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Your Ref:
Our Ref: 2017/0059/CIS/01

Direct Line: 0161 856 5915

F.A.O. Cameron Radford

Date: 08.08.2024

Dear Cameron

Crime Impact Statement – Arundel Street, Manchester

I have reviewed the 'Pre-App 04' produced by Simpson Hough and Landscaping Masterplan plan P21030-00-001-GIL-0101 and have revised the Crime Impact Statement to reflect the changes highlighted in the pre-app document.
I confirm that Design for Security are happy for the Crime Impact Statement version D to be submitted in support of a new application for the redevelopment of the site and that we continue support the redevelopment for residential purposes.
As always, our support is conditional upon the developer adhering, wherever feasible, to the recommendations set out with the Statement, and achieving Secured by Design accreditation for the completed scheme.

Yours faithfully

Adrian Murphy BSc Dip TP Dip Mgmt MRTPI
Consultant
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CRIME IMPACT STATEMENT

A development of 366 apartments

34-38 Arundel Street, Hulme, Manchester

FOR: LOGIK DEVELOPMENTS LTD

VERSION D: 08.08.24

2017/0059/CIS/01

Greater Manchester Police

designforsecurity

CPT
CRIME PREVENTION TEAM

EXECUTIVE SUMMARY

Originally produced in 2017 and updated in 2018 and 2019, this Statement has been updated following revisions to the scheme. There have been no significant land use changes in the vicinity of the site in the recent past and crime patterns in the neighbourhood have not changed significantly since the analysis was undertaken. Design for Security consider the report valid and remain happy to support the proposals.

Development Supported

We continue to support the scheme and considered it well-designed from a crime prevention perspective, adding activity, natural surveillance and interest to this evolving residential quarter of the city. The proposed mix and location of uses is appropriate, and it will help to continue the development of this neighbourhood into a vibrant, mixed-use area.

Positive aspects of the scheme include:

- the orientation of buildings and uses within the development - promoting street activity and surveillance in the most appropriate areas;
- locating secure entrances to the scheme in very public positions; and,
- including secure car and cycle parking.

To improve the scheme from a crime prevention perspective:

- improve the quality of the streetscape on Arundel Street and Ellesmere Street to complement that on Worsley Street, to reflect the change is use at the site from industrial/leisure to residential;
- secure lobbies should be created at each of the communal entrances;
- the car park entrance on Arundel Street and the service access on Ellesmere Street should be secured with high-speed gates;
- The pedestrian entrance gate on Arundel Street should be fitted with an electronic lock, be self-closing and lock automatically on closure; and,
- the development should be built to Secured by Design standards.

At the planning application stage, Greater Manchester Police will support the application but seek the inclusion of a condition requiring the development to achieve Secured by Design accreditation.

Adrian Murphy *MRTPI*

Consultant

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1 Visual Audit

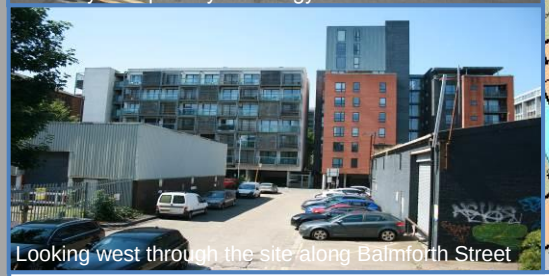
The photographs and plan below show the development site and its surroundings. Located close west of the city centre in Hulme, the site is bound by Arundel Street to the west, Worsley Street to the north, Ellesmere Street to the south and by the Mancunian Way to the east. There are several buildings currently occupying the site including: a 4-storey mill located at the corner of Arundel Street and Ellesmere Street, known as the DOT building; a gymnasium; and, a warehouse. Balmforth Street, an unmade short cul-de-sac, road, used primarily for parking and access to the rear of the existing buildings, is also included within the site and separates the building housing the gymnasium from the warehouse building and the DOT building. A tree and hedge-lined, grassed embankment, which acts as a buffer between the Mancunian Way and the site, occupies the eastern fringe of the site, adjacent to the Box Works marketing pod. This part of Hulme continues to be developed with an emphasis on residential development, with several established residential developments adjacent to the site – Base and Moho opposite the site on Arundel Street, the Box Works on Worsley Street to the north, and the converted St George's Church to the south. Several of these developments have ground floor commercial uses, including a licensed bar in Moho. There are also a number of emerging residential schemes, principally along Chester Road southwest of the site, but the most advanced scheme is at the 'Roof Gardens', a development of town houses and apartments diagonally opposite the site on Ellesmere Street/Arundel Street, which is nearing completion. Pedestrian linkages to the city centre include a pathway along the western side of the Mancunian Way, which facilitates access to the Hulme roundabout and the city centre to the east, and a pathway at the eastern end of Worsley Street, adjacent to the north-east corner of the site, which provides access to the Bridgewater Canal towpath and on to Castlefield. Given the growing resident population in this neighbourhood, proximity to the city centre and narrow width of some of the streets, where regulations control the availability of on-street parking, public car parking is at a premium in this part of Hulme.



