



Manchester Business Park, Aviator Way Crime Impact Statement

15/10/2025.

Document Control:

Report Title:	Manchester Business Park, Aviator Way
Graphite Security:	Nasr Haque
Date:	15/10/2025
Applicant:	Ask Real Estate MBP Limited
Type of Planning:	Full Planning Permission
Description:	Full Planning Permission for a development comprising of 9 no. Commercial B2 (General Industry) and B8 (Storage and distribution) units to form light industrial and ancillary office space, with associated landscaping works, access and car parking.
Confidentiality Level:	For Planning Use

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2 Executive Summary

This Crime Impact Statement (CIS) has been prepared to support the proposed commercial development at Unit 2000, Aviator Way, near Manchester Airport, Greater Manchester, M22 1GE, in line with the requirements of Secured by Design (SBD).

The assessment was undertaken in October 2025 through a combination of desk-based analysis, review of the proposed site layout, and contextual review of the surrounding area, including proximity to residential boundaries and key transport corridors.

The security of the Manchester Business Park, Aviator Way scheme is essential to safeguarding employees, visitors, vehicles, and assets across a multi-unit business-park setting. The development comprises nine commercial units (Use Classes B2 and B8) with ancillary office accommodation, with associated parking, cycle storage and landscaped buffers. This report identifies potential vulnerabilities related to site access and boundary control, shared parking areas, rear service elevations, and out-of-hours management.

The assessment finds that the wider Manchester Business Park benefits from an established commercial context and good passive surveillance from neighbouring plots, yet remains exposed to opportunistic crimes such as vehicle interference, theft from external storage, and unauthorised access during non-operational hours.

To address these issues, this report sets out a series of proportionate, design-led security recommendations aligned with the principles of Secured by Design (SBD) – Commercial Developments 2025. These measures promote a layered and integrated security strategy that balances accessibility, aesthetics, and operational practicality.

By adopting these recommendations, the Manchester Business Park, Aviator Way development will achieve a robust, context-appropriate level of protection while demonstrating full alignment with SBD and planning policy objectives. This approach supports both the safe daily operation of the site and its long-term resilience as part of Manchester's wider business-park network.

3 Introduction

Welcome to the Crime Impact Statement report for the proposed commercial development at Manchester Business Park, Aviator Way, Manchester M22, United Kingdom — a comprehensive examination aimed at identifying, assessing, and enhancing the security measures that protect staff, visitors, and physical assets.

Situated within Manchester Business Park, the development forms part of a well-established business and technology district, strategically located near Manchester Airport and major transport corridors. This environment presents both opportunities and responsibilities: to create a safe, attractive, and resilient workplace that reflects best practice in design-led security.

3.1 Background

The Site is bounded to the north by residential housing along Thornsgreen Road, to the east by existing Manchester Business Park office units, to the south by Aviator Way and the A555 Ringway Road West, and to the west by Woodhouse Lane and existing Manchester Business Park units beyond this.

Manchester city centre lies approximately eight miles north, and the site is well served by bus and tram connections, ensuring convenient commuting options for staff and visitors alike.

The surrounding context comprises a mix of modern office, industrial, and commercial premises, including major occupiers within the business park, hotel facilities, and ancillary service outlets. Landscape buffers and structured site layouts contribute to a high-quality business environment with clear visual definition between plots.

While the immediate context is predominantly commercial, the site's northern and eastern boundaries interface with residential areas, reinforcing the importance of proportionate security design to minimise conflict and support a positive relationship with neighbouring land uses.

A balanced approach—integrating natural surveillance, controlled access, and well-defined boundaries—is therefore essential to maintaining both operational security and visual harmony within this prominent gateway location.

4 Positive Impacts of the Proposed Scheme

Commercial Development at Manchester Business Park, Aviator Way, M22 1GE

The proposed development of a high-quality commercial scheme comprising multiple office and light-industrial units will deliver a range of positive outcomes for Manchester Business Park and the wider local economy. These include enhanced site security, the creation of modern employment space, improved design quality, and the continued strengthening of Manchester's role as a key regional business hub.

Enhanced Safety through Design-led Principles

The development adopts a security-conscious design approach consistent with Secured by Design (SBD) and Crime Prevention Through Environmental Design (CPTED) principles. Key features include controlled vehicle and pedestrian access, clear building frontages, well-defined boundaries, and lighting and CCTV coverage across shared spaces. These measures will reduce opportunities for burglary, vehicle crime, and unauthorised access while supporting a safe, attractive, and well-managed environment for staff and visitors.

Provision of Modern Employment Space

By introducing fit-for-purpose commercial units with integrated office accommodation, the scheme will contribute to the supply of high-quality employment space within a secure, modern setting. The development is designed to meet contemporary operational and environmental standards, supporting both local business growth and regional investment.

Improved Site Management and Natural Surveillance

The scheme provides structured vehicle circulation, defined pedestrian routes, and monitored parking areas to promote safe movement and clear visibility throughout the site. The inclusion of glazed office frontages overlooking car parks and landscaped areas enhances natural surveillance, reducing the likelihood of anti-social behaviour and improving user confidence.

Contribution to Local Economic Growth

The proposal makes effective use of underutilised commercial land within an established business park, replacing older plots with a secure and sustainable development. This investment supports employment generation, operational efficiency, and long-term economic resilience, reinforcing the area's strategic importance as part of Manchester's southern commercial corridor.

Broader Impact

The proposed development will deliver wider community benefits by enhancing local safety, supporting sustained employment, and promoting responsible site management. It strengthens Manchester Business Park's reputation as a safe, well-managed, and high-quality business destination, aligning with regional planning objectives for sustainable and secure economic growth.

5 Crime Impact Statement - Requirements

Nasr Haque of Graphite Security Ltd acted as SQSS for this Crime Impact Statement.

Nasr is listed as an SQSS by BRE, as shown at [Graphite-Security: SQSS](#).

Nasr is listed as a fully licensed Secured by Design consultant, as shown at [Graphite-Security: SBD Consultant](#).

