



PEACOCK+
SMITH

Travis Perkins Salford
James Corbett Road

Crime Impact Statement

On behalf of Travis Perkins

June 2022

Peacock & Smith Limited
8 Baltic Street
Clerkenwell
London EC1Y 0UP

T: 0203 122 0030
E: london@peacockandsmith.co.uk

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Prepared by: Katie Hutchings

Approved by: Gareth Glennon

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1. Introduction

- 1.1 This Crime Impact Statement (CIS) (or Crime Prevention Plan, or Crime Impact Assessment) has been produced by Peacock + Smith Planning Consultants.
- 1.2 This CIS has been prepared on behalf of Travis Perkins (Salford) to support a planning application for redevelopment works to Travis Perkins' Industrial Site, James Corbett Road, Salford. The CIS shows how the concept of the scheme reduces its impact on and susceptibility to crime and disorder and can be used by the Council to assess the scheme submitted for approval in this context. It will help to allay public fears about the development that could be brought about by lack of information, by providing an overview of crime levels at the site location and also in the surrounding area. It outlines the strategy which it is hoped will provide for a safe, secure and non-threatening environment both for new residents and also the existing neighbouring residents, taking cognizance of National Planning Policy, Local Planning Policy and design guidance such as SBD.
- 1.3 Every building project presents the designers with a unique set of challenges to overcome and solve. This involves seeking an acceptable compromise between the aesthetics of the architectural design and landscaping, and the need for security requirements which should be robust but subtle rather than overtly offensive, which may increase the fear of crime.

Purpose and Structure of Report

- 1.6 The Report has been prepared to support the planning application for a new Travis Perkins Builders Merchants Yard. Proposals are to include four buildings, HGV servicing, two tool hire compounds, park & load zones and staff and customer parking.
- 1.7 The remainder of this Report is structured as follows:
- (a) **Section 2:** provides an overview of the relevant planning policy and design guidance;
 - (b) **Section 3:** outlines the site's location and key characteristics;
 - (c) **Section 4:** presents and analyses crime statistics in the area and the site's vicinity;
 - (d) **Section 5:** outlines the site's proposed use;
 - (e) **Section 6:** outlines the risk assessment;
 - (f) **Section 7:** outlines the scheme's security strategy;
 - (g) **Section 8:** concludes the CIS.

2. Planning Policy and Design Guidance

- 2.1. A number of policies, plans and crime prevention advice documents are of relevance and have been used in the completion of this CIS. These are outlined in the following sections.

National Planning Policy Framework (2021)

- 2.2. The Government revised the National Planning Policy Framework (NPPF) in July 2021. This is the over-arching planning policy document in the country. This document is designed to encourage suitable and sustainable design in planning.
- 2.3. Chapter 8 aims to promote healthy and safe communities. The paragraphs within this chapter of particular relevance are outlined in the following paragraphs.
- 2.4. Paragraph 92 sets out that planning policies and decisions should aim to achieve healthy, inclusive and safe places which:
- a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;*
 - b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas; and*
 - c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.*
- 2.5. Paragraph 97 sets out that planning policies and decisions should promote public safety and take into account wider security and defence requirements by:
- a) anticipating and addressing possible malicious threats and natural hazards, especially in locations where large numbers of people are expected to congregate⁴¹. Policies for relevant areas (such as town centre and regeneration frameworks), and the layout and design of developments, should be informed by the most up-to-date information available from the police and other agencies about the nature of potential threats and their implications. This includes appropriate and proportionate steps that can be taken to reduce vulnerability, increase resilience and ensure public safety and security; and*
 - b) recognising and supporting development required for operational defence and security purposes, and ensuring that operational sites are not affected adversely by the impact of other development proposed in the area.*

- 2.6. Paragraph 100 states:

"Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails."