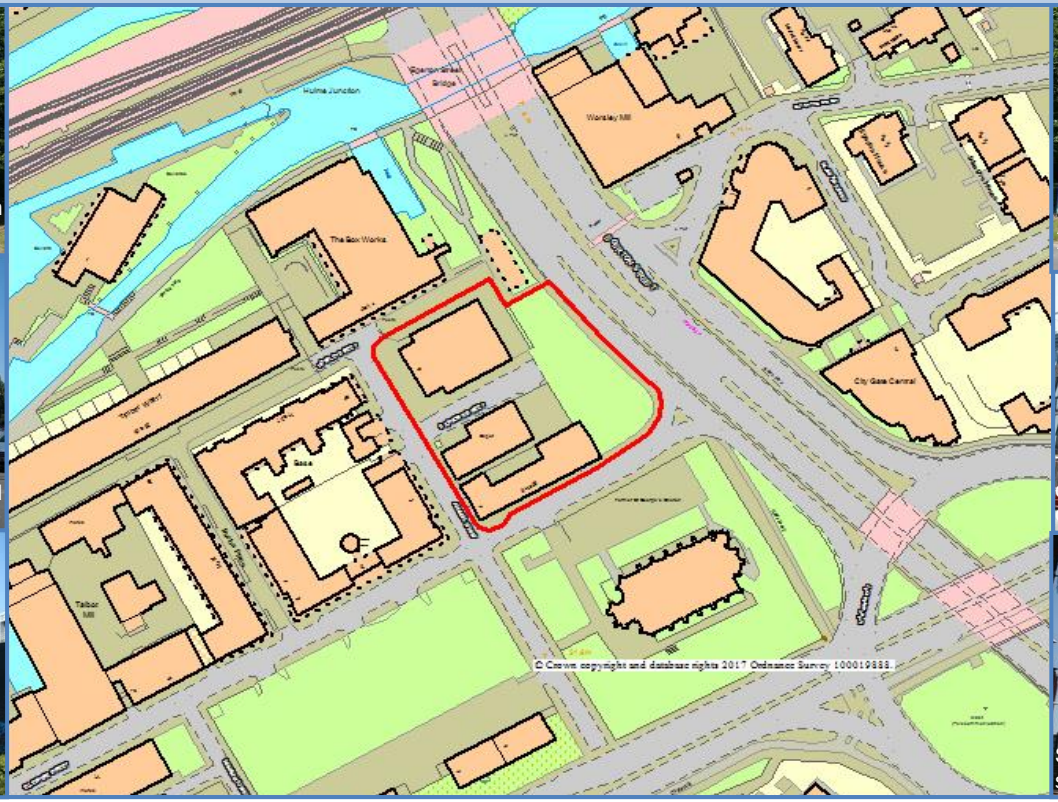
The four-storey, brick, DOT, building at the southern edge of the site on Ellesmere Street



The building at the northern end of the site is used currently occupied by ' Train' gym



Looking west through the site along Balmforth Street





A landscaped embankment defines the eastern fringe of the site with the Mancunian Way adjacent



The 'Roof Gardens' town houses development on the corner of Arundel Street and Ellesmere Street diagonally opposite the site, is nearing completion