‘Be provided by a third party that is able to offer an impartial and objective view’

Graphite Security is a third party which offers an impartial to objective view.

‘Highlight crime and disorder issues in the immediate vicinity of the development. Include crime statistics and analysis.’

A crime analysis was therefore completed using open-source crime data, including crime statistics from police.uk.

‘Offer bespoke crime prevention advice to minimise the risk to future users of the development and also consider the impact of the new development on the surrounding community’

Please refer to sections 6 and onwards.

‘Ensure that the personal safety of users is considered, both the approach to and throughout the development’

Please refer to sections 6 and 10.

‘Identify risks to the proposed site and demonstrate how they can be mitigated’

Please refer to sections 6 and onwards.

‘Consider the impact on the local police force (eg access routes, both vehicular and pedestrian)’

Please refer to sections 4 to 6.

‘Identify design solutions based on analysis of the crime issues in the area that will reduce the proposal’s vulnerability to crime’

Please refer to sections 8 and onwards.

‘Help an applicant to adapt a development to avoid/ or reduce the adverse affects of crime and disorder and reduce the long-term resource costs for the local authority and the wider community’

Please refer to sections 8 and onwards.

5.1 Purpose

The purpose of this Crime Impact Statement is twofold:

- **To Evaluate the Proposed Design:**

This assessment reviews the proposed architectural and site layout plans for the Manchester Business Park, Aviator Way development, examining how the design supports safe and secure operation across multiple commercial units. The analysis identifies the inherent strengths of the current design and highlights areas where additional or enhanced security measures may be beneficial.

- **To Identify and Mitigate Potential Threats:**

Through a comprehensive review of the development's environment, layout, and surrounding context, this report aims to identify potential security threats that may impact staff, visitors, vehicles, and assets. Each risk is evaluated based on its likelihood and potential impact, followed by the development of proportionate mitigation strategies that align with Secured by Design (SBD) principles and requirements.

5.2 Scope

This assessment covers a wide range of security aspects, including, but not limited to:

- **Physical Security:** Reviewing the effectiveness of barriers, access points, doors, locks, lighting, and surveillance technologies in protecting the development.
- **Emergency Preparedness:** Evaluating the site's readiness to respond to emergencies or crises, whether natural or human-caused.
- **Territoriality:** Considering how the design and layout help establish a sense of ownership, reinforcing that the site belongs to its legitimate users and discouraging misuse.
- **Maintenance:** Ensuring the site remains well-maintained in the long term to reduce the likelihood of antisocial behaviour, loitering, and criminal activity.

5.3 Methodology

Our approach to this assessment is comprehensive and multifaceted, incorporating:

- On-site inspections and physical walkthroughs.
- Consultation attempts with local police, and specifically, Design Out Crime Officers.
- Review of historical security incidents and response effectiveness.
- Comparative analysis with security best practices and standards.

This assessment is cognisant of ISO 22341 concepts with relevant interventions included, whilst also using the principles of Crime Prevention Through Environmental Design (CPTED).

Physical protection elements are designed to achieve, as a minimum, the requirements of Secured by Design. The principles of the SABRE scheme are also considered, so where physical protection elements may be restricted, then adequate and appropriate mitigation is required to provide sufficient levels of protection.

