CRIME IMPACT ASSESSMENT

TRIPLE JERSEY LIMITED

B&M KINGSWAY, BURNAGE

www.dppukltd.com

CRIME IMPACT ASSESSMENT

On behalf of: Triple Jersey Limited

In respect of: B&M Kingsway, Burnage

Date: October 2024

Reference: 4535LE.R004

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1.0 Introduction

1.1 This Crime Impact Assessment has been prepared on behalf of our client, Triple Jersey Ltd, to assist Manchester City Council in its consideration of a full planning application for the proposed demolition of the existing B&M retail unit and associated garden centre and subsequent erection of a residential development with associated access, parking, landscaping and drainage at land off Kingsway, Burnage, Manchester, M19 1BB.

1.2 The Proposed Development is a resubmission of planning application 138712/FO/2023 which was submitted on December 1st 2023, and withdrawn on February 15th 2024.

1.3 The assessment will start with an analysis of the existing context of crime and disorder in the surrounding areas to the site and any potentially impacting factors, using data from the Police.uk website.

1.4 This assessment has then considered the proposed development against the principles of CPTED (Crime Prevention through Environment Design), elaborating on how the proposals will reduce opportunities for crime and the negative perception of fear of crime.

1.5 The assessment will demonstrate that every effort has been made to negate concerns over crime through thoughtful design, and to reduce opportunities for crime and fear of crime.

2.0 Site Description and Context

2.1 The site measures 1.64ha in size, as shown in the aerial image below, and is located in the Burnage area on Kingsway (A34), which provides direct access to the centre of Manchester approximately 5 miles northwest of the site.

Figure 1 – Aerial Photo of Site with approximate Red Line Boundary

2.2 The site is currently occupied by a 2,787 sqm retail store and garden centre, currently occupied by B&M, with an accompanying customer car park. The site is bound to the west by the railway line and Mauldeth Road train station, to the north by Talbot Road, to the east by Kingsway (A34), and to the south by a Texaco petrol filling station and retail units. The surrounding area is predominantly residential in character, with the site and the land immediately south forming a wedge of commercial/industrial uses between the two major pieces of transport infrastructure.

2.3 The site is accessed via a dedicated access road off Talbot Road. This road runs along the western boundary of the site in a north-south direction. It provides vehicular access to the existing customer car park of B&M in the northern part of the site, but it also provides access to the Mauldeth Road Railway Station's car park to the south of the site.

2.4 The site is in a highly accessible location with shops and services available on Kingsway and Mauldeth Road. Mauldeth Road station provides half-hourly connections to Manchester

Piccadilly and the nearest bus stop is located on Kingsway, approximately 150 metres to the south of the site. The stop is serviced by 4 different buses (approximately every 10 minutes), connecting the site with The Quays, Salford and Manchester City Centre and East Didsbury in the other direction.

2.5 The site lies approximately 1.5km away in either direction from shops and services provided within Fallowfield District Centre and Levenshulme District Centre which are located to the northwest and northeast of the site respectively.

3.0 Proposed Development

3.1 The proposal seeks full planning permission for the demolition of the existing B&M retail store and associated garden centre and subsequent erection of residential development comprising 115 dwellings with associated access, parking, landscaping and drainage at land off Kingsway, Burnage. Vehicular access will be provided from the north of the site via Talbot Road.

3.2 The scheme will be a 'Build to Rent' development in which an experienced operator will be responsible for overall management of the site and therefore will be acutely aware of the need to ensure that residents are safe and secure.

3.3 The accompanying Design and Access Statement prepared by Sten Architecture provides full details of the proposed development, however a summary is provided below.

3.4 The scheme's schedule of accommodation comprises the following:

- 115 dwellings (41 of which are to be apartments)
- 3,959 sqm of external public amenity space
- A minimum of 344 secure cycle storage spaces.
- 86 parking bays

Site Layout

3.5 The proposed layout, shown overleaf in **Figure 2**, depicts how the development will be achieved and features areas of public open space to the north,south and to the east of the site.

3.6 The proposed development is arranged to have outward facing frontages, with the proposed dwellings fronting onto the access road (off Talbot Road) and onto Kingsway along the site's western and eastern boundaries respectively.

Figure 2 – Proposed Site Layout

3.7 The built form is designed to protect and provide natural surveillance of the internal spaces including private amenity spaces, parking areas, and communal gardens.

Housing Types and Mix

3.8 The scheme will be comprised of a mix of 2, 3 and 4-bed dwellings of different types including apartments and terraced townhouses. The proposed housing mix is broken down as follows:

Table 1 – Proposed Housing Mix

Bedrooms	Quantity	Dwelling Type(s)	Percentage
2	54 no.	House Type 2	47%
	41 no.	Apartments (Type 1-5)	36%
3	8 no.	House Type 3	7%
4	12 no.	House Type 4	10%
Total	115 no.	-	100%

3.9 The overall housing mix will include 41 no. apartments with the remaining units being a mix of three different house types as described and illustrated within the accompanying plans pack and Design and Access Statement.

Access and Parking

3.10 Access is to be maintained via Talbot Road to the north of the site and internal access is proposed along the existing road that runs along the western boundary of the site.

3.11 Parking provision will come in the form of a mix of allocated spaces to the side of dwellings and small internal parking courts. The parking courts have been distributed throughout the scheme and limited in area to ensure that routes to and from the housing units are short in length and to facilitate bin collection points close to adoptable highways.

3.12 Each of the three and four-bed dwellings will be provided with at least one allocated parking space. The remainder of the parking spaces will be unallocated and therefore the use of these spaces will be flexible.

3.13 In total, 86 car parking bays are proposed.

Design

3.14 The proposed development will use a material palette principally consisting of red brick so as to be sympathetic to the local area and reflect the vernacular architecture. The building frontages will use a limited palette of materials to create a pleasant and attractive response to the highway and internal access road.

3.15 The scheme will additionally include a feature building at the northern point of the site which is close to a major junction and will become an identifiable and recognisable feature adding to the sense of place of the proposed development.

3.16 The feature building's entrances points will be clearly defined with a palette of black and yellow which is informed by the Manchester worker bee, an emblem for the city for over 150 years. This contrast of bold and block colour against traditional brickwork will create additional interest.

Figure 3 – Proposed CGI of the Northern Feature Building

Scale

3.17 The proposed scale and massing have been carefully considered in response to the site's surroundings, with a capacity for slightly larger buildings to the north of the site.

3.18 The vast majority of buildings will be three-storey houses, with the only exception being the 5-storey tall feature building to the north.