St George's Church, a residential development to the south of the site

There have been 451 reported crimes in the neighbourhood around the site in the past 12 months. This is above the average number of crimes recorded for a neighbourhood within the inner city of Greater Manchester. Crimes against residential property, i.e., burglary, theft from gardens and criminal damage to dwellings accounts for around 14% of the total crimes recorded. Vehicle related crime is much more prolific with around 39% of the total crime recorded; this is significantly above the level of other inner-city neighbourhoods. Criminal damage also appears to be a particular issue in this neighbourhood with around 30% of the crime recorded in this area (two thirds of which is damage to vehicles). There have been nineteen recorded offences on Arundel Street, mostly vehicle crime, and a further 33 on Ellesmere Street, again, mainly vehicle crime as well as bicycle theft. When looking at the environment around the site, the nature of offences committed in the neighbourhood, and the modus operandi used by offenders in committing crimes and other issues that affect residential developments, the principal risks to the proposed development are likely to relate to: the currently poor environmental quality of some of the streets in the neighbourhood and its effect on crime and fear of crime; the location, accessibility and visibility of individual and building entrances; security of vehicles and bicycles; and, the security qualities of doors, shutters and windows used in the construction of the development.

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2 Crime Statistics & Analysis

All data below is based on crimes recorded between 1st July 2016 and 30th June 2017.

2.1 Crime Summary

Recorded Crime within 500m of Site									
Burglary Dwelling	Burglary Other	Criminal Damage	Less Serious Wounding	Theft	Robbery	Serious Wounding	Theft from Motor Vehicle	Theft of Motor Vehicle	Theft of Pedal Cycle
17	21	131	104	34	18	<5	60	30	24

2.1.1 Over the last 12 months, the volume of crime recorded in the neighbourhood around the site has been around twice the average for Manchester. The most prevalent offences are criminal damage (primarily damage to cars), crimes involving the use of (or threat of) violence, and theft from cars.

2.2 Typical modus operandi used in committing burglary in this area & measures to reduce vulnerabilities

2.2.1 Doors have been forced open with tools and bodily pressure

To minimise the risk of offenders forcing doors:

- all external doors should be certified to PAS 24 security standard - PAS 24 rated doors are very difficult to force open;
- 'recess-free' entrances should be installed so that entrance doors are visible to neighbouring properties and from the 'street' - offenders will be less inclined to target properties where their actions may be witnessed;
- all external doors should be illuminated with dusk-to-dawn lighting. Light suggests a property may be occupied and may deter offenders from targeting a premise. Lighting will also support CCTV systems and highlight the actions of an offender, increasing the chance of a crime being witnessed; and,
- CCTV should be considered to record activity within and around exterior of the building and car park.

2.2.2 Glazing on vehicles was smashed when targeted for theft and criminal damage, primarily when parked on the street

To minimise the risk of vehicle related crimes:

- provide secure parking for residents' cars, ideally, within enclosed car parks, with gates or shutters activated by a residents' fob.
- on-street parking space, for visitors, should be located in areas with a high degree of passive supervision, i.e., in front of the apartment buildings wherever feasible.

2.2.3 Bikes were stolen from apartment blocks and car parks

To minimise the risk of vehicle related crimes:

- provide convenient, secure cycle parking within the buildings, with self-closing, self-locking doors or gates, accessible to residents only in possession of resident's access control fob.

2.3 Risk Factors

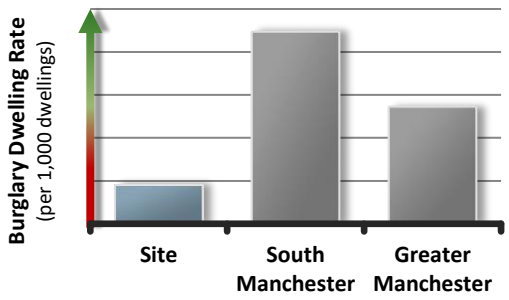
The typical security risks for a development of this nature are:

- Burglary
- Cycle theft from communal cycle parking stores
- Criminal damage to dwellings
- Criminal damage to vehicles parked on the surrounding streets
- Theft of, or from, vehicles, especially those parked on surrounding streets
- Theft of mail from postal boxes
- Anti-social behaviour
- Poor maintenance of access control systems
- Ensuring bin stores are always secure
- Tailgating residents to enter the building, cycle or refuse stores or car park
- Neighbour disputes
- Theft of plant, machinery and materials, and criminal damage during the construction period

