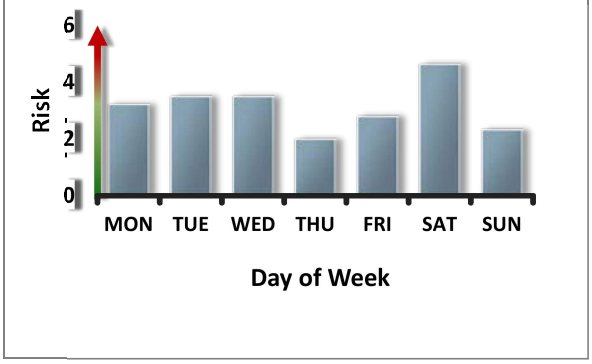
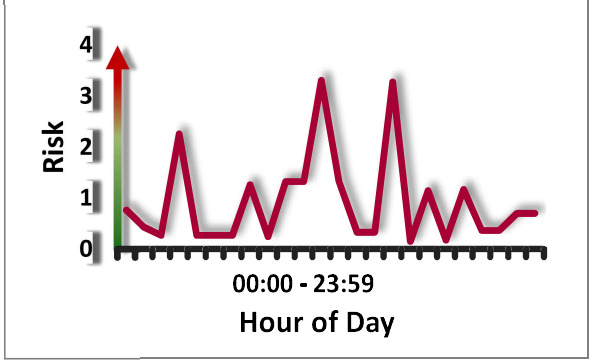
2.4 Theft (Industrial Units): Risk Analysis

The data below relates to thefts within/against industrial units, recorded in the Manchester area.

Misc Theft – Day Range



Misc Theft – Time Range

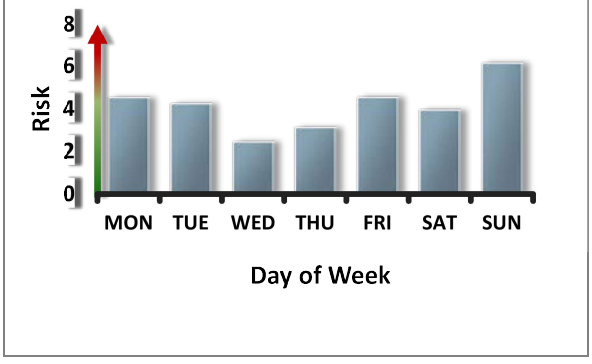


2.4.1 Day/Time Range: The risk of theft from industrial units in the Manchester area peaks on a Saturday during the morning and into the afternoon (9am – 4pm). There are two common occurrences of theft – the theft of personal property from within buildings (e.g. cash, bags, wallets/purses etc.) and the theft of tools, materials and plant stolen from service yards.

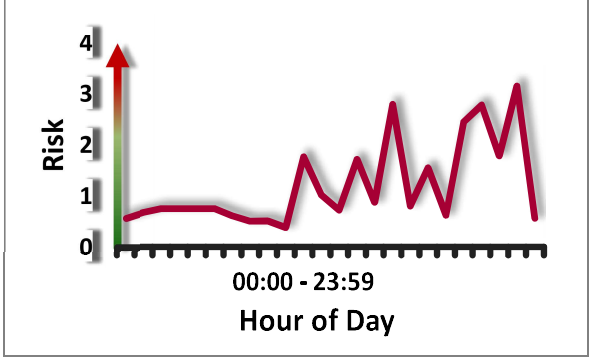
2.5 Vehicle Crime: Risk Analysis

The data below relates to vehicle crime committed within 500m of the site.

Vehicle Crime – Day Range



Vehicle Crime – Time Range



2.5.1 Day/Time Range: The risk of vehicle crime in the local area peaks on a Friday and Sunday during the afternoon and late evening. Offenders often target vehicles over the weekend period when they are likely to be left unattended for longer periods of time, reducing the possibility of being caught.

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3 Layout Appraisal

3.1 Proposed development

3.1.1 The proposed development is for the siting of 20 no. containers, for the purpose of self-storage, and associated car parking. The storage facility will have the following opening hours

- Monday- Saturday: 05:00-24:00
- Sunday: 06:00-20:00

3.2 Positive Aspects of the Proposal

The following proposed features would make a positive contribution to the prevention of crime and fear of crime.