5.4 Visual Audit - Site Survey

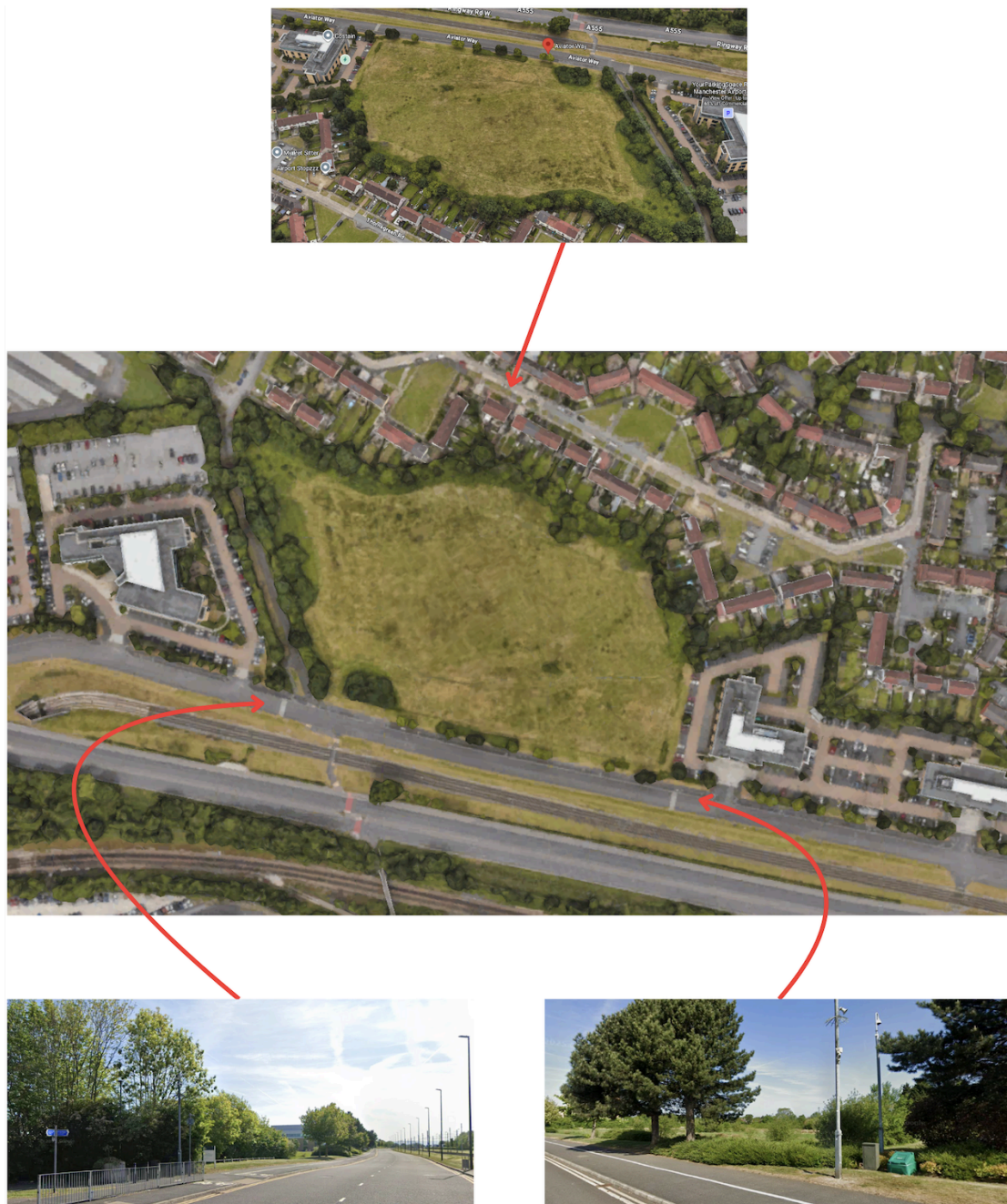


Figure 02 - Site Survey (Source: Graphite Security Ltd & Google Maps)

5.5 Enhancing Security Through Multilayered Strategies

Perimeter Defence: The initial layer of defence establishes the site's physical borders. It employs barriers, fences, walls, and controlled access points such as gates to deter unauthorised entry.

Entry Regulation: A pivotal element in security, entry regulation oversees admission and departure within the premises. This may include card readers, keypad systems, staffed checkpoints, and, where proportionate, biometric recognition to ensure controlled access.

Surveillance Systems: Continuous monitoring through CCTV and related surveillance technology plays a crucial role in deterring crime, overseeing site activity, and supporting investigations in the event of an incident.

Intrusion Detection: Systems such as sensors and alarms help identify unauthorised access or breaches, ensuring prompt alerts to security teams or response personnel.

Illumination for Security: Well-designed lighting reduces the risk of intrusion and enhances natural surveillance, making illuminated areas less vulnerable to crime or antisocial behaviour.

Internal Safeguards: Reinforced windows, secure doors, locking mechanisms, and restricted zones provide additional protection for valuable assets and sensitive areas within the development.

Security Personnel: The presence of trained staff, including reception personnel or security guards, strengthens access control, incident response, and enforcement of site policies.

Policies and Procedures for Security: Clear security protocols underpin effective site management, including incident reporting, access procedures, and emergency actions.

Emergency Response Planning: Preparedness measures such as evacuation routes, fire control systems, and emergency communication mechanisms are vital for resilience against a range of risks.

Visitor Oversight: Screening, sign-in procedures, visitor passes, and escorted access, where necessary, support effective visitor management.

Staff Security Awareness: Training and awareness initiatives ensure employees understand protocols, remain vigilant, and contribute to the site's overall security posture.

Each layer plays an integral role in fortifying the security of the development. A multilayered approach, rather than reliance on a single measure, significantly enhances protection and resilience.

5.6 Importance

The security and well-being of everyone who uses the Manchester Business Park, Aviator Way development are of the utmost importance. This Crime Impact Statement represents a key step toward ensuring the site remains a safe, attractive, and resilient environment for staff, visitors, and assets alike.

By identifying potential vulnerabilities early and implementing proportionate, design-led security measures, the development can safeguard day-to-day operations, enhance user confidence, and reinforce the reputation of Manchester Business Park as a leading commercial destination.

Through this proactive approach, the Manchester Business Park, Aviator Way scheme contributes to a wider culture of safety, quality, and operational excellence, ensuring long-term resilience and compliance with Secured by Design (SBD) objectives.

6 Crime Impact Statement: Crime Data Analysis for Manchester Business Park, Aviator Way

6.1 Executive Summary

This assessment draws upon available crime data from the Police.uk platform, focusing on the Manchester Airport and Wythenshawe policing neighbourhoods, which encompass Manchester Business Park, Aviator Way (M22 region) within the Greater Manchester Police (GMP) jurisdiction.

The analysis aims to provide a realistic understanding of the local security environment surrounding Manchester Business Park, contextualised by its mixed commercial and residential setting and proximity to key transport infrastructure such as the M56, A555 Ringway Road West, and Manchester Airport.

Within the wider Greater Manchester Force Area, this locality typically records below-average crime rates when compared with inner-city districts. Reported incidents most commonly relate to vehicle-related crime, theft from commercial premises, and occasional antisocial behaviour, reflecting the nature of activity associated with business-park environments rather than persistent high-risk urban crime.

It should be noted that Greater Manchester Police ceased supplying data to Police.uk after July 2019, meaning that more recent datasets are unavailable through that portal. For this assessment, historic Police.uk data has therefore been considered alongside alternative reference sources, including the Office for National Statistics (ONS), local authority reporting, and environmental observations undertaken as part of this CIS. Consequently, the crime figures presented are indicative and should be interpreted as a contextual snapshot rather than a comprehensive measure of current trends.

6.2 Source of Crime Data

The primary data source for this assessment is the Police.uk website, a nationally recognised and audited platform used to analyse recorded crime patterns across England and Wales.

However, it is important to note that the Greater Manchester Police (GMP) ceased supplying data to Police.uk after July 2019, resulting in the absence of recent, directly comparable statistics for the Manchester Business Park, Aviator Way (M22) area.

To address this limitation, this assessment references historic Police.uk data alongside supplementary information from the Office for National Statistics (ONS), Greater Manchester Combined Authority (GMCA) reporting, and other open-source government datasets.

These additional sources provide valuable demographic, socio-economic, and environmental context, supporting a well-rounded understanding of local security conditions around Manchester Business Park and its surrounding neighbourhoods.

6.3 Local Area Context and Its Impact on Crime

The Manchester Business Park, Aviator Way development, located within the Manchester Business Park (postcode M22), sits in a mixed commercial district adjacent to Manchester Airport. Unlike large-scale industrial estates such as Trafford Park, this area comprises offices, light commercial units, and service businesses, which influences both the type and frequency of crime recorded locally.