3.19 An example of the proposed streetscene, is provided in **Figure 4** below

Figure 4 – Proposed Streetscenes (fronting onto Kingsway)

Landscaping

3.20 The main components of landscaping scheme include the retention of existing trees and the delivery of attractive communal spaces for all residents.

3.21 The 3- and 4- bed townhouses will each have a private rear garden. Rear amenity space is defensible, defined by boundaries, and protected with the grouping of rear gardens which will combine to create a robust and private environment for residents. All units (with the exception of the larger apartment blocks to the north) will feature an area of private defensible space.

3.22 The eastern edge of the site will be formed by a line of retained planting with the new development set behind this tree line. The combination of this landscape feature and the considered choice of materials and detailing of the proposed development will enhance the character of the highway and surrounding streetscape.

3.23 Blocks are proposed to be grouped together to ensure positive streetscenes whilst also reducing the amount of hard surfacing required to access homes.

4.0 Crime Statistics and Analysis

4.1 In this section of the Assessment, we will establish the current context of crime in the area by analysing published statistics including the amount of and nature of crimes being committed in the local area, which will inform the crime prevention measures employed at the proposed development.

Burnage

4.2 The following plan is derived from Police UK, which indicates the boundaries of the Burnage Area, from which the following statistics have been sourced. Below this are the figures retrieved from the Police UK website which look at the number of reported crimes committed in the Burnage area in September 2023. The application site is noted by a red star within the area boundary; it is noted that the proposed development sits at the northernmost edge of the Burnage Area boundary.

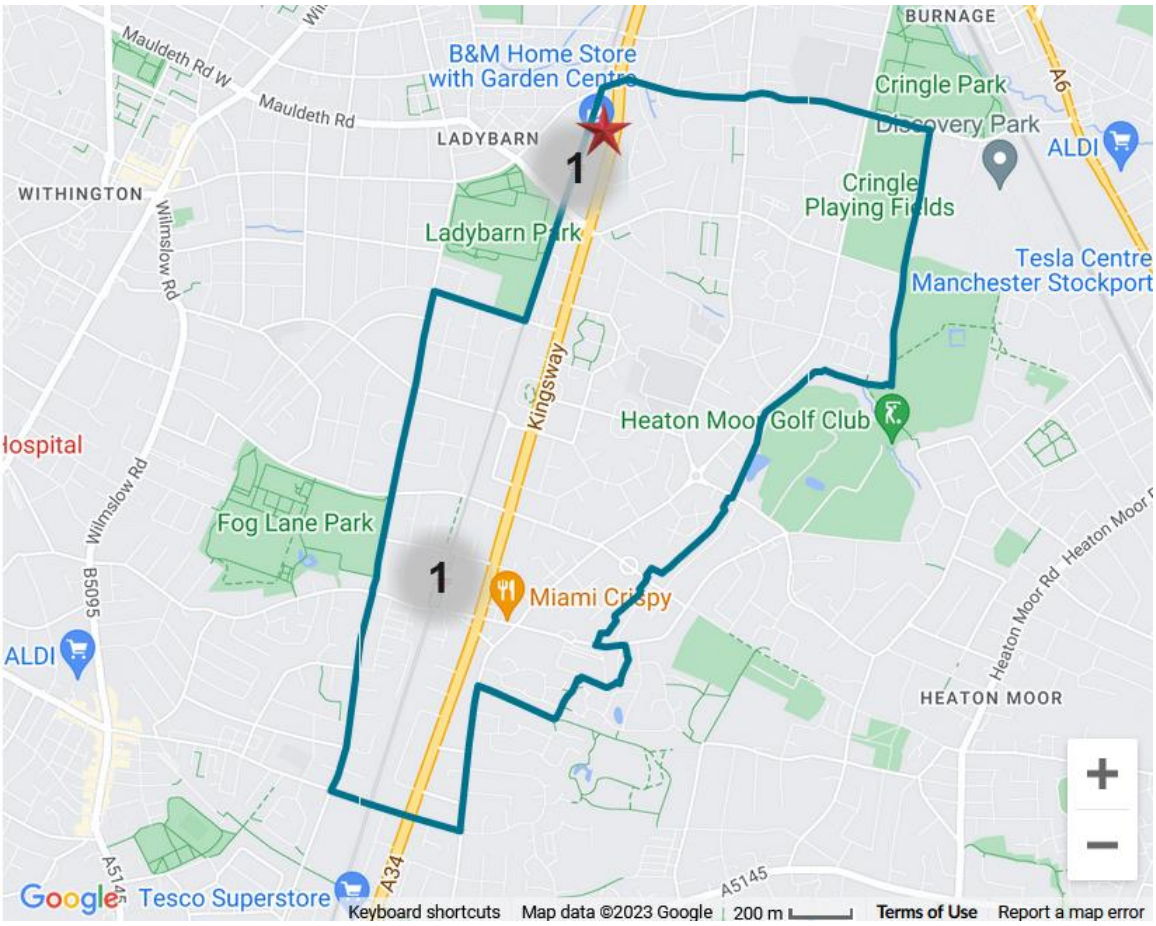

Figure 5 – Burnage crime map, with the location of the application site indicated by the red star

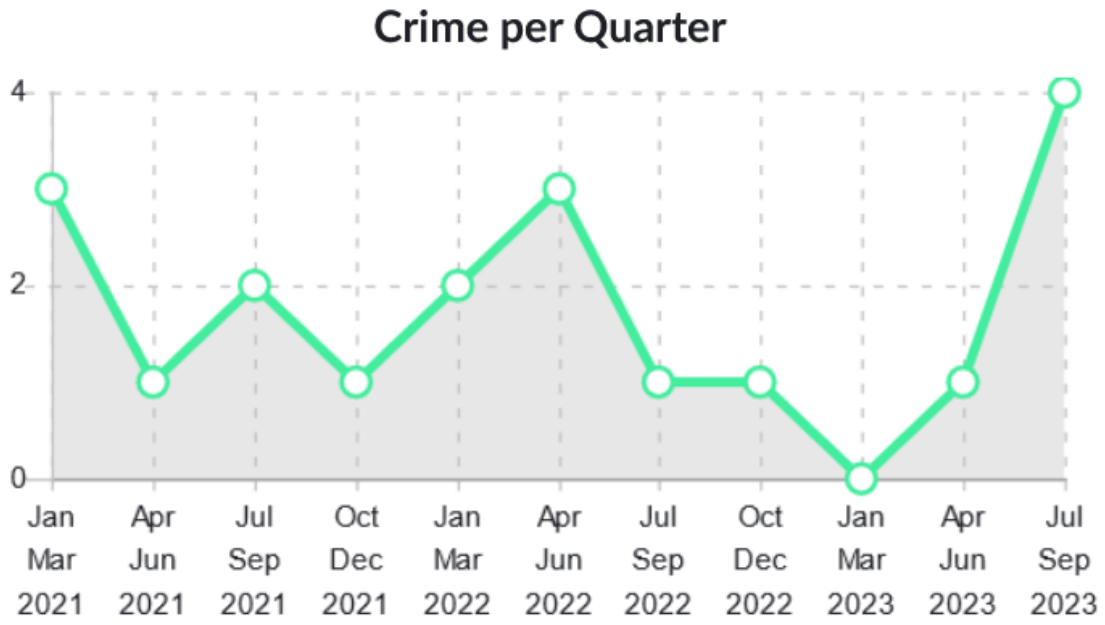

Figure 6 – Extract from Police UK illustrating the number of crimes reported across Burnage area for the 3-year period between January 2021 and September 2023