2.7. Chapter 9 aims to promote sustainable transport. Paragraphs 111 and 112, *inter alia*, are set out in the context of considering development proposals. Paragraph 111 is set out as follows:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

2.8. Paragraph 112 follows, expanding that within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

National Planning Practice Guidance (NPPG)

2.9. The government reiterates in the National Planning Practice Guidance (NPPG) the importance of designing out crime and designing in community safety, stressing that it should be central to planning and delivering new development. The Planning Practice Guidance on Design reminds practitioners that local authorities are duty bound to adhere to Section 17 of the Crime and Disorder Act 1998. They should exercise their functions with due regard to their likely effect on crime and disorder. They should do all that they reasonably can to prevent crime and disorder. Practitioners are also reminded that the prevention of crime and the enhancement of community safety are matters that a local authority should consider when exercising its planning functions under the Town and Country Planning legislation.

National Design Guide

- 2.10. The National Design Guide addresses the question of how well-designed places are recognised, by outlining and illustrating the Government's priorities for well-designed places in the form of ten characteristics including, *inter alia*, movement and public spaces.
- 2.11. Objective M3: Well-considered parking, servicing and utilities infrastructure for all users. Paragraph 85 sets out that well-designed car and cycle parking is conveniently sited so that it is well used. It is safe and meets the needs of different users. It states that it may be accommodated in a variety of ways, in terms of location, allocation and design.
- 2.12. Objective P2: Provide well-designed spaces that are safe. Paragraph 104 sets out that well-designed public and shared amenity spaces feel safe for people who occupy the buildings around them, and also for visitors and passers-by. Well-designed spaces help to overcome crime and the fear of crime.

Salford City Council UDP (adopted June 2006, reviewed June 2009)

- 2.13. Salford City Council UDP's 'saved' Policy DES 10 relates to design and crime. It sets out that development will not be permitted unless it is designed to discourage crime, anti-social behaviour and the fear of crime, and support personal and property security. It expands that development should:
- i. clearly delineate public, communal, semi-private and private spaces, avoiding ill-defined or left over spaces;*
 - ii. allow natural surveillance, particularly of surrounding public spaces, means of access, and parking areas;*
 - iii. avoid places of concealment and inadequately lit areas; and*
 - iv. encourage activity within public areas.*
- 2.14. The policy concludes that crime prevention measures should not be at the expense of the overall design quality, and that proposals will not be permitted where they would have a hostile appearance or engender a fortress-type atmosphere.

Salford City Council Supplementary Planning Document (SPD) – Design and Crime (adopted 19 July 2006)

- 2.15. It is important that community safety considerations should be an inherent part of the design process, and should inform development at an early stage. The Design and Crime SPD supports policy DES 10 of the Council's Unitary Development Plan (UDP) and aims to complement Salford's community safety strategy 2011 to 2014 and the police's "Secured by Design" initiative.

Secured by Design (SBD) (2015)

- 2.16. Established in 1989, Secured by Design (SBD) is the official police security initiative that works to improve the security of buildings and their immediate surroundings to provide safe places to live, work, shop and visit. Its focus is on the design and security for new and refurbished homes, commercial premises and car parks as well as the acknowledgement of quality security products and crime prevention projects. It supports the principles of 'designing out crime' through physical security and processes. The principles of the scheme have been proven to reduce the risk of crime and the fear of crime.
- 2.17. Among the myriad of SBD development guides for a range of development types is guidance on Commercial Developments Version 2, which was published in 2015.

Safer Places – The Planning System and Crime Prevention (ODPM 2004)

- 2.18. Though no longer referenced by government or local planning policy, this document sets out how the planning system is able to deliver well designed and safe places, challenging all those involved in the design and layout of new developments to think about appropriate crime prevention measures without compromising the quality of the local environment. It builds on and complements Government urban design and crime reduction objectives and guidance, including Secured by Design and focuses on seven attributes of sustainability that are particularly relevant to crime prevention:

- Access and movement
- Structure
- Surveillance
- Ownership
- Physical protection
- Activity
- Management and maintenance

3. Environmental Visual Audit

- 3.1. The development site, roughly indicated in Figure 1, is located on James Corbett Road, south of Eccles New Road (A57) and tram line, which run parallel to the M602. The site is conveniently located, situated 1 mile east of Junction 2 of the M602, as well as Eccles (Manchester) Train Station. The site is in close proximity of Weaste Tram Stop and Weaste Metrolink Bus Stop, both of which are situated on Eccles New Road, 130m north of the site.
- 3.2. The surrounding area is predominantly commercial in nature, including a range of warehouse buildings. However, there are also a number of residential buildings in close proximity of the application site.
- 3.3. The existing site consists of a number of large one-storey buildings. It is largely enclosed by brick, timber and metal fences and walls.