Commercial Burglary and Vehicle-Related Theft

The presence of multiple commercial premises, business visitors, and staff parking areas introduces risks associated with burglary from business units and theft from or of vehicles. These offences typically occur outside normal working hours, when occupancy and natural surveillance levels are reduced. Although recorded incidents are generally below the citywide average, such environments remain susceptible to opportunistic crime targeting unsecured equipment, tools, or vehicles.

Crime Opportunity Factors

Business parks located near major road networks—such as the A555 Ringway Road West and M56—can experience occasional increases in short-duration, target-specific crimes, where offenders exploit quick access and egress routes. In addition, areas with shared parking, screened landscaping, or limited nighttime activity may present isolated opportunities for anti-social behaviour or unauthorised access attempts.

When compared with broader Greater Manchester Police (GMP) statistics, the Manchester Business Park area typically reports lower rates of acquisitive crime than inner-city or dense residential zones. Nonetheless, the contextual risk factors—including valuable business assets, vehicle reliance, and variable site activity—reinforce the need for proportionate design and management measures that deter, detect, and delay criminal opportunity.

6.4 Data Analysis Methodology

- For this assessment, a detailed review of available crime data was undertaken using the Manchester Business Park, Aviator Way (postcode M22) area as the focal point. The following methodology was applied to ensure a robust and context-specific understanding of local crime dynamics:
- **Crime Count vs Land Use:**

Recorded crime incidents were examined in relation to the area's predominantly commercial and business-park character, recognising that offence patterns differ substantially from those observed in residential neighbourhoods. The analysis focused on risks most relevant to office, light industrial, and service-sector uses, such as vehicle-related theft, business burglary, and opportunistic intrusion.
- **Comparative Analysis:**

Data from Police.uk, Office for National Statistics (ONS), and Greater Manchester Combined Authority (GMCA) sources were used to compare local trends against borough-level averages for Manchester and similar commercial districts across the region. This comparison provided a proportional view of risk and allowed for benchmarking against equivalent business environments.
- **Contextual Evaluation:**

Quantitative data were supplemented by a qualitative review of site characteristics, including access arrangements, parking layout, public transport connections, and boundary conditions. This enabled the assessment to develop a balanced understanding of vulnerabilities specific to the Manchester Business Park, Aviator Way development and to inform tailored recommendations that align with Secured by Design (SBD).

6.5 Appendices

- **Appendix A:** Detailed crime statistics from Police.uk for Manchester Business Park, Aviator Way, specifically focusing on the M22 1GE area.
- **Appendix B:** Comparative analysis charts, highlighting crime rate variances with national averages and similar industrial locales, factoring in land use and occupancy patterns.

6.6 Conclusion

The crime data analysis highlights the importance of interpreting statistics within the commercial context of Manchester Business Park, Aviator Way. As the development sits within a mixed office and light-industrial setting close to Manchester Airport, crime trends are shaped more by vehicle-related incidents, out-of-hours intrusion, and opportunistic theft than by neighbourhood-based offences. This reinforces the need for security measures specifically tailored to the business-park character of the area, with emphasis on safeguarding vehicles, external equipment, and building perimeters against unauthorised access or low-level crime.

Proactive engagement with other occupiers across Manchester Business Park, combined with ongoing liaison with Greater Manchester Police, will be vital to maintaining situational awareness and supporting a collaborative security environment.

Future assessments should continue to draw upon audited and open-source data, ensuring that the security strategy evolves in response to changing crime patterns, operational requirements, and the wider local context.

7 Threat Identification in ‘Manchester Business Park, Aviator Way’

7.1 Overview

The identification of potential threats within the Manchester Business Park, Aviator Way (M22) area is essential for developing an effective and proportionate security strategy. This section outlines the principal risks identified through crime data analysis and local environmental review. The commercial and business-park character of the site, combined with periods of lower occupancy outside working hours, influences the overall crime profile and necessitates a targeted approach to site security, focusing on the protection of vehicles, buildings, and shared spaces from opportunistic intrusion or theft.

7.2 Key Threats Identified

Violence and Personal Safety Risks:

While Manchester Business Park is a well-managed commercial environment with limited public activity, isolated walkways, screened landscaping, and reduced occupancy outside office hours can create conditions where personal safety risks may arise. Limited evening lighting and low footfall increase the importance of maintaining clear sightlines and effective illumination.

Anti-Social Behaviour:

Areas of open landscaping, vacant plots, or unsecured boundaries may attract low-level anti-social behaviour, such as loitering, littering, graffiti, or unauthorised gatherings, particularly during evenings or weekends when the site is less active.

Street-Based and Vehicle-Related Crimes:

Incidents such as vandalism, trespass, nuisance driving, or vehicle interference can occasionally occur within and around business park environments. These

issues may affect perceptions of safety and disrupt normal operations, especially during non-working hours or periods of limited on-site supervision.

7.3 Contributing Factors

Several local factors contribute to the identified threats, including:

- **Low Footfall Areas:**

The reduced presence of staff and visitors within Manchester Business Park, particularly outside normal office hours, limits natural surveillance and can increase vulnerability to opportunistic offences such as vehicle interference or trespass.

- **Environmental Design:**

Features such as screened landscaping, recessed entrances, or secluded service areas may inadvertently create concealment opportunities if not well-lit or overlooked. These design elements can elevate risks associated with theft, vandalism, or unauthorised access.

- **Economic and Social Factors:**

Wider socio-economic pressures across Greater Manchester can influence regional crime trends. Although Manchester Business Park itself maintains a professional environment, acquisitive crimes such as vehicle theft, burglary, and property damage can occasionally reflect broader economic conditions affecting nearby communities.

7.4 Threat Assessment Methodology

The methodology for identifying threats is based on a comprehensive review of crime data obtained from the [Police.uk](https://www.police.uk) platform, supported by analysis from the Office for National Statistics (ONS) and detailed observations of the local environment surrounding Manchester Business Park, Aviator Way (M22 1GE).