4.3 The table above illustrates the number of incidents in the local area of the application site. This data was collated over a three-year period from January 2021 to September 2023. Overall, crime levels have been low throughout the entire period with several quarters recording just 1 incident or even 0 incidents in one instance. It is noted that the quarter with the highest number of incidents (4) was the July to September 2023 quarter, however, this followed 4 successive quarters which each measured 1 or fewer incidents. There is therefore no indication of any upward trend and this increased number of incidents could simply prove to be an anomaly.

4.4 The following two figures show crime types by description and crime by outcomes, over a three-year period. It shows that the majority of crime in the area relates to drugs, public order and violence and sexual offences, with the vast majority having no status update available and 17.4% of offences being under investigation.

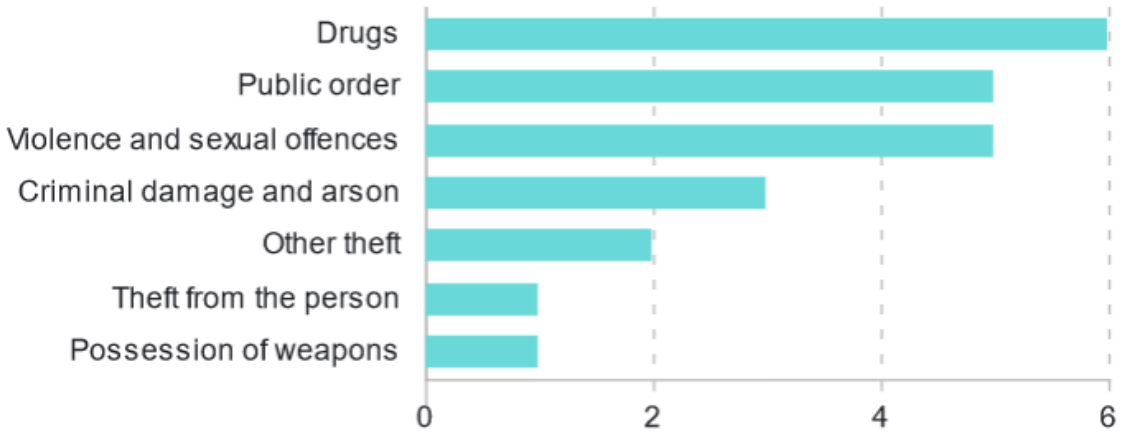

Figure 7 – Extract from Police UK illustrating the type of crime reported for the 3-year period between November 2020 and September 2023

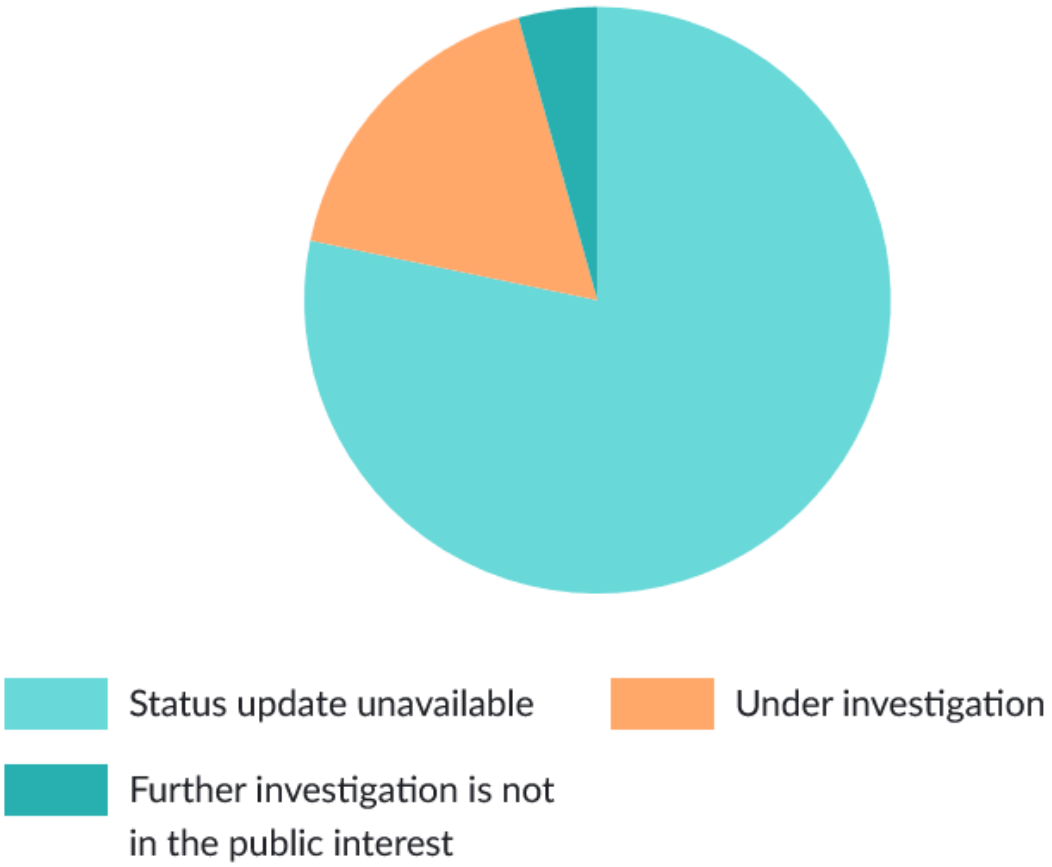

Figure 8 – Extract from Police UK illustrating the average Crime by Outcome across the area for the 3-year period between November 2020 and September 2023

Withington

4.5 As indicated in **Figure 9** below, although the application site does not lie within Withington Area, it sits on the boundary of the area and can be argued to be closely related to it; we note that there is a good degree of accessibility and continuous built development which also relates the site to the Withington area. As such, we consider it important to assess crime statistics in this area to give a more accurate view of crime statistics as they relate to the application site.