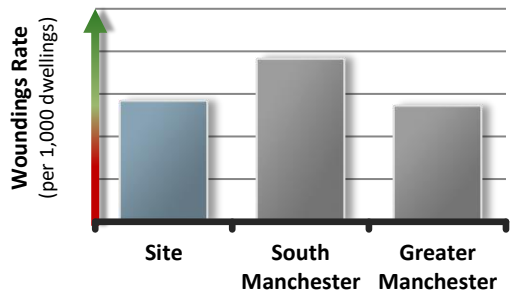
2.4 Comparing crime rates in the neighbourhood around the site to those in South Manchester and Greater Manchester

The rates below relate to crime committed within 500m of the site.

Comparison of Burglary Dwelling Rates at Site (km), South Manchester, and Greater Manchester



Comparison of Wounding Rates at Site (km), South Manchester, and Greater Manchester



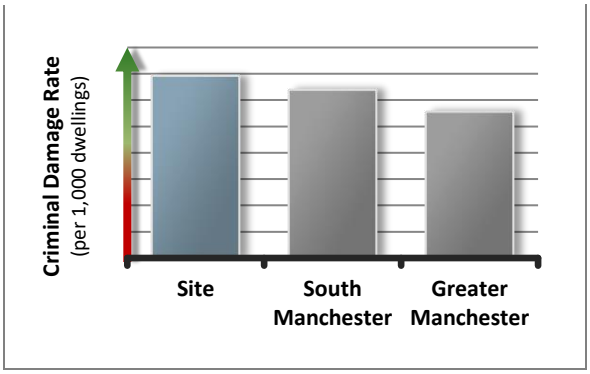
2.4.1 The rate of burglary per 1000 dwellings in the neighbourhood around the site is **26% lower** than the South Manchester rate and **70% lower** than the Greater Manchester rate.

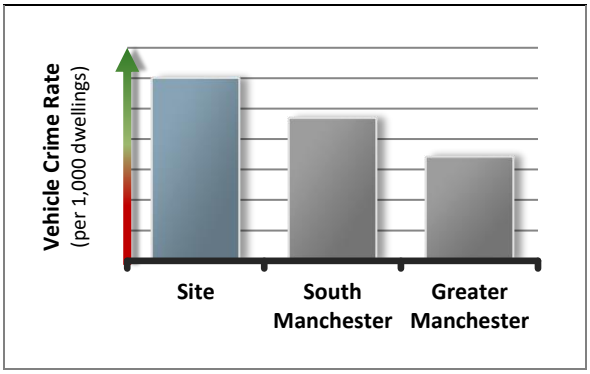
2.4.2 The rate of wounding crimes per 1000 dwellings in the neighbourhood around the site is **82% lower** than the South Manchester rate but **8% higher** than the Greater Manchester rate.

Comparison of Criminal Damage Rates at Site (km), South Manchester, and Greater Manchester

Comparison of Vehicle Crime Rates at Site (km), South Manchester, and Greater Manchester

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2.4.3 The rate of incidents of criminal damage per 1000 dwellings in the neighbourhood around the site is **8% higher** than the South Manchester rate and **25% higher** than the Greater Manchester rate.

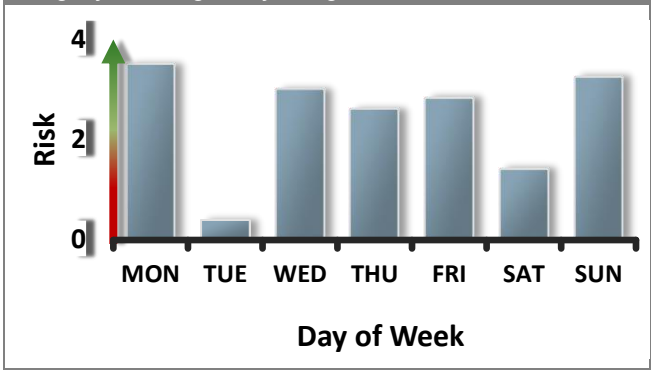
2.4.4 The rate of incidents of vehicle crime per 1000 dwellings in the neighbourhood around the site is **23% higher** than the South Manchester rate and **82% higher** than the Greater Manchester rate.