This blended approach provides a balanced understanding of the key risks affecting the development, combining quantitative data with qualitative site insights. The assessment focuses on how local conditions—such as land use, transport links, and after-hours activity—shape the security profile of the Manchester Airport and Wythenshawe policing neighbourhoods in which the site is located.

7.5 Conclusion

The threat landscape at Manchester Business Park, Aviator Way (M22 1GE) is shaped by its commercial business-park setting and proximity to Manchester Airport. Key risks include acquisitive crime, anti-social behaviour, and site-specific vulnerabilities arising from reduced natural surveillance outside office hours.

By identifying these issues at an early stage, the development can implement proportionate and design-led security measures to mitigate potential threats effectively. Ongoing monitoring, collaboration with neighbouring occupiers, and periodic reassessment will be essential to ensuring the site remains resilient, compliant, and secure throughout its operational life.

8 Security Recommendations for Manchester Business Park, Aviator Way

8.1 Doors

Mandatory Requirement:

All final entry and exit doors serving the office and service areas of each unit must comply with one of the following standards:

- STS 202 BR2
- LPS 2081 SR B
- BS EN 1627 RC3
- PAS 24:2022 (minimum for staff entrances and office doors)

Service shutters or delivery doors should be of robust industrial specification appropriate for commercial use. Where tenants wish to enhance resilience, door sets tested to LPS 1175 or equivalent may be specified as part of their fit-out.

Reason: To provide appropriate protection against forced entry while maintaining commercial practicality.

8.2 Windows

Mandatory Requirement:

All openable or accessible ground-floor windows, including those to offices, must be tested to PAS 24:2022 or higher.

Reason: Ground-level glazing is susceptible to opportunistic entry. Tested and certified units strengthen protection without compromising design appearance.

8.3 Glazing Units

Mandatory Requirement:

All accessible glazing—particularly at main entrances and office façades—must incorporate at least one laminated pane to BS EN 356 P1A.

Reason: Laminated glass improves resistance to impact and vandalism, mitigating “smash-and-grab” risks.

8.4 Access Control and Core Protection

Base-Build Provision:

Units will be provided with standard key-operated entry systems. Dedicated access-control systems are not included within the landlord works. Tenants may introduce electronic access control internally or externally as part of their fit-out if required.

Any future vehicular or pedestrian gates to the estate may be operated by keypad or access-control out of hours (subject to confirmation by Hannans).

Reason: Defined zoning between public, staff, and restricted spaces prevents unauthorised movement while allowing tenants flexibility in managing their own security systems.

8.5 Bin Storage & Ancillary Areas

Mandatory Requirement:

Refuse and recycling areas must be lockable, enclosed, and positioned away from building façades and windows. Containers must have lockable lids and be tethered.

Areas should be illuminated (5 Lux constant / 30 Lux on motion). No CCTV coverage is proposed within the base build.

Reason: Bin zones can present arson or climbing risks; secure design and adequate lighting prevent misuse.

8.6 Emergency Egress Doors

Mandatory Requirement:

All emergency exits must comply with BS EN 179 or BS EN 1125 and resist a minimum of 6 kN pull strength.

Reason: Ensures safe evacuation while preventing unlawful re-entry or tampering from outside.

8.7 Lighting

Mandatory Requirement:

External lighting must conform to ILP / CIBSE guidance and BS 5489:2020, providing consistent illumination to:

- Car parks and footpaths
- Entrances and building perimeters
- Cycle stores and bin areas

White-light (LED) luminaires should support natural surveillance and include dusk-to-dawn or PIR controls.

Reason: Appropriate lighting deters crime and promotes staff safety after dark without the need for electronic surveillance.

8.8 Vehicle Parking and Yard Strategy

Mandatory Requirement:

Car parking for each unit must be clearly delineated and separated from pedestrian routes through bollards, kerbs, or planters.

Service areas should incorporate gated or controlled entry points where feasible and be illuminated.

Consideration: Introduce Hostile Vehicle Mitigation (HVM) bollards or planters around main receptions to protect pedestrian zones.

Reason: Controlled vehicle movement and passive surveillance reduce the opportunity for vehicle crime or ramming attacks.

8.9 Boundary Security

Mandatory Requirement:

The site perimeter should be visibly defined using a combination of 2.1 – 2.4 m weld-mesh fencing, soft landscaping, and vehicle barriers.

Gates must match the height and specification of adjacent fencing where installed.

Reason: A clearly demarcated boundary discourages trespass, controls access after hours, and maintains the open aesthetic of a business-park environment.

8.10 Security Management

Advisory Requirement:

The development comprises individual light-industrial units and does not include a central reception, CCTV monitoring facility, or panic alarm. The wider business park benefits from an existing CCTV system monitored off-site, which covers the estate access roads and entrance to Aviator Way.

Tenants may introduce additional systems internally as part of their own security management.

Reason: To maintain appropriate oversight through estate management while allowing tenant-specific enhancements.

8.11 Electronic Security

Advisory Requirement:

No base-build CCTV or intruder alarm systems are proposed within this scheme. Security for individual units will be tenant-managed as part of fit-out.

The wider estate's existing CCTV coverage provides baseline deterrence and monitoring up to the site entrance.

Reason: Electronic systems can be tailored to tenant requirements without duplicating estate-level provisions.

8.12 Maintenance and Review

Advisory Requirement:

All physical security measures should be inspected at least annually to confirm performance and compliance with manufacturer standards. Management should maintain records of inspections and staff training.

Reason: Regular maintenance and review ensure systems remain effective throughout the building life cycle and align with Secured by Design after-care expectations.

8.13 Conclusion

This report emphasises the importance of implementing robust, proportionate security measures tailored to the specific threats identified within the Manchester Business Park, Aviator Way (M22 1GE) development.

By adhering to the mandatory requirements and considering the advisory recommendations outlined in this assessment, the scheme will enhance the safety and security of all occupants, visitors, and assets.

Any future amendments to the design or build specification should be communicated to a Suitably Qualified Security Specialist (SQSS) to ensure the Crime Impact Statement remains current, proportionate, and aligned with Secured by Design (SBD).