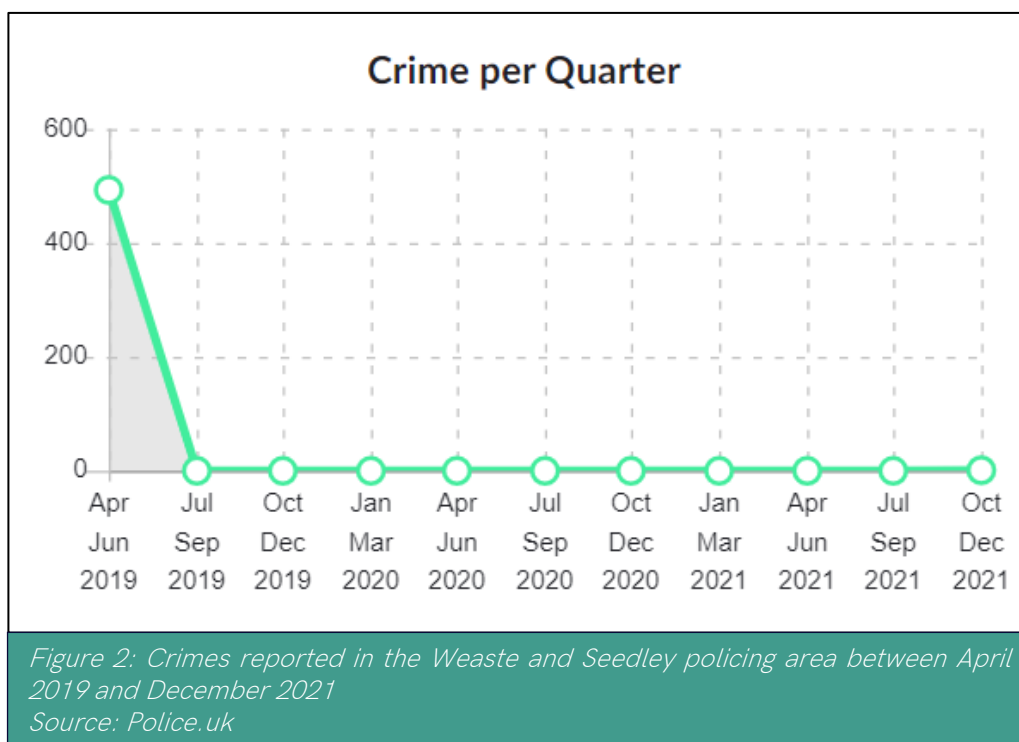
- 3.4. The site is situated within the Weaste & Seedley ward, which lies south of Salford. The Council's online 'Ward Profiles' facility sets out that the 2020 population of Weaste & Seedley was 15,842.

4. Crime Statistics and Analysis

- 4.1. Greater Manchester Police (GMP) police force area covers 500 square miles in the north-west of England, split into 11 divisions: Bolton, Bury, North Manchester, Oldham, Rochdale, Salford, South Manchester, Stockport, Tameside, Trafford and Wigan.
- 4.2. The population of Salford is estimated to be approximately 126,000 people, with 14% from black, Asian and minority ethnic communities. This figure is increased by large numbers of university students and the large numbers who visit, socialise, and commute into, or travel through the region.
- 4.3. Crime covers a range of offences, from murder and rape, which are considered the most harmful, to relatively minor incidents such as criminal damage and petty theft.
- 4.4. Crime categories are summarised as follows:
 - All crime - Total for all categories
 - Anti-social behaviour - Includes personal, environmental and nuisance anti-social behaviour
 - Bicycle theft - Includes the taking without consent or theft of a pedal cycle
 - Burglary - Includes offences where a person enters a house or other building with the intention of stealing
 - Criminal damage and arson - Includes damage to buildings and vehicles, and deliberate damage by fire
 - Drugs - Includes offences related to possession, supply and production
 - Other crime - Includes forgery, perjury and other miscellaneous crime
 - Other theft - Includes theft by an employee, blackmail and making off without payment
 - Possession of weapons - Includes possession of a weapon, such as a firearm or knife
 - Public disorder and weapons - Includes offences which cause fear, alarm, distress or possession of a weapon such as a firearm
 - Public order - Includes offences which cause fear, alarm or distress
 - Robbery - Includes offences where a person uses force or threat of force to steal
 - Shoplifting - Includes theft from shops or stalls
 - Theft from the person - Includes crimes that involve theft directly from the victim (including handbag, wallet, cash, mobile phones) but without the use or threat of physical force