4.6 The following figure depicts the boundary of this area, with the red star roughly indicating the location of the application site. Below this are the figures and statistics derived from Police UK over a three-year period.

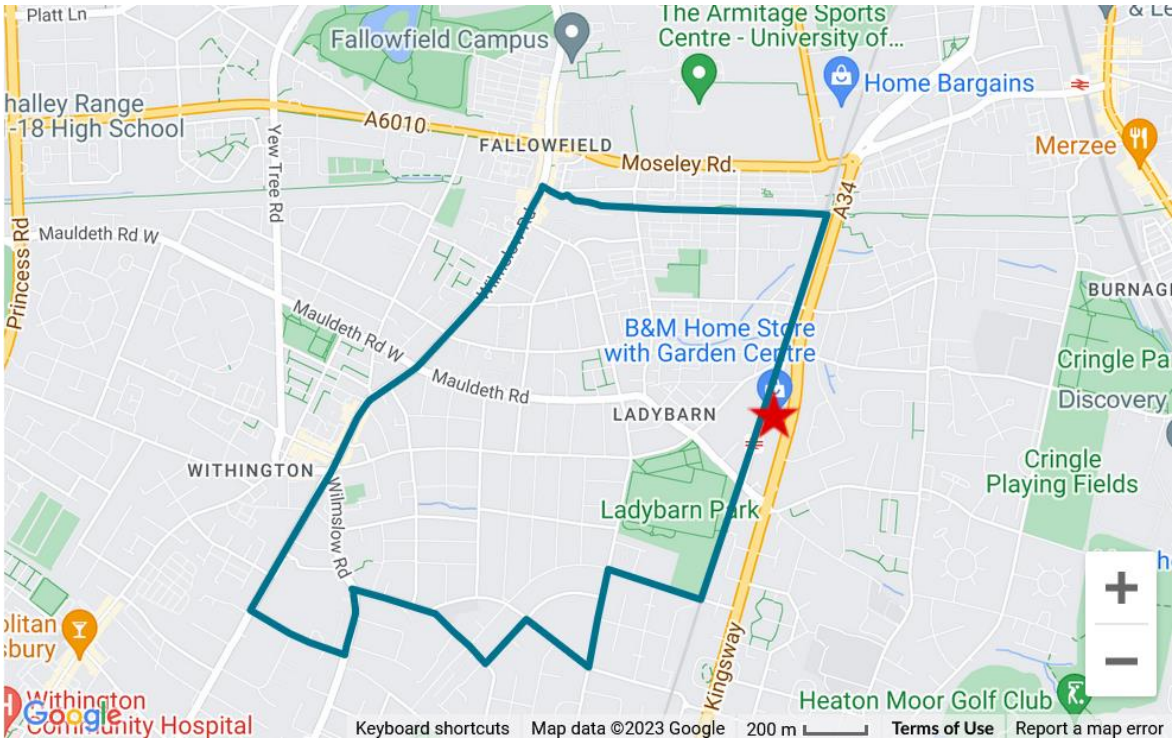

Figure 9 – Withington crime map, with the location of the application site indicated by the red star

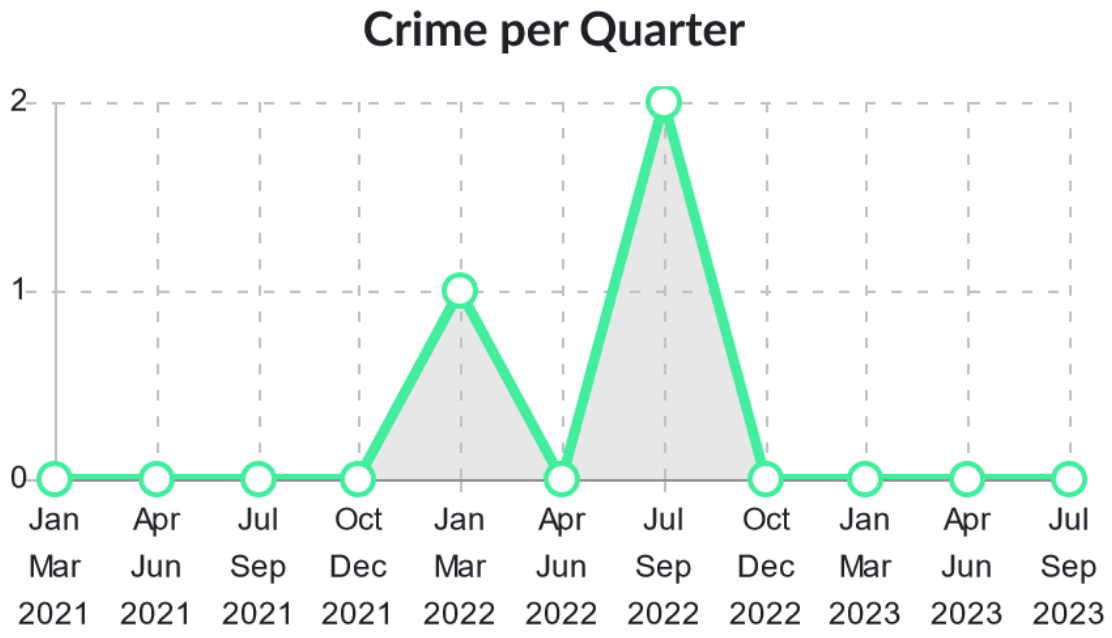

Figure 10 – Extract from Police UK illustrating the number of crimes reported across Withington area for the 3-year period between January 2021 and September 2023

4.7 The table above illustrates the number of incidents in the Withington area adjacent to the application site. This data was collated over a three-year period from January 2021 to September 2023. Overall, crime levels have been even lower than in the Burnage area throughout the entire period with the vast majority of quarters measuring 0 incidents. The peak quarter was July to September 2022 with 2 incidents recorded in this period, however, this was followed by 4 consecutive quarters which measured zero incidents. Based on the three-year period of available data this and the January to March 2022 quarter (which recorded 1 incident) would appear to be anomalies.

4.8 The following two figures show crime types by description and crime by outcomes, over a three-year period. It shows that all 3 recorded incidents of crime in the area related to violence and sexual offences. Regarding outcomes, there was an even split of 1 instance of the offender being given a caution, 1 investigation being complete with no suspect identified and 1 incident with no status update being made available online.