9 Security Recommendation - Quick Check List:

Notes for Use:

- **Requirement Type:** Distinguishes between 'Mandatory' and 'Advisory' for prioritisation.
- **Standard/Specification:** Lists the specific standards each security feature should comply with.
- **Key Points:** A brief description or crucial information regarding each security feature's requirements.

This table format allows for quick scanning of the security recommendations, standards to be met, and actionable items, making it a practical tool for clients and stakeholders to refer to throughout the project's planning and implementation phases.

Security Feature	Requirement Type	Standard / Specification	Key Points
Doors	Mandatory	STS 202 BR2; LPS 2081 SR B; BS EN 1627 RC3; PAS 24:2022 (min. for office/staff doors)	All entry and exit doors to office and service areas must meet one of the listed standards. Service shutters to be robust industrial grade; tenants may upgrade to LPS 1175 or equivalent as part of fit-out.
Windows	Mandatory	PAS 24:2022 (minimum)	All openable or accessible ground-floor windows to be PAS 24-compliant to resist forced entry.
Glazing Units	Mandatory	BS EN 356 P1A (laminated pane minimum)	Laminated glazing at entrances and office façades to reduce "smash-and-grab" risk.
Access Control	Base-Build Provision	N/A (standard key entry only)	Units will have standard key-operated entry. Tenants may add electronic access-control systems during fit-out. Estate gate access method (to be confirmed by Hannans) may include keypad or controlled entry out of hours.
Bin Storage & Ancillary Areas	Mandatory	BS 5489 (illumination levels 5 Lux constant / 30 Lux on motion)	Bin stores to be enclosed, lockable, and well-lit; no base-build CCTV proposed.
Emergency Egress Doors	Mandatory	BS EN 179 / BS EN 1125 (6 kN pull strength minimum)	Ensures safe escape while resisting external tampering or forced entry.
Lighting	Mandatory	BS 5489:2020; ILP / CIBSE Guidance	Provide consistent white-light LED coverage to car parks, entrances, perimeters, and bin areas; dusk-to-dawn or PIR controls recommended.

Vehicle Parking & Yard Areas	Mandatory / Advisory	BS 5489 (for lighting); PAS 68 / 170 (if HVM adopted)	Controlled access and illumination to reduce vehicle-related crime. HVM bollards or planters may be introduced near pedestrian areas.
Boundary Security	Mandatory	2.1 – 2.4 m weld-mesh fencing / landscape barriers	Perimeter to be clearly defined with fencing, gates to match height and specification of adjacent sections.
Security Management	Advisory	N/A (established estate-level CCTV coverage)	No central reception or on-site monitoring. The wider business park has off-site-monitored CCTV covering the main access roads and entrance to Aviator Way.
Electronic Security	Advisory	BS EN 62676 (reference only for tenant fit-out)	No base-build CCTV or intruder alarm systems. Tenants may implement systems within demised areas; estate-wide CCTV provides baseline coverage to entrance.
Maintenance & Review	Advisory	SBD Aftercare / Annual Inspection Records	All physical security measures to be reviewed annually for condition and performance; records to be maintained by management.

10 Conclusion

It is concluded that the proposed security provisions for the new-build commercial development at Manchester Business Park, Aviator Way (M22 1GE) are proportionate to the local crime context and appropriate for the site's business park environment. An effective level of protection is achieved through the integration of design-led security measures, access management, and ongoing operational oversight.

The layered approach proposed—comprising clearly defined boundaries, controlled vehicle and pedestrian access and adequate lighting to help maintain a safe, well-managed, and crime-resilient development within this established commercial setting.

With the incorporation of these measures and recommendations, I am satisfied that the planning requirement for a Crime Impact Statement (CIS) has been met.

This report has been prepared based on all relevant and available information at the time of writing, including architectural drawings, proposed layouts, contextual analysis, and site survey observations. Should there be any material change to the design, specification, or access arrangements, the assessment should be reviewed and updated accordingly to ensure continued compliance and risk mitigation.



Nasr Haque

11 Appendix A

11.1 Evidencing Security Needs: Crime Statistics and Trends

This section offers a focused visual analysis of crime statistics for development, utilising the latest data available from Police.uk. Through graphs, charts, and maps, we delve into local crime trends, highlighting prevalent crime types and their distribution.

These visuals underpin our security recommendations, ensuring they are informed by robust, localised data. Stakeholders will gain a clear insight into the area's crime landscape, crucial for crafting effective security strategies.