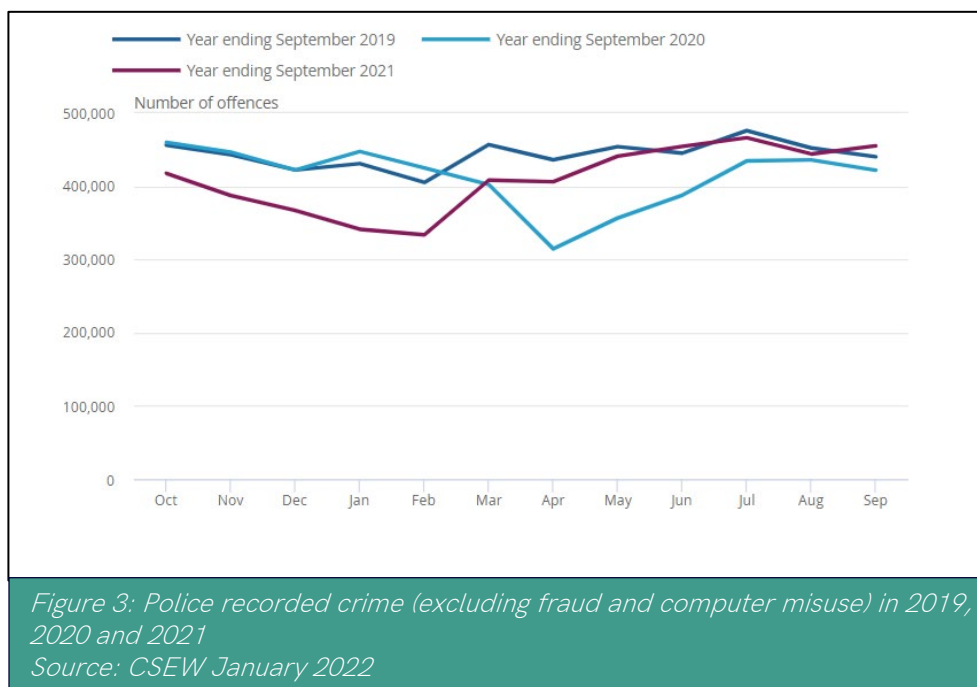
- Vehicle crime - Includes theft from or of a vehicle or interference with a vehicle
- Violence and sexual offences - Includes offences against the person such as common assaults, Grievous Bodily Harm and sexual offences.

4.5. Overall levels of crime in the area have fallen in recent decades, but have remained broadly stable in recent years. Figure 2 below shows the levels of crimes reported in the Weaste and Seedley policing area over the past three years. This shows a spike in crime in April-June 2019, and that crime rates in more recent quarters, between July 2019 and December 2021 have remained consistently low.