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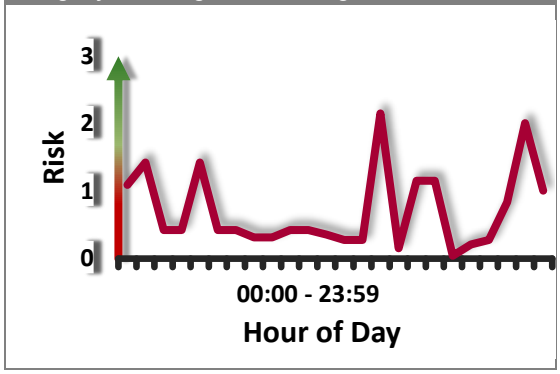
2.5 Burglary: Risk Analysis

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

Burglary Dwelling – Day Range



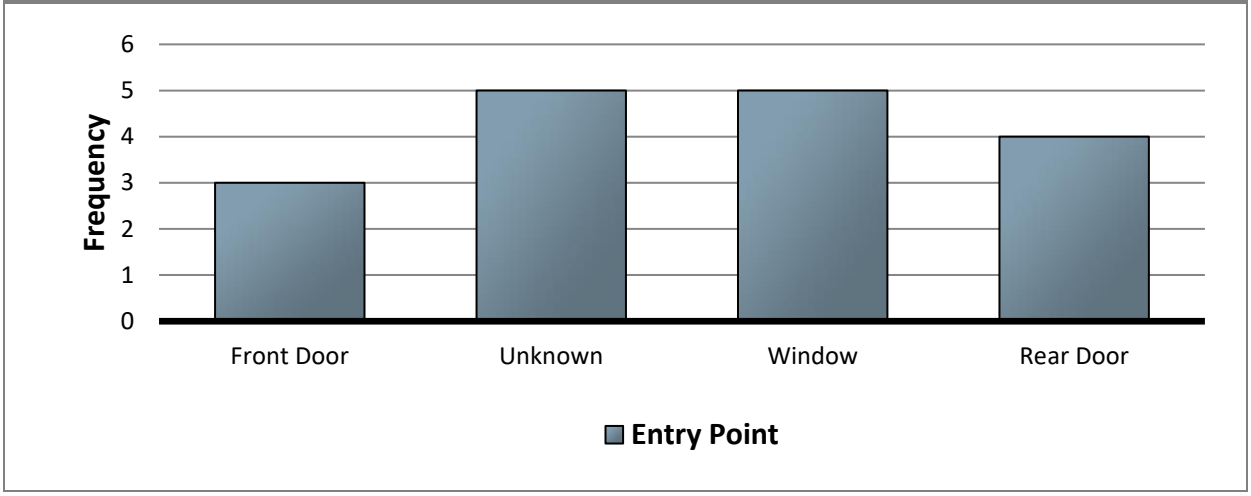
Burglary Dwelling – Time Range



2.5.1 Day Range: The burglary risk is low throughout the week.

2.5.2 Time Range: Mid-afternoon and late evening are the only significant risk periods.

Burglary Dwelling – Point of Entry

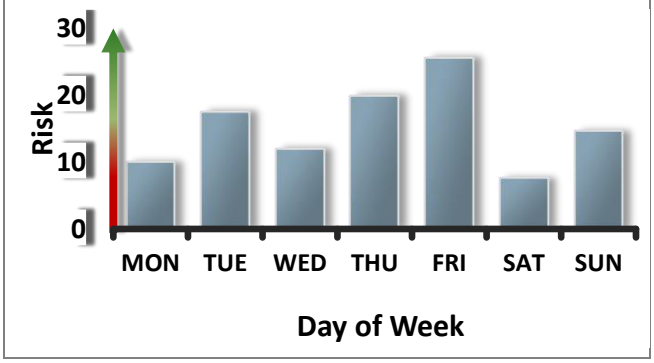


2.5.3 Point of Entry: The most frequently targeted entry points were doors, which offenders forced open using bodily pressure.