3.2.1 The site publically accessible boundaries are brick walls that formed the façade of the building originally on the site. The walls are a minimum of 3000mm in height and will provide an effective barrier to gaining access into the site.

3.2.2 The development will be covered with a comprehensive CCTV system.

3.2.3 The development will bring the site back into use. The development will bring addition activity to the area which will benefit the surrounding areas.

3.2.4 There are two colleges in close proximity to the site and these will generate activity during the day to the benefit of the development.

3.2.5 It is proposed that containers will provide the storage for the development. Storage containers are generally of robust construction with thick steel walls which would be difficult for a determined offender to cut/damage to gain access.

3.3 Changes Needed and Recommendations

The following points have been identified for further consideration and would need to be addressed for Design for Security to support the proposed scheme.

3.3.1 Out of hours access, if permitted, should be governed with a robust and auditable access control system. Ideally, customers should have an electronic fob or key card to gain entry – which can then be easily disabled when they no longer require access.

3.3.2 The development should ideally be staffed at all times when it is open to prevent misuse of the site or the storage containers from being targeted by offenders.

3.3.3 Containers should be secured with a robust hasp and staple or latch and a padlock certified to Sold Secure Silver/Gold which is a burglary/attack resistant standard. If customers provide their own padlock they should be recommended to use a padlock to this standard.

3.3.4 The proposed parking areas should be illuminated in accordance with BS 5489, and display an average lux level of 10 with a uniformity level of no less than 25%. Any pedestrian routes through the site should be illuminated in accordance with BS 5489.

3.3.5 Pedestrian routes through the site should be illuminated in accordance with BS 5489 and the site in generally should be illuminated to prevent criminals from easily concealing themselves from view and to deter anti-social behaviour such as loitering.

3.3.6 CCTV should cover the entrances into the site, car parking areas, pedestrian routes, and the storage containers. Lighting should be provided so that the CCTV can be effective at all times of the day and during the night. The positioning of CCTV cameras should be carefully considered so that views are not blocked by trees or lighting columns.

3.3.7 CCTV should be capable of being recorded and viewed off site so that any recordings cannot be destroyed by offenders.

3.3.8 If the main entrance gate is to be replaced it should be replaced with a gate that is a minimum of 2400mm in height, suitably robust, and operated by an electronic access control system. The gate

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should have minimal ground clearance to prevent crawling and not feature any climbing aids such as horizontal bars or exposed hinges.

4 Management & Maintenance

4.1.1 The upkeep of a development over its lifetime can be crucial to the level of security and safety within. Aspects of a development, which are left to deteriorate, have the potential to attract further crime – a process known as 'the broken window theory'. A maintenance plan should be drawn up to address issues such as:

- Litter removal
- Repair to communal areas (lighting, signage, access controls)
- Trimming and pruning to shrubs and trees

5 Construction

5.1.1 Untidy sites and their surroundings can be littered with debris accessible to vandals who often use loose materials as missiles to commit crime. The client should take measures appropriate to secure their site during construction, and control pedestrian and vehicular access in to and out of the site curtilage. It is also recommended that the contractor on this scheme is a member of the 'Considerate Constructors Scheme', who has committed to be a considerate and good neighbour, as well as clean, respectful, safe, environmentally conscious, responsible and accountable.

5.1.2 Site security contractors should be SIA (Security Industry Authority) approved to ensure professional standards are adhered to (please see http://www.sia.homeoffice.gov.uk/pages/acs-intro.aspx for more details).

6 Useful References

6.1 Secured by Design (SBD)

6.1.1 Secured by Design focuses on crime prevention at the design, layout and construction stages of homes and commercial premises 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/

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A Contact register

Date	Contact With	Summary of Contact
16/03/2020	Terry Lau	CIS application received
30/03/2020	Terry Lau	CIS application revised and conffirmed
15/04/2020	Terry Lau	Further details provided

B Associated Documents

This report is based on the following drawings and supplementary information submitted by the applicant.

Drawing No.	Drawing Title	Date	Rev
02	Existing Floor Plan	Nov 19	
	Location Plan		
04	Proposed Floor Plan 2	Dec 19	B
	Site Plan		

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.

C CIS Version History

Version	Revisions Made	Date
A		

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