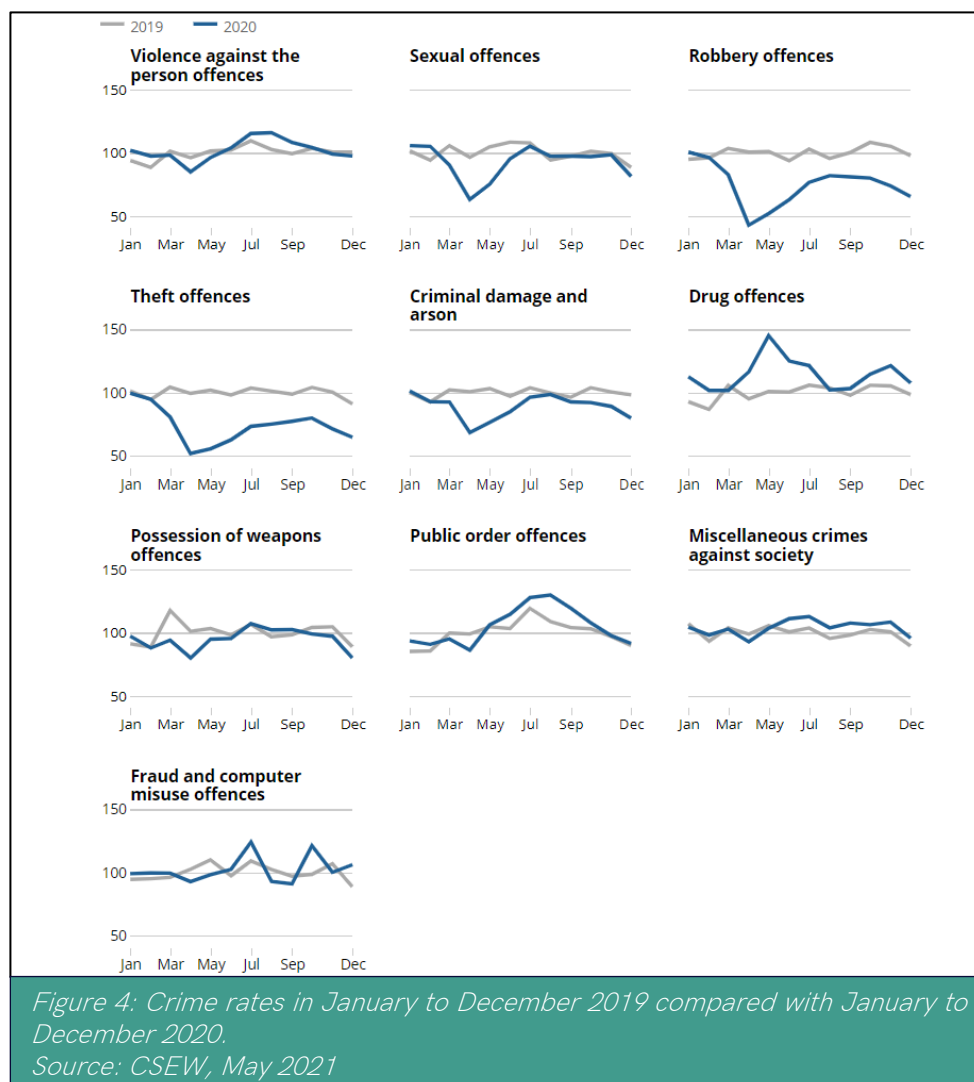


- 4.6. During the three years as in Figure 2, the most common crime reported was violence and sexual offences, having been reported a total of 285 times, followed by public order and anti-social behaviour, which were reported 114 and 91 times respectively. See Figure 5.
- 4.7. The Crime Survey for England and Wales (CSEW), released 27 January 2022, sets out that the patterns of crime in the year ending September 2021 have been significantly affected by the Coronavirus (COVID-19) pandemic and restrictions on social contact.
- 4.8. A key finding of the publication is that whilst the number of incidents decreased for the majority of crime types during the national lockdowns, the last six months have seen certain offence types returning to, or exceeding, the levels before the pandemic. Estimates from TCSEW (Telephone-