Figure 11 – Extract from Police UK illustrating the type of crime reported in Withington area for the 3-year period between November 2020 and September 2023

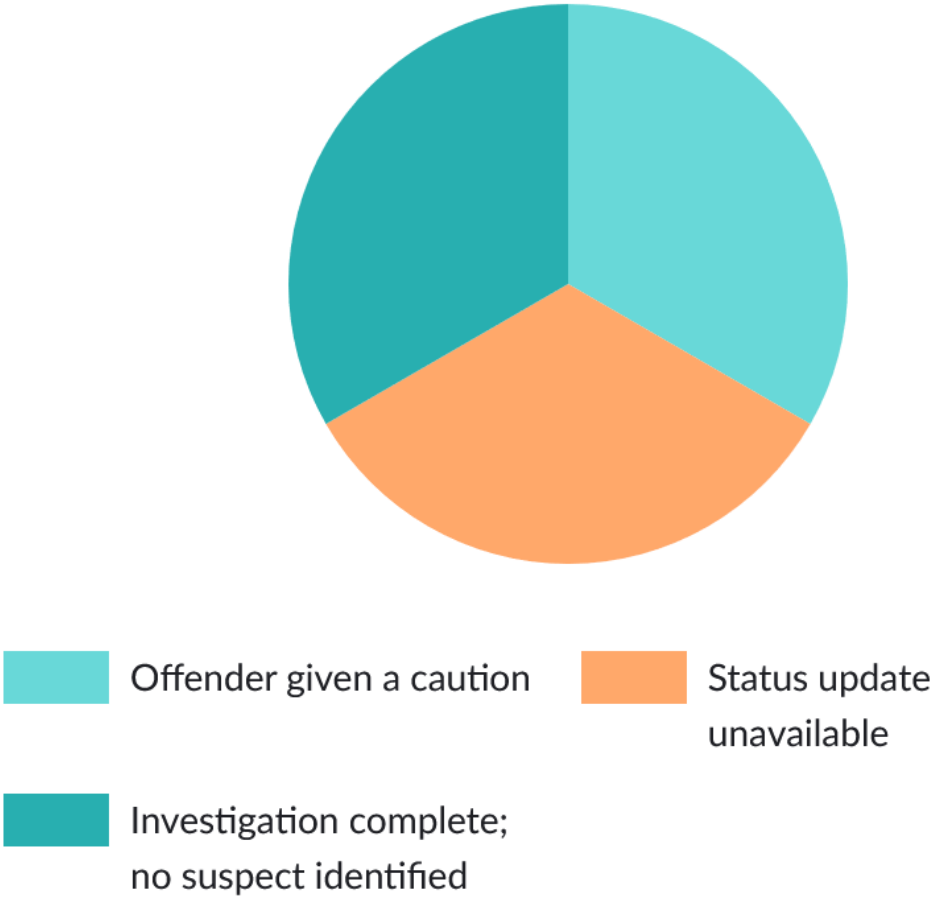

Figure 12 – Extract from Police UK illustrating the average Crime by Outcome across Withington area for the 3-year period between November 2020 and September 2023

Levenshulme

4.9 As indicated in **Figure 13** below, although the application site does not lie within Levenshulme Area, it sits on the boundary of the area and can be considered to be closely related to it; we note that on the grounds of accessibility and the nature of its built development, the site is in many senses as closely related to the Levenshulme Area as it is to the Burnage Area. As such, we consider it important to assess crime statistics in this area to give a more accurate view of crime statistics as they relate to the application site.

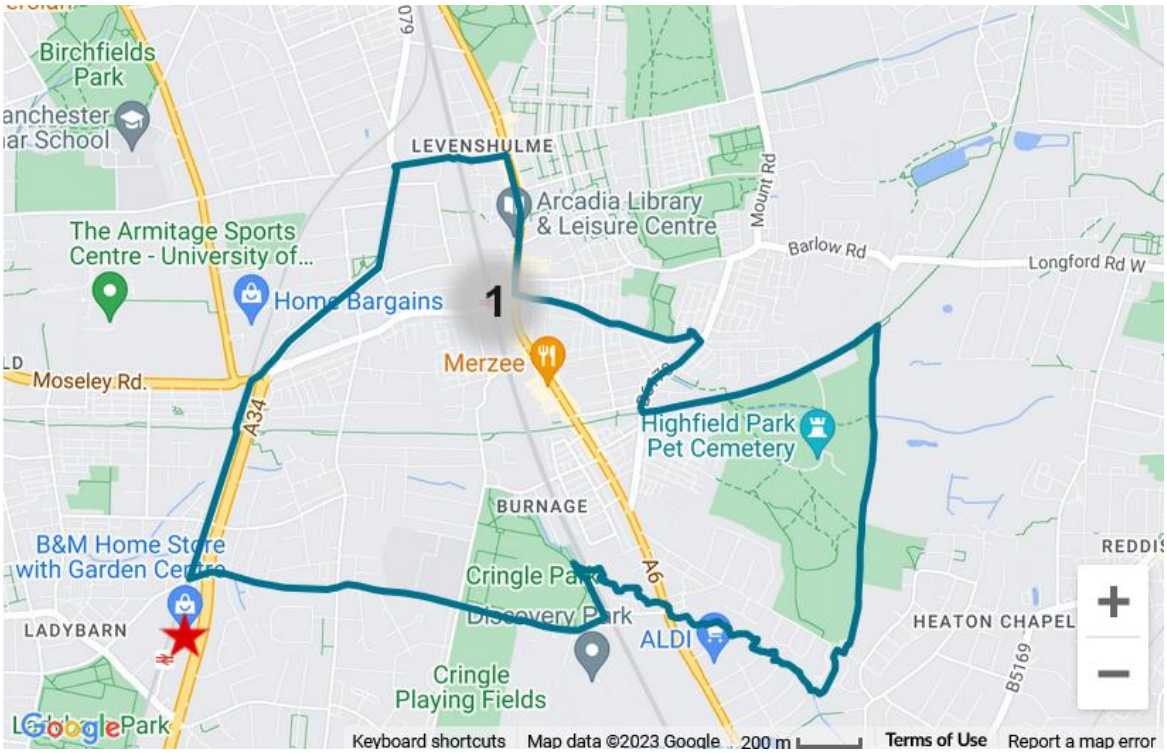

Figure 13 – Levenshulme crime map, with the location of the application site indicated by the red star

