

Our Ref: 0592/2.3/01

Crime Impact Statement for the Redevelopment of Parkhills Garage, Parkhills Street, Bury, BL9 9AZ

Introduction

This Crime Impact Statement has been prepared by studioPH Architecture on behalf of Kingscrown Land and Commercial Limited (the 'applicant') in support of a Full Planning Application for the *'Demolition of existing car showroom and workshop and redevelopment to provide two Class E units together with car parking, amended vehicle access points, landscaping and associated works'* at Parkhills Garage, Parkhills Road, Bury, BL9 9AZ.

This document should be read in conjunction with the Plans supporting the application noted in the supporting Planning Statement.

The Proposals

The submitted layout (refer to studioPH drawing ref: 0592(P)102) proposes two new buildings comprising a 168sqm (1800sqft) Drive Thru Unit and 349sqm (3755sqft) Retail Unit with a shared customer car park

The site is accessed via the existing vehicular site access on Richmond Street with an egress on Walker Street which serves 34no. car parking spaces with provision for HGV loading and turning. The Retail Unit has a loading bay on eastern elevation which could also be used by other occupiers. Siting the car parking central to the site with visibility through the site from the surrounding roads and provides activity to Manchester Road which enhances natural surveillance in the area.

Planning Policy

The National Planning Policy Framework (NPPF) paragraph 92 states *'are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion'*.

Bury Council's Supplementary Guidance Note 3 – Designing Out Crime in New Development sets out the following basic principles for the design of new developments –

- Use natural surveillance as primary aid towards crime reduction
- Use defensible spaces
- Design for both the safety of people and the security of property
- Do no design to give the impression of safety where real danger exists

The SPG goes on to make recommendations for the detailed design of commercial and retail development sites (paragraphs 2.19 – 2.28) which have been carefully considered by the Design team.

Crime Analysis

The crime history for the in the immediate area is to be reviewed but analysis of typical crimes that occur in similar locations may include –

- Glazing in doors and windows has been smashed to gain access

- Offenders posing as legitimate customers/visitors before entering 'staff only'/unauthorised areas to steal property
- Theft of property left unattended
- Open access to service yards has allowed offenders to enter freely before targeting restricted areas
- Doors have been forced open with tools and locks have been smashed to gain entry
- Ram raiding of Retail Units to gain entry.
- Shutters have been forced upwards by offenders
- Theft from motor vehicles and criminal/accidental damage to vehicles
- Anti-social behaviour issues such as people congregating, graffiti and littering.

Analysis of the Proposal

The following features have been incorporated into the overall design of the site which are considered to make a positive contribution to the presentation of crime on the site and in the wider area –

- The mix of uses across the site will bring people to the area at different times of the day/night including weekends.
- The proposals result in the redevelopment of a site that will become vacant and has the potential to attract anti-social behaviour
- The development of the site benefits the neighbouring commercial and residential uses in terms of natural surveillance
- Car parking and servicing areas are in the centre of the site with visibility from both of the proposed buildings and the roads surrounding the site.
- No building entrances on rear elevations, away from public view.
- Clear access and egress points for vehicles and pedestrians.

Detailed Design Recommendations

The following measures could be incorporated into the detailed design of the site and buildings that would further enhance the security of the proposed development –

- Building entrance points to be in visible locations with simple design and access control measures such as bollards or raised planting beds.
- Installation of intruder alarm with PIR detectors in all rooms and alarmed contact points on windows and doors
- Entrances and glazed areas secured with security shutters
- External lighting levels should always seek to meet the BS 5489 standard. Lighting should be provided on all roads/footpaths, parking areas, service areas and to the front side and rear of all buildings
- A CCTV system should be included in the development, with cameras positioned in strategic locations to monitor movements into and around all buildings, car parks, service yards and access roads
- Soft landscaping around the site perimeter should be sufficiently dense to discourage pedestrian access and positioned so it doesn't restrict views of the proposed buildings
- Traffic calming measures should also be incorporated to limit the speed of vehicles at various points along the access routes, particularly where there may be a conflict with other vehicles and pedestrians

- Provide secure and weatherproof cycle parking and refuse storage
- Incorporate signage through the development to direct people to the right place

Conclusion

The proposed scheme meets the objectives set out in this report.

The potential risks have been carefully considered and, the measures that have been incorporated into the overall design to reduce the opportunities for crime on both the application site and the wider area have been identified.

We acknowledge there are further opportunities to enhance the security of the site that will be carefully considered and incorporated into the design as the project progresses with input from the wider Project Team and potential occupiers of the proposed buildings.