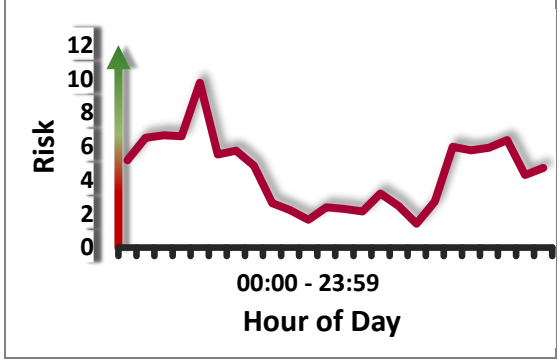
2.6 Vehicle Crime: Risk Analysis

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

Vehicle Crime – Day Range



Vehicle Crime – Time Range



2.6.1 Day & Time Range: The risk of vehicle crime rises through the week but with a significant reduction at the weekend. In terms of the time of day, the risk is greater in the evening and early hours of the morning. Offenders often target vehicles at these times when it is dark and there is less chance of being witnessed.

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3 Layout Appraisal

3.1 Proposed development

3.1.1 The proposed development involves:

- the retention of the DOT building
- demolition of all other structures currently standing on the site,
- the construction of a U-shaped building of 8, 9, 11 and 23 storeys.

3.1.2 The ground floor of the DOT building will include a communal, residential entrance on Ellesmere Street, plant, cycle and refuse stores, and four duplex apartments. The upper floors of the building will contain a range of 1- and 2-bedroom apartments and duplexes accessed via an elevated walkway.

3.1.3 A U-shaped building with an off-centred, 23 storey, tower, located towards at the north-eastern corner, will complete the development. Along with the DOT building it will define the outer edges of the site, forming a central courtyard at the heart of the development. The U-shaped building will have elevations facing Arundel Street, Worsley Street and the Mancunian Way. Communal entrances to the building will be located on Worsley Street, close to the Arundel Street corner, Worsley Street, opposite the access to the towpath of the Bridgewater Canal and within the courtyard at the base of the tower. The two principal entrances, i.e., those within the courtyard, and at the corner of Worsley Street and Arundel Street, will have a generous lobby with seating. A post room and a management office are located off the lounge at the Worsley Street/Arundel Street. Commercial units are proposed on the Arundel Street façade (248m^2) and facing Worsley Street (114m^2). Refuse stores, cycle stores, plant rooms and a furniture store make up the remainder of the ground floor space. Apartments are all located on the upper floors and vary in size from one to three bedrooms.

3.1.4 Thirty-one car parking spaces are proposed within the central courtyard of the development, access to which is gained via automated gates on Arundel Street. A pedestrian/cyclist gate is also proposed in the same location, allowing access to the cycle store and communal entrance door within the courtyard.

3.1.5 Cycle parking is divided between three stores; one of which will be located in the Dot building and will be modest in size, a second will be accessed from Worsley Street and will provide 82, double stacked spaces, the other will be accessed from the courtyard and has capacity for 264 bikes, again, if double stacked.

3.1.6 An element of the landscaped buffer between the site and the Mancunian Way will be retained.

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 proposed development will result in the removal of buildings that are of no quality and, with the crude security measures on both of the buildings and around their external spaces, add to the poor quality of the local environment, contributing to a general feeling of insecurity on this part of Arundel Street.

3.2.2 The development will help to continue to populate this part of the city and create activity through the day and at weekends.

3.2.3 A management presence is particularly welcome as visible staff in the development will not only discourage offender attempts to gain entry to the scheme but also gives residents a readily accessible contact to whom they may report management issues. Such provision can help to instil confidence in residents that the development is secure and that maintenance issues will be dealt with promptly.

3.2.4 Apartments face all of the surrounding streets, including the Mancunian Way, or the central courtyard with windows, and balconies/residents' terrace, providing excellent opportunity for natural surveillance of the public realm.

3.2.5 The elevated position of the apartments (none are located on the ground floor), will result in a greater degree of privacy and security to residents without unduly compromising natural surveillance of the public realm by residents.

3.2.6 Access to the courtyard and car parking is controlled with appropriate fencing and access-controlled gates. Car crime is a particular issue in this neighbourhood.

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3.2.7 Commercial floorspace will add to street activity and natural surveillance to the adjacent streets.

3.2.8 The communal residential entrance doors are appropriately located on the street facing elevations at Ellesmere Street and Worsley Street.