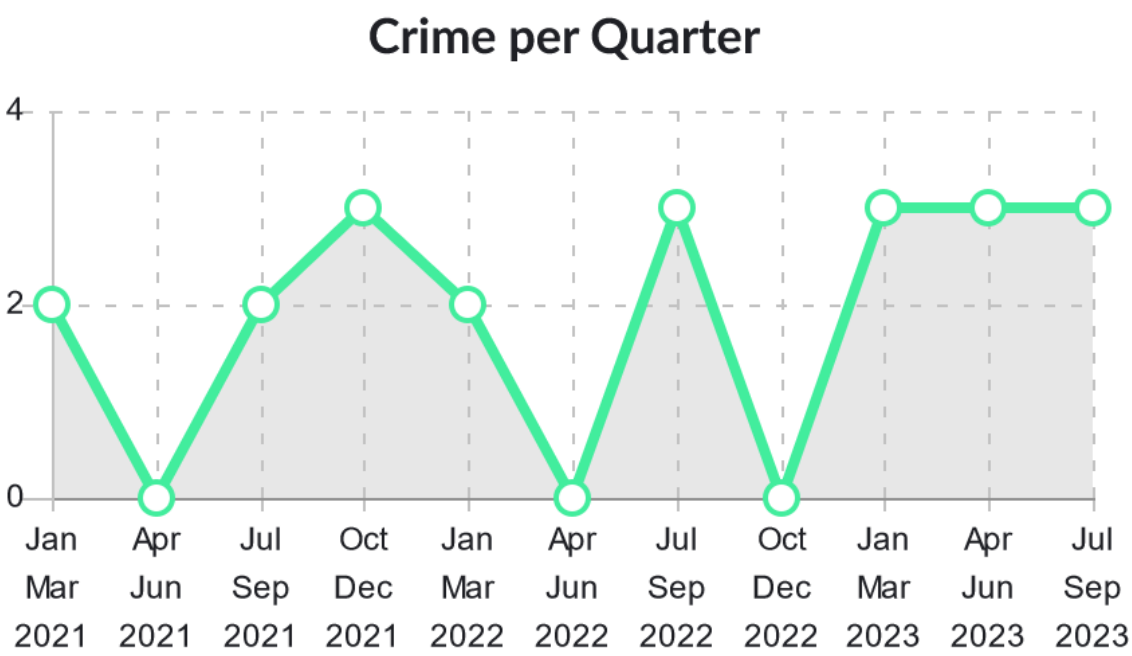

Figure 14 – Extract from Police UK illustrating the number of crimes reported across Levenshulme area for the 3-year period between January 2021 and September 2023

4.10 The table above illustrates the number of incidents in the Levenshulme area adjacent to the application site. This data was collated over a three-year period from January 2021 to September

2023. Overall, crime levels are broadly similar to the Burnage area albeit slightly higher on average. Crime levels peaked across several quarters at 3 incidents per quarter respectively from October to December 2021, July to September 2022 and 3 consecutive quarters from January 2023 to September 2023. There were however 3 quarters throughout this period which also recorded 0 incidents.

4.11 The following two figures show crime types by description and crime by outcomes, over a three-year period. It shows that the majority of crime in the area relates to 'violence and sexual offences' and 'criminal damage and arson', with the vast majority having no status update available, 14.3% of offences being under investigation, 2 completed investigations with no suspect identified (9.5% of offences) and 1 incident in which the Police were unable to prosecute the suspect(s) (4.8% of incidents).

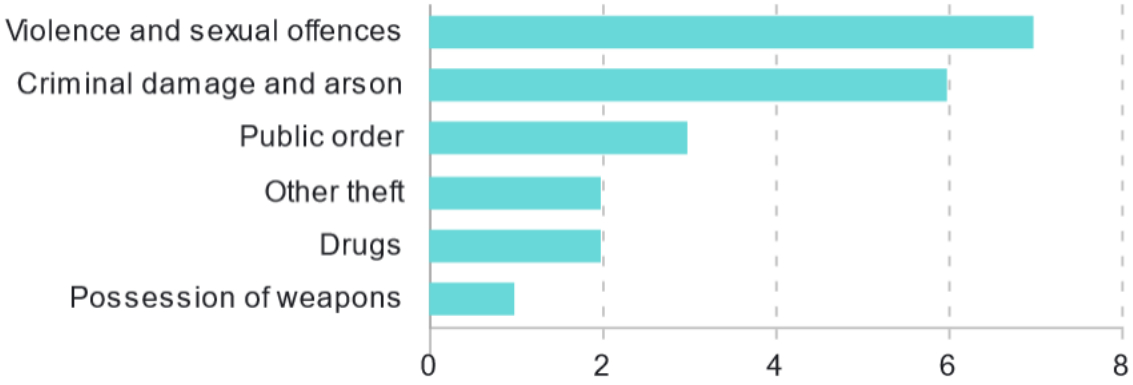

Figure 15 – Extract from Police UK illustrating the type of crime reported in Levenshulme area for the 3-year period between November 2020 and September 2023

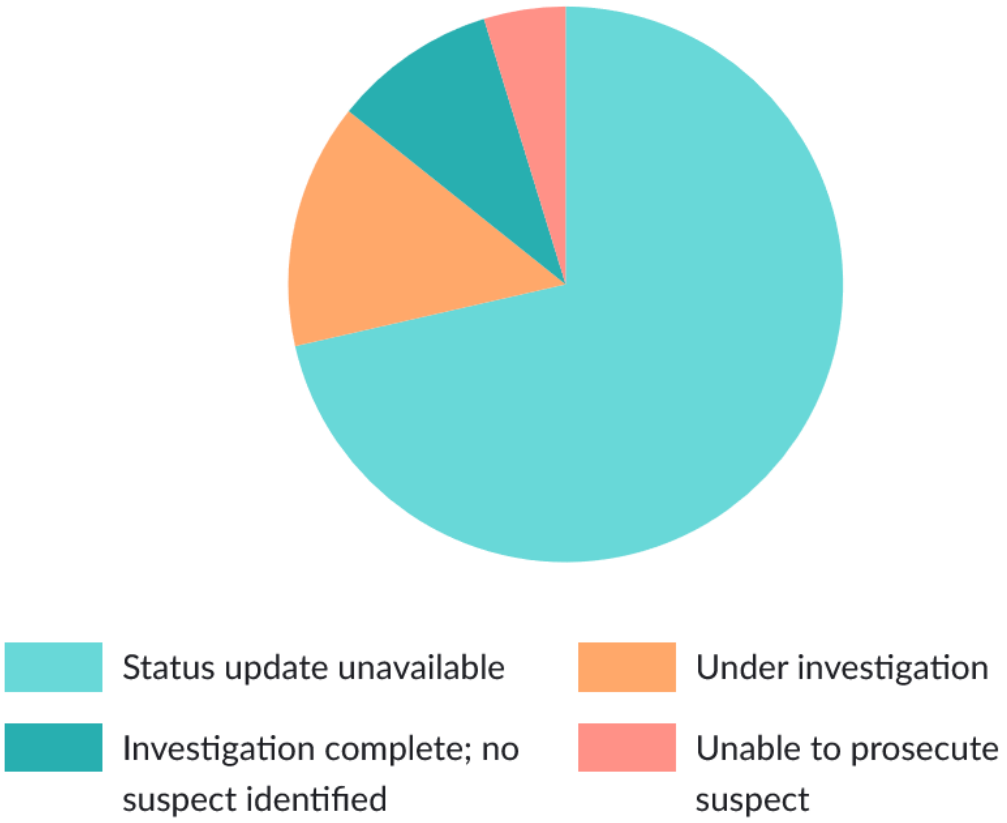

Figure 16 – Extract from Police UK illustrating the average Crime by Outcome across Levenshulme area for the 3-year period between November 2020 and September 2023