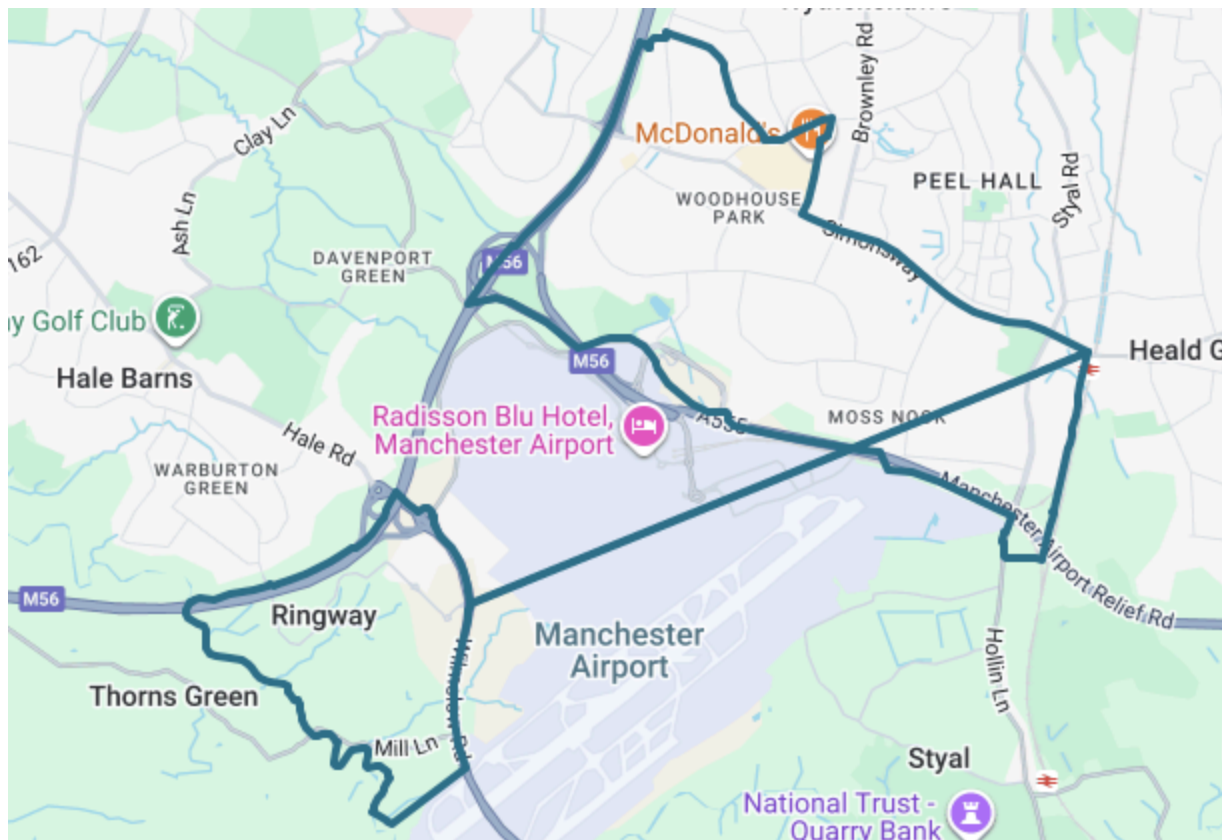


Figure 03 - Woodhouse Park 'Policing Neighbourhood' (Source: Police.uk)

The assessment of crime patterns for the postcode area M22 1GE is subject to certain data limitations. The Greater Manchester Police (GMP) ceased supplying recorded crime data to Police.uk after July 2019. Consequently, postcode-level figures published through Police.uk and related portals may appear incomplete or show “no crimes reported,” which reflects a gap in the data feed rather than an actual absence of recorded crime.

To ensure this assessment remains evidence-based, the following multi-source approach has been adopted:

Historic Baseline – Pre-2019 recorded crime data from Police.uk and Manchester City Council sources has been reviewed to establish the historic baseline for the Manchester Airport and Wythenshawe policing neighbourhoods, within which Manchester Business Park, Aviator Way is located.

Borough & Ward Context – Borough-level analysis from Police.uk, Manchester City Council's Community Safety Partnership, and the Greater Manchester Serious Violence Strategy (2024) indicates that overall crime levels in south Manchester are below the force-area average, although certain wards near major transport corridors experience elevated levels of vehicle and acquisitive crime due to transient activity.

Supplementary Sources – Data from the Office for National Statistics (ONS) and the Greater Manchester Combined Authority (GMCA) Insight Report provides wider demographic and socio-economic context. These sources confirm a continued reduction in first-time offenders and steady declines in burglary and criminal damage across the region.

National Trends – ONS England-wide crime data (year ending March 2025) has been used to frame the national picture, acknowledging that local under-reporting and delayed publication of GMP statistics remain challenges.

11.1.1 Conclusion

Due to GMP's withdrawal from Police.uk reporting, postcode-level crime data for M22 1GE should be regarded as indicative rather than definitive. Accordingly, this analysis draws upon a triangulated approach—combining historic datasets, borough- and ward-level intelligence, national statistics, and on-site environmental observations—to provide a proportionate and evidence-led understanding of the likely crime risks affecting the Manchester Business Park, Aviator Way development.

11.1.2 Summary of ONS / Regional Crime Data for Manchester

Data from the ONS and GMCA indicate that Manchester continues to exhibit moderate and improving crime levels relative to the wider Greater Manchester average.

In the 12 months ending September 2024, the City of Manchester recorded approximately 96.2 crimes per 1,000 residents, compared with a Greater Manchester average of 117.1 per 1,000.

Key positive indicators include:

- A 23 % year-on-year reduction in burglary within the southern wards (including Wythenshawe and Airport areas).
- A continued decline in first-time offenders and youth-related incidents.
- National ONS data (England & Wales, YE March 2025) confirming a long-term downward trend in most crime categories, although cyber-enabled and certain vehicle offences have shown modest increases.

Taken together, these figures—combined with the current data caveats regarding GMP's non-reporting—suggest that while postcode-specific statistics for Manchester Business Park, Aviator Way (M22 1GE) are unavailable or incomplete, the broader area trends are stable and generally favourable from a crime-risk perspective.