3.2.9 A mixture of apartment sizes is likely to attract a more diverse group of residents, which can help to stabilise a development, i.e., with a reduced turnover of residents, and can help to build social capital. The inclusion of communal areas such as the resident's terrace and residents' lounges provide an opportunity for residents to meet their neighbours and build relationships, which help to develop a community within the scheme, and deters crime and anti-social behaviour.

3.2.10 Access controls will be deployed at communal entrance doors and entry gates to the car park/courtyard to restrict access into the development to residents, refuse contractors and authorised visitors.

3.2.11 Secure cycle parking has been provided.

3.3 Recommendations to improve the security of the development and its surroundings

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 Improve the quality of the streetscape of Arundel Street and Ellesmere Street by resurfacing the footpaths and reinstating kerbs, creating high quality footways, introducing measures to prevent on-pavement parking and improving street lighting to reflect the change is use at the site from leisure/industrial uses to residential/commercial. Good quality streetscapes tend to be respected and are more likely to be maintained by building owners, residents and public bodies.

3.3.2 The communal entrance to each of the buildings must be particularly well lit and include security-certified, self-closing, and lock upon closure doors/gates. Main entrance doors should, ideally, be single-leaf and secured with an electrically operated, multi-point lock, activated with a programmable fob. There should also be an audio-visual link to each apartment, so that residents can remotely allow *bona fide* visitors access. Entrance doors from the courtyard car park should also be security certified and be self-closing and lock upon closure. These doors should be used by residents only.

3.3.3 To minimise the risk of offenders 'tail-gating' legitimate residents/visitors, secondary, secure entry doors should be installed within all entrance lobbies/lift stair cores.

3.3.4 The car park gates, and service entrance gates should be secured with high-speed gates. The speed of vehicle gates opening and closing is particularly important – slow moving gates allow offenders to gain entry to the development. Like the communal entry doors, the gates should be fob activated.

3.3.5 The pedestrian access gate on Arundel Street should be at least 2100mm high, include an electronic lock activated by a fob reader and be self-closing and self-locking. Maglocks should have a holding force of at least 4500N.

3.3.6 The doors to the cycle stores, and external facing plant rooms, furniture stores and refuse stores, all should be certified to LPS 1175, be self-closing and self-locking.

3.3.7 Visitor cycle parking should be included, and located where it can be supervised from communal entrances.

4 Physical Security

The following checklist forms the physical security requirements for this scheme to achieve Secured by Design accreditation.

4.1 Doors

❑ All communal residential doorsets (street facing and those providing access from the car park), external cycle store doors and external escape doors should be compliant with, and certified to, BS PAS 24, STS202, or LPS 1175 SR2.

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- ❑ The communal residential doors and street facing cycle store doors should include a multi-point electronic lock, (which is an integral part of the certification), capable of being operated via an electronic access control system.
- ❑ All communal entrance doors, cycle store doors, plant and storeroom doors and escape doors be self-closing and lock securely on closure.
- ❑ Residents should be able to operate the locking mechanism of the relevant communal entrance doors remotely from within their apartments to allow *bona fide* visitors entry.
- ❑ An audio-visual unit should relay images (one way) and audio (two ways) from these communal entrances to a handset in each apartment.
- ❑ Individual apartment, entrance doors must be compliant with, and certified to, BS PAS 24, STS202, or LPS 1175 SR2, include a door viewer and an opening limiter.
- ❑ External doors to the street facing plant rooms, sub-station, furniture store and bin stores should be certified to LPS 1175 sr 2. Inner doors to the refuse and furniture stores should be fob activated to both enter and to leave the respective stores. In an emergency, panic hardware is acceptable on the inside of the street facing doors. All of these doors should also be self-closing and lock securely upon closure.

4.2 Glazing & Shutters

- ❑ Glazing within ground floor windows/curtain walling, shopfronts and entrance doors must incorporate at least one pane of glass rated as P4A under EN 356. The remaining pane in a double-glazed unit may be toughened glass.

4.3 Intruder Alarms

- ❑ It is good practice to fit an alarm to each apartment (but not essential for Secured by Design accreditation). If fitted, alarms should comply with BS EN 50131 and PD 6662 for wired systems or BS 6799 for wireless systems and be linked to contacts on all external doors of each apartment, with PIR detectors covering all ground floor rooms that have windows and first floor rooms overlooking the terrace.