Summary

Drugs

4.12 Whilst there were no such incidents recorded in the adjacent Levenshulme and Withington areas, as is established above, drug-related crimes are the most prevalent type of crime in the Burnage area.

4.13 The proposed development consists of a medium-to-high residential development which will introduce a significantly increased amount of frontage around the site's boundaries which will overlook, in particular, the internal access road of the site to the west and Kingsway to the east. Additionally, landscaping, four main areas of public open space (along with an amenity 'recreation route' footpath along the site's eastern boundary) and careful design will ensure that contact is facilitated between residents and will therefore add further natural surveillance to the internal areas of the scheme.

4.14 Whilst we do not have access to any data suggesting that drug-related crimes have occurred within the application site's boundary, the site, in its current form, consists of a large car park, retail unit and garden centre. As such, many parts of the site will not currently benefit from many

'eyes on the street' or other forms of natural surveillance or deterrents for drug-related crime (particularly outside of the B&M store's opening hours).

4.15 The natural surveillance provided by the proposed residential buildings frontage is also likely to be complemented by home security/surveillance cameras which have become increasingly common and affordable in recent years.

4.16 It is therefore considered that the proposed development will significantly increase activity, overlooking and surveillance to a more expanded area of the overall site and across various hours of the day.

Violence and Sexual Offences

4.17 Violence and Sexual Offences is the joint-second most prevalent crime in the Burnage Area, whilst it is most prevalent in Levenshulme.

4.18 The proposed development consists of a residential scheme and violent or sexual offences occurring inside a private residential setting are unfortunately considered to be possible in any residence and inherently complicated to police. However, it is considered that the external amenity spaces and proposed street layout will create a sense of community which could facilitate neighbours reporting any suspected incidents.

4.19 Concerning incidents in public spaces, similar to drugs offences, the increased overlooking and frontage introduced by the proposed development will increase overall surveillance of the site and its surroundings and help to ensure that such incidents are deterred.

Public Order

4.20 As established above, this is the joint-second most prevalent type of crime in the Burnage Area and the third most common in the Levenshulme Area.

4.21 Similar to the other more prevalent types of crime in these areas, the introduction of additional built development in the form of residential dwellings throughout the site in place of the existing car park and retail unit will introduce defensible space and opportunities for overlooking and natural surveillance in place of the open expanse of the car park and the openings and inactive parts of the retail unit's frontage.

4.22 These existing spaces along with the access road off Talbot Road are considered to be spaces that are inherently much more likely to attract loiterers (particularly at night) and those looking to engage in violent or intimidating behaviour.

4.23 The proposed development is therefore considered to also reduce the risk of public order incidents in the area.

Criminal Damage and Arson

4.24 This is the fourth most common type of crime in the Burnage area and, much like the other forms of crime discussed above, is facilitated by a lack of defensible space and natural surveillance.

4.25 The introduction of defensible space and passive surveillance throughout the site by the proposed development is therefore considered to also reduce the risk of this type of crime in the area.

5.0 Crime Prevention through Environmental Design

5.1 There are five core principles that make up Crime Prevention through Environmental Design. A summary of each is provided below:

1) Natural Surveillance - This principle relates to increasing visibility whether through encouraging other persons/activity in an area, by it being overlooked by buildings or by actions carried out on adjacent sites. In this instance, creating clear lines of sight and providing as much visibility of the external areas from dwelling windows and the adjacent roads (particularly the internal access road to the west which does not presently benefit from any notable opportunities for overlooking) will increase the feeling of safety for legitimate users of the space. Basic crime motivation theory highlights that criminals will be deterred if they think they will be noticed, and this prevention principle underpins that concept.

2) Natural Access Control - This principle relates to the control of vehicles and pedestrians through structures such as physical barriers, lighting or landscaping. It ensures the correct channelling of users through the site to aid natural surveillance and to draw attention to anyone who is non-compliant.

3) Management and Maintenance - This principle highlights the need for the physical environment to be maintained to give the impression of care. Markers such as graffiti, litter or abandoned equipment can lead to an impression that criminal behaviour is tolerated and buildings in a street are a soft target, thus encouraging further activity.

4) Natural Territorial Reinforcement – There are two parts to Natural Territorial Reinforcement

   - Creation of a sense of ownership and security culture within the site;
   - Create a sense of owned space, where space is clearly defined and strangers stand out;

   The first part is largely an operational consideration, but residential dwellings by nature, do create community ownership and support. This is a powerful crime prevention tool whereby the community becomes protective over their properties and defensible spaces and actively monitor and supervise the area, albeit sometimes subconsciously, to help maintain its integrity.

5) Compartmentalisation - This is a fundamental security principle that develops concentric layers of protection around assets to delay an adversary and increase the likelihood of detection. As far as possible, each layer should offer deterrent, detection, delay and response capabilities.

6.0 Assessment against CPTED Principles

6.1 The following section of the Statement will analyse the proposed development against the five core principles of CPTED.

Natural Surveillance

6.2 The overall design and built form of scheme is designed to protect and provide natural surveillance of the internal spaces including private amenity spaces, parking areas, and communal gardens. The parking courts and public open spaces will all be located centrally within the site layout facilitating their visibility and overlooking.

6.3 The proposed development is also arranged to have outward facing frontages, with the proposed dwellings fronting onto the access road (off Talbot Road) and onto Kingsway along the site's western and eastern boundaries respectively. As discussed above, this will increase the amount of frontage around the site's boundaries which will overlook and provide additional 'eyes on the street' for the site's internal access road to the west and Kingsway to the east. Additionally, the presence of apartment buildings, and of residents coming and going, will generate activity at all times of the day.