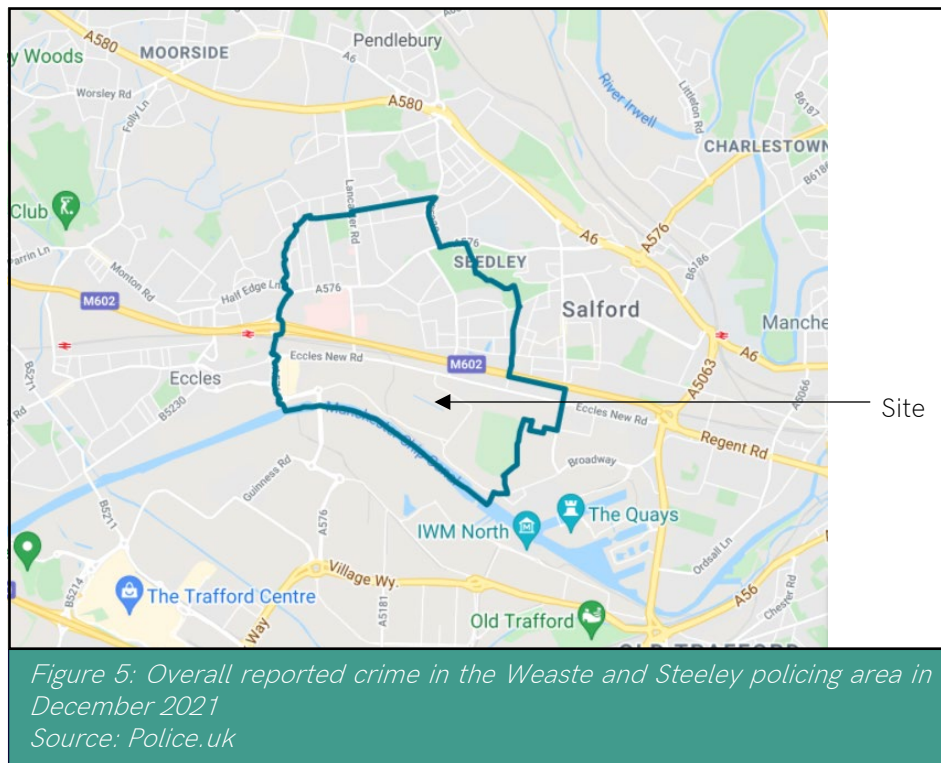
operated Crime Survey for England and Wales) for the year ending September 2021 compared with September 2019 (pre-COVID-19) show a 14% increase in total crime, driven by 47% increase in fraud and computer misuse. Figure 3 presents a comparison between the police recorded crime throughout the years of 2019, 2020 and 2021, in order to show the impact of the lockdowns, which took place primarily within 2020. Note that lockdown measures came into force March 2020, hence, the significant drop in recorded crime at this point. Appendix 1 shows a timeline of UK lockdowns.



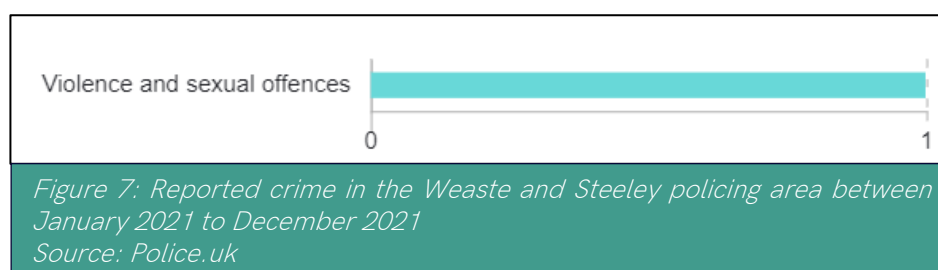
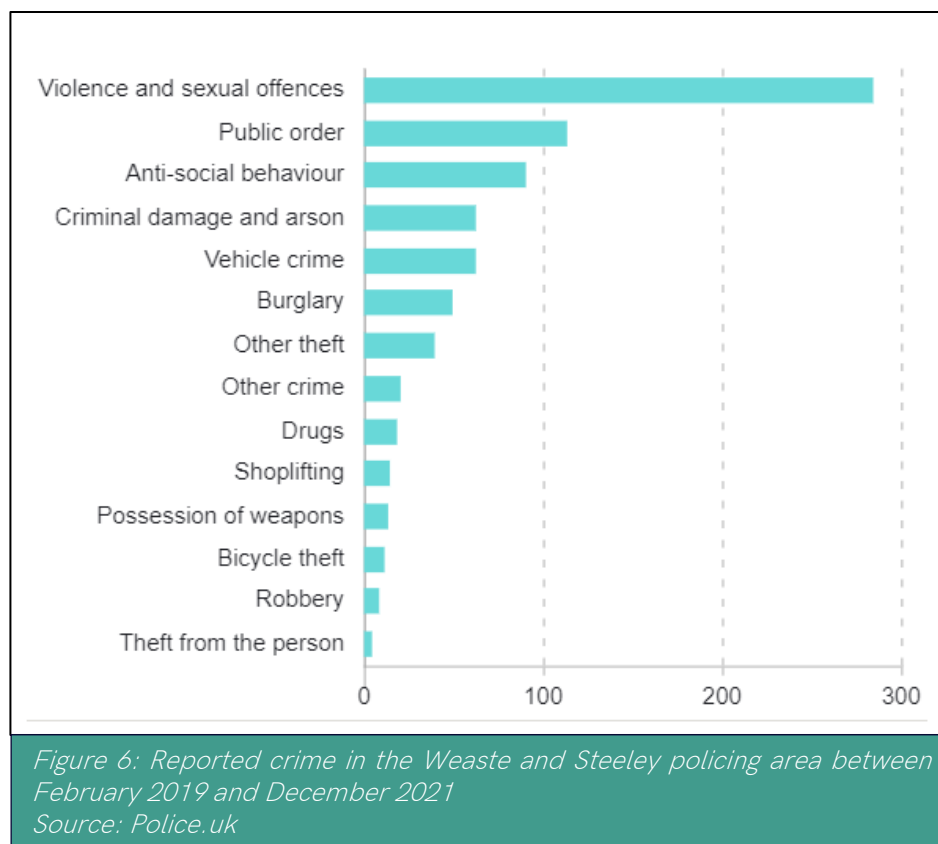
4.9. Figure 4 compares various crime rates in January to December 2019 with January to December 2020, providing further indication in the impact that the COVID-19 pandemic had on crime rates.