12 Appendix B

12.1 Further crime statistics

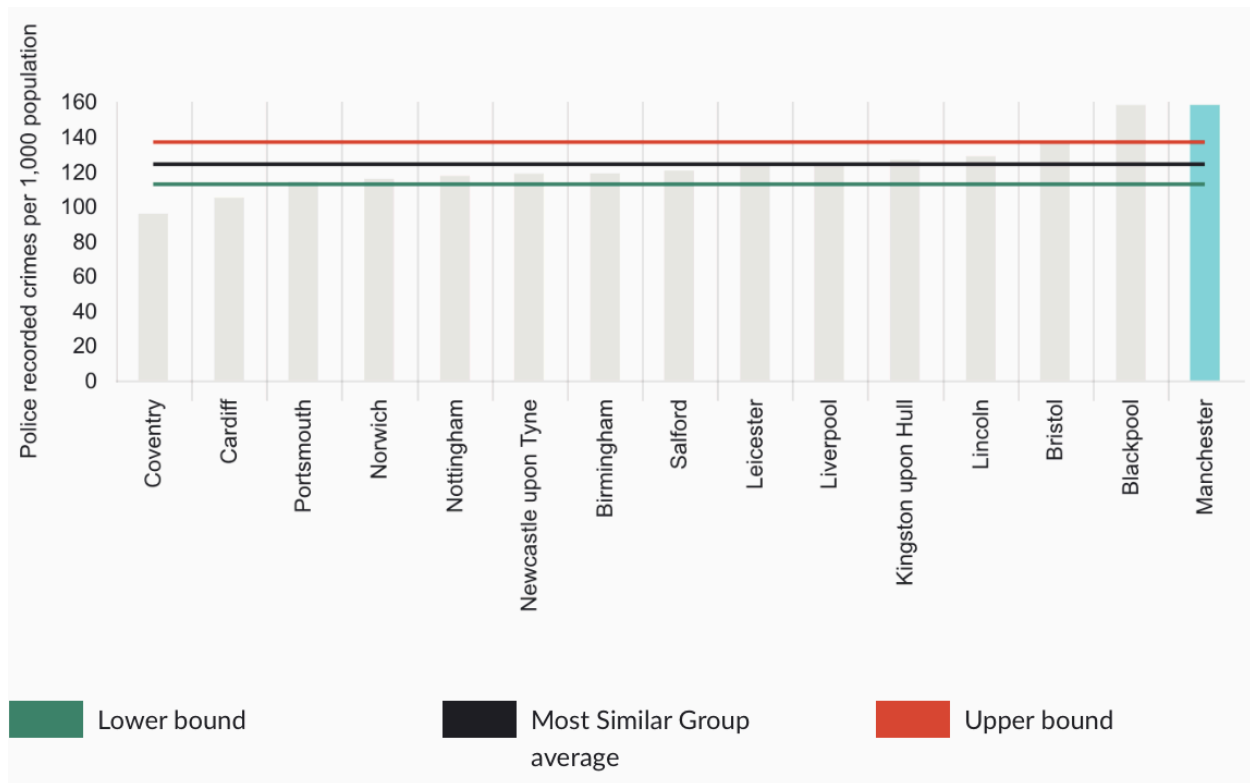


Figure 06 - Crime in Manchester compared with crime in similar areas (ending in Mar 2025).

In the year ending March 2025, the crime rate in Manchester was higher than the average crime rate across similar areas.

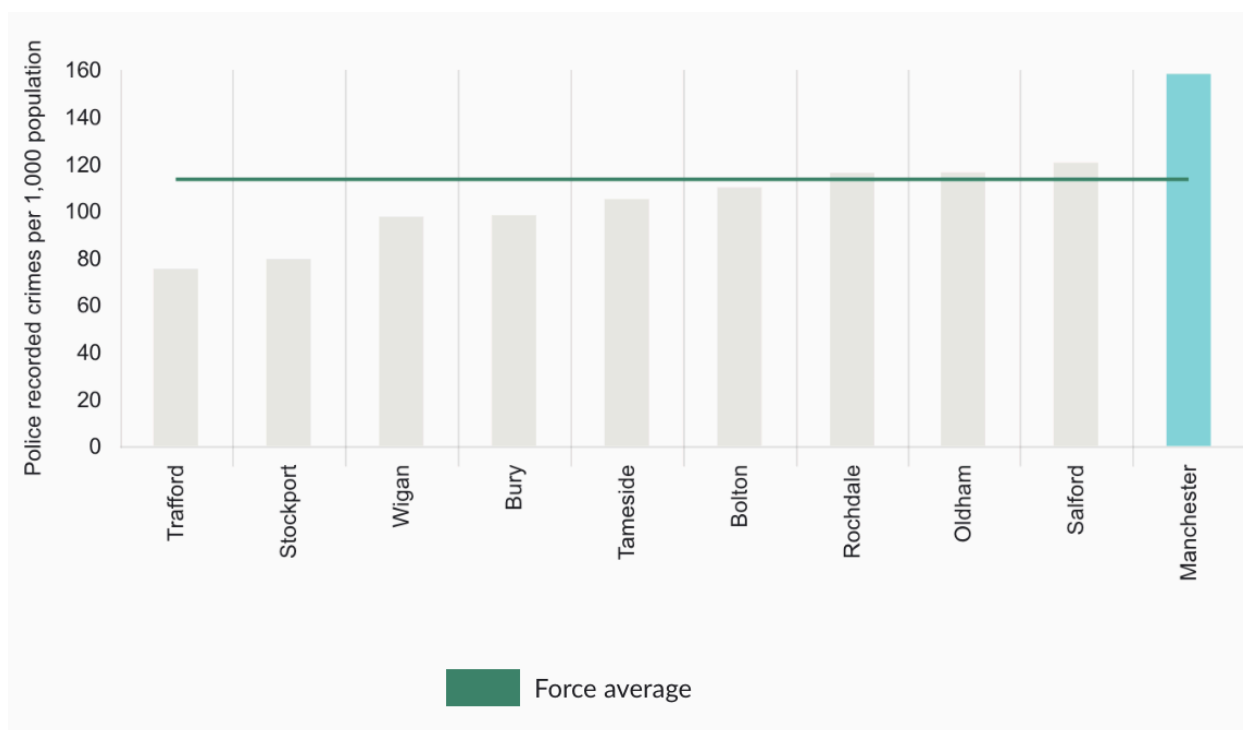


Figure 07 - Crime Stats of Manchester area compared to the Greater Manchester Force Area (ending in Mar 2025).

In the year ending March 2025, the crime rate in Manchester was higher than average for the Greater Manchester area

This chart compares the crime rate in your local area to the average crime rate across the force area. It shows the total number of crimes over twelve months per thousand residents, for the crime type selected.

In the quarter ending March 2025, the crime rates were:

- down in Manchester
- down in the Greater Manchester force area

compared with the corresponding quarter in 2024.



Figure 08 - Crime changes over time in Manchester and in the Greater Manchester force area.

This chart shows how crime rates in your local area and police force area have changed over time. It also shows how the average crime rates in similar areas to your local area have changed over time.

13 Appendix C

13.1 Architectural Plan Review: A Security Perspective

Site Plan



Figure 09 - Site Plan (Source: AEW Architects)