Natural Access Control

6.4 The overall design of the proposed layout has again considered how users of the site will move through the different areas. Access routes are clearly delineated both from a vehicular and pedestrian point of view. Parking courts are limited in size, overlooked and segregated to allow for clear streams of pedestrian movement enabling the identification of uses to be clearly surveyed. Road lining will create clear access and egress routes for vehicles and pedestrian footpaths will be paved to define the correct usage and direction of travel.

Management and Maintenance

6.5 This principle highlights the need for the physical environment to be maintained to give the impression of care. Markers such as graffiti or litter can lead to an impression that criminal behaviour is tolerated and that an area is a soft target, thus encouraging further activity.

6.6 Whilst this is largely an operational consideration, the overall design does consider waste management arrangements including bin stores across the various appropriate locations across the site to facilitate the maintenance of cleanliness for residents. Maintenance of shrubbery is important to help maximise surveillance at the site frontage, around the perimeter and within certain areas of the proposed layout. Whilst there are no formal enforcement mechanisms to obligate residents to prevent private garden hedgerows from infiltrating through fences and/or becoming overgrown, it is considered that the vast majority if not all residents will be keen to ensure that clean, straight lines of surveillance are not interrupted and that their hedges are well maintained.

6.7 It should also be noted that in regard to materials, brick has been selected as the main component of the material palette for its robustness and ease of maintenance. The impression of care is also provided through the holistic design of the dwellings and all elevations have been treated equally in terms of their choice of materials and design.

6.8 This is reiterated in the external layout, with no hidden antisocial corners or 'pockets' being created to encourage care of the overall proposed development.

Natural Territorial Reinforcement

6.9 With regard to the second part of Natural Territorial Reinforcement the perimeter will be clearly demarcated by a mixture of hedging and 1.8m close boarded fencing (where the site abuts neighbours and to provide secure boundaries to dwellings). The eastern edge of the site will be formed by a line of retained planting with the new development set behind this tree line.

6.10 The majority of the individual townhouses will have a private rear garden and rear amenity space is defensible, defined by boundaries, and protected with the grouping of rear gardens which will combine to create a robust and private environment for residents. Key routes will be highly legible by recognisable residential development design features to help ensure visitors do not get lost and access restricted space is also important and this feeds into the Natural Access Control principle above. These factors will combine to ensure that space is clearly defined and strangers stand out and that a sense of ownership and security culture is encouraged within the site.

Compartmentalisation

6.11 The compartmentalisation of the proposed development is excellent and has been broadly considered to maximise defensible space for future residents and ensure, for example, that parking courts only serve a minimal number of residents thereby creating a greater sense of ownership.

6.12 The public open spaces are considered to be well compartmentalised and secluded also not easily accessible by non-residents. Similarly, front and rear garden areas are clearly defined and legible with 1.8m high close boarded timber fencing surrounding each individual rear garden.

7.0 Recommendations

7.1 The following measures have been synthesised from the analysis of the proposed development against the CPTED principles.

Site Perimeter/External Access

7.2 It is considered that the layout and design of the access points to the proposed parking courts clearly signal to non-residents that these courts are private and that access is not open the public. In particular, the parking court serving the apartment buildings will be provided with security gates to control entry into this area.

7.3 Signage details will be considered as part of detailed landscaping arrangements which can be secured via planning condition. Each of the three and four-bed dwellings will each be provided with at least one allocated parking space and this will clearly be demarcated on the respective spaces.

7.4 Bin stores for the terraced houses are proposed to be secure from pedestrian view and access in adjoining outbuildings. Similarly, apartment bin stores will be located in a separate ground floor room (away from view).

Building Shells

7.5 External doors, windows and locks should meet Secure by Design test standards. Windows should not be installed with windowsills that can create a climbing aid.

7.6 Down pipes should be integrated into the building or square pipes installed flush to the building.

7.7 All locks on external doors should be morticed and should connect to bolts that have a throw of at least 18mm, allowing no gaps via which a lever could be inserted to prise the door and jam apart.

7.8 Rim/surface mounted locks should not be used.

7.9 Emergency exit doors that are not utilised in the day-to-day operation of the building should be inaccessible from the outside and have a BMS (balanced magnetic sensor) installed that is configured on a 24-hour regime within the building intruder detection system.

7.10 Consideration as to how canopies and entrance shielding may provide climbing aids.

7.11 The proposed design of the scheme has endeavoured to meet these recommendations, as per the proposed development section.

Apartment security

7.12 The installation of an intruder alarm to each apartment will be considered. Additionally, a CCTV system will be considered with cameras positioned which could monitor:

site entrances, building entrances including means of; escape doors, entrance lobbies; and, adjacent car and cycle parking.

7.13 Secure, robust mailboxes will be located within the reception area and a protocol for access for delivery staff, that will not compromise the security of the development, will be established.

Other Security Measures

7.14 Security lighting should remain illuminated at all times during the hours of darkness and external furniture should not encourage the securing of pedal cycles (e.g. lamp posts, railings, seats etc.).

7.15 Designated cycle parking is to be provided on site with each of the three and four-bed dwellings to be provided with a private rear garden cycle store. The apartment buildings each feature ground-floor cycle stores.

7.16 Public amenity spaces across the site will be limited in their access for non-residents due to the site perimeter/external access measures described above. Additionally, they will not be visible from the outside to non-residents due to their location between the rear elevations of proposed dwellings and because of the boundary treatments (notably hedgerows and trees along the site's eastern boundary). In the case of the southernmost area of public open space, it will not be visible to non-residents due to the fact it will sit in a secluded location between the existing Petrol Filling Station (adjacent to the east of the site) and Plots 110-115.

8.0 Conclusion

8.1 The proposed development has been assessed with consideration given to the existing crime environment and the potential concerns created by or relating to the proposed development.

8.2 It has used appropriate data from the Police UK website over an extended time period and broken this down providing the key findings in terms of crime statistics and types. Drug-related crimes, violence and sexual offences and Public Order offences were found to be the most common types of crime in the area.

8.3 The proposals have been assessed against the five core principles of Crime Prevention through Environmental Design (CPTED) and, overall, it is evident that the design of the scheme aligns with the requirements of CPTED.

8.4 Every effort has been made to negate security concerns through thoughtful design and to reduce opportunities for crime and the fear of crime.

8.5 Recommendations have been made throughout this document to increase resilience to crime and compliance to the relevant standards. The proposed design of the scheme has been developed with this in mind and has endeavoured to implement these recommendations in some form where feasible and achievable.

8.6 This assessment has demonstrated that the proposed development has incorporated design measures and methods that will decrease the incidence of crime or feelings of fear of crime, compared to what is currently seen across the Burnage, Withington and Levenshulme areas in South Manchester. It is argued that the proposals will facilitate a reduction in crime levels in this area.