

Discharge of Condition 6 (Secured by Design Compliance)

Planning Permission 136879/FO/2023 at Box 4 (former Hangar 4), Pinfold Lane, Manchester Airport

Condition 6 of Planning Permission 136879/FO/2023 states:

"Above-ground construction works shall not commence until details of the measures to be incorporated into the development (or phase thereof) to demonstrate how Secured by Design compliance will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design compliance."

The full application was supported by a Crime Impact Statement prepared by Design for Security (Greater Manchester Police) which identifies a number of points for further consideration in Section 3.3. The majority of these points are being addressed as part of the construction, however, as it will be a speculative building, rather than a fully fitted out unit, there are a number of requirements that will not be installed as part of the base build. These elements are listed in the table below, with corresponding measures to enable future tenants to provide them, where relevant.

Element not to be provided in base build	Measure to allow future tenants to provide
CCTV system	Incorporate a spur fuse point into the base build for future tenant provision.
Intruder system	Incorporate a spur fuse point into the base build for future tenant provision.
Access control system	Incorporate a spur fuse point into the base build for future tenant provision.
Lockers	N/A- for future tenant provision
Signage informing visitors that their movements will be recorded	N/A- for future tenant provision

Except for the elements listed in the table above, all other recommendations included within Section 3.3 of the Design for Security report will be included within the build out. For clarity the measures as listed in Section 3.3 comprise the following:

- *Boundary elevation. The condition of the existing fence should be reviewed to ensure that it can provide a consistent level of security to the site.*
- *Supervision of access gate. All entry points to the service yards should use monitored barriers so that access to and egress from these areas can be effectively controlled.*
- *Staff cycle parking should be located within part of the site with restricted access. This area should specifically be covered by the CCTV system.*

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- *The CCTV system and site lighting should be adopted to reflect the changing layout of the site. CCTV cameras should be capable of identifying all vehicle and pedestrian movements into and out of the site as well as each building. An audible warning system should be employed to alert to intruders that they have been detected and a response has been generated. To facilitate the CCTV system, dusk until dawn lighting should be provided for the site, particularly around the access doors/ gates and loading bays. Signage should be located at the site entrance to inform visitors that their movements will be recorded.*
 - *Signage should be used to direct people through the development- to the appropriate parking spaces, service areas and office entrances.*
 - *Staff lockers should be provided and in a location where there is a high level of activity and surveillance, so that staff can safely store personal items during the working day.*
 - *Secure cycle parking should be provided well within the site boundary, ideally located in view of the main entrance to the offices or another suitably supervised area.*
 - *Internally, the buildings should be capable of zoning so that entry to parts of the premises can be effectively controlled. Movements in and out of the buildings should be confined to specific areas and access controls used to ensure only authorised staff can enter controlled areas.*
 - *The position of ancillary structures and temporary facilities, external storage and trailer parking areas should be carefully considered in relation to the following:-*
 - *Potential to block sight lines and create hiding places*
 - *Potential to obscure CCTV and lighting*
 - *Potential to create climbing aids that would assist unauthorised exist/ entry over boundary fencing*
 - *Their potential to obscure damage to the fence line*

The project team has liaised directly with David Maher (Design for Security Consultant) who has confirmed that if the corresponding measures included in the table above are incorporated into the design, it will still meet the Secured by Design compliance.