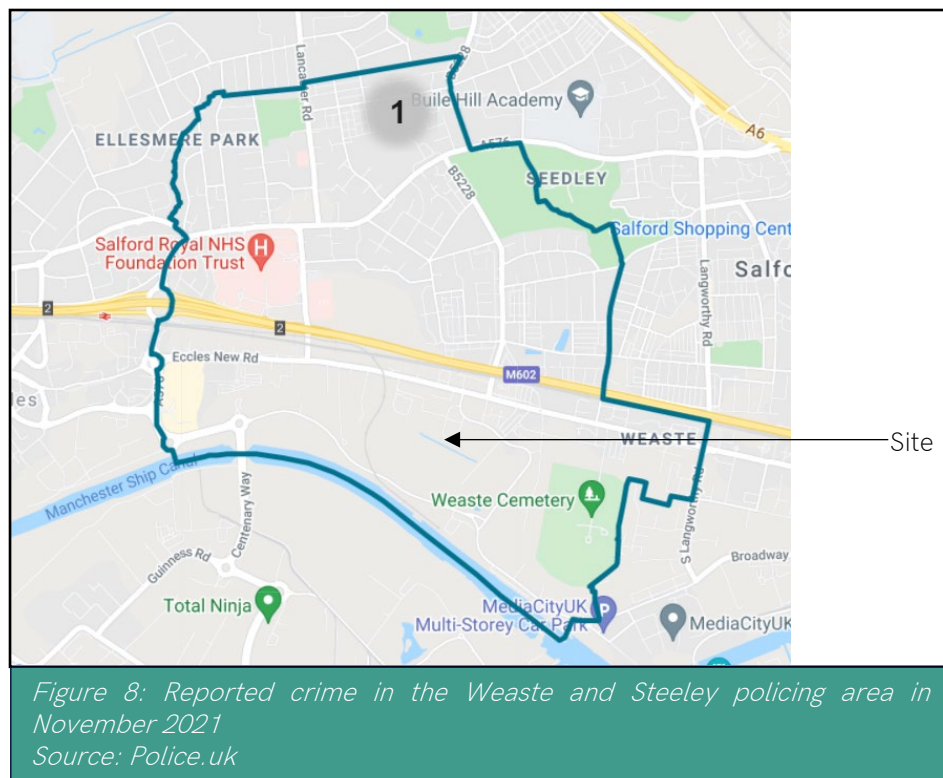
4.10. The following map (Figure 5) shows the overall level of reported crime within the Weaste and Steeley policing area in December 2021. All data is from Police.uk website. December 2021 has been selected as the most appropriate month from which to make assumptions as it is the most recent record on the Police.uk website. Figure 3 shows that no crimes were reported in December 2021 in the boundary of Weaste and Steeley.