4.4 Access Control

- ❑ An access control strategy should be considered for the development, which allows residents access to the appropriate entrance doors, residents lounge, terraces, car and cycle parking, pedestrian gate, refuse stores, and furniture store.

4.5 Boundaries

- ❑ Entry gates, and any adjacent fencing or boundary walls, should be a minimum of 210mm high.

4.6 Landscaping

- ❑ A public realm landscape plan should include street and footpath surfacing, lighting, measures to prevent pavement parking, visitor cycle parking, and landscaping of the eastern fringe of the site.

4.7 Lighting

- ❑ External lighting must be provided to all entrance doors to the buildings - including communal entrance doors, cycle stores, and refuse stores; the car park and service entrance gates; pedestrian gate; and, to the pathway on the eastern façade development. Lights should be operated by photoelectric cell/daylight sensor. Communal entrances should be particularly well lit and 'welcoming' to residents and visitors.
- ❑ Fittings should produce 'white' light, as opposed to yellow/orange light. Metal halide (or bulbs with a comparable output) should be used, as these offer superior colour rendition over alternatives such as high- and low-pressure sodium bulbs.
- ❑ Lighting fixtures must not be positioned to provide climbing aids over boundary fencing gates. Electrical and architectural layouts should be developed together to avoid this.

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4.8 CCTV

- ❑ A CCTV system should be considered for the development.
- ❑ The location of cameras should help to provide clear facial identification of individuals. Suitable locations for cameras would be: the communal entrances; entrance lobbies; the car park and car park entrance gates; cycle stores; and, service and pedestrian entrance gates. Images should be recorded, with recording equipment located in the management office or with images recorded off-site.

4.9 Car Parking

- ❑ Lighting in the undercroft areas of the car park should be in accordance with BS 5489, and should display an average lux level of 75-100, with a uniformity level of no less than 50%. Elsewhere the lighting should display an average lux level of 25, with a uniformity level of no less than 10%.
- ❑ Bays and directional markings should be clearly demarcated.
- ❑ The car park and pedestrian/cyclist entry gates should not open automatically but be fob activated.

4.10 Cycle Stores and Visitor Cycle Parking

- ❑ The external doors to the cycle stores should be self-closing and self-locking and be compliant with, and certified to, BS PAS 24, STS202, or LPS 1175 SR2. Alternatively, a self-closing and self-locking, steel railing gate, fitted with a fob activated electronic lock, which meets 'Secured by Design' standards may be used. Internal doors should be 44mm solid core, fitted with a fob-activated electronic lock, and be self-closing and self-locking.
- ❑ Cycle stands/racks within the stores and the visitor parking in the square should allow the cyclist to secure the wheels and frame to the stand/rack.

4.11 Signage

- ❑ Signage to indicate the name of the development and the appropriate communal entrance door for visitors should be included at each communal entrance.

4.12 Other

- ❑ Meter cupboards should be located in plant rooms or ground floor lobbies.

5 Management & Maintenance

- ❑ A maintenance plan should be drawn up to address repairs to communal areas, lighting, signage, access controls, and landscape maintenance.

6 Construction

- ❑ 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. The contractor on this scheme should be a member of the 'Considerate Constructors Scheme'.
- ❑ Site security contractors should be SIA (Security Industry Authority) approved, (please see http://www.sia.homeoffice.gov.uk/pages/acs-intro.aspx for more details).

7 Secured by Design (SBD)

- ❑ 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
14.07.17	Deloitte	Request for crime impact statement
17.07.17		Site visited
18.09.17	Deloitte	Amended plans received
03.10.17	Deloitte	Report issued
11.10.17	Deloitte	Report re-issued
14.03.19	Deloitte/SimpsonHaugh	Meeting with architect and planning consultants
21.03.19	Deloitte	Amended plans received
27.03.19	Deloitte	Report re-issued
08.07.24	Deloitte	Amended plans received
08.08.24	Deloitte	Report re-issued

In the event of any changes to the scheme, it may be necessary for Design for Security to review the recommendations in this report.

B CIS Version History

Version	Revisions	Date
A		
B	Apartment numbers and commercial floorspace revised, and minor text changes	11.10.17
C	Scheme redesigned following planning refusal	26.03.19
D	Scheme redesigned following planning refusal	08.08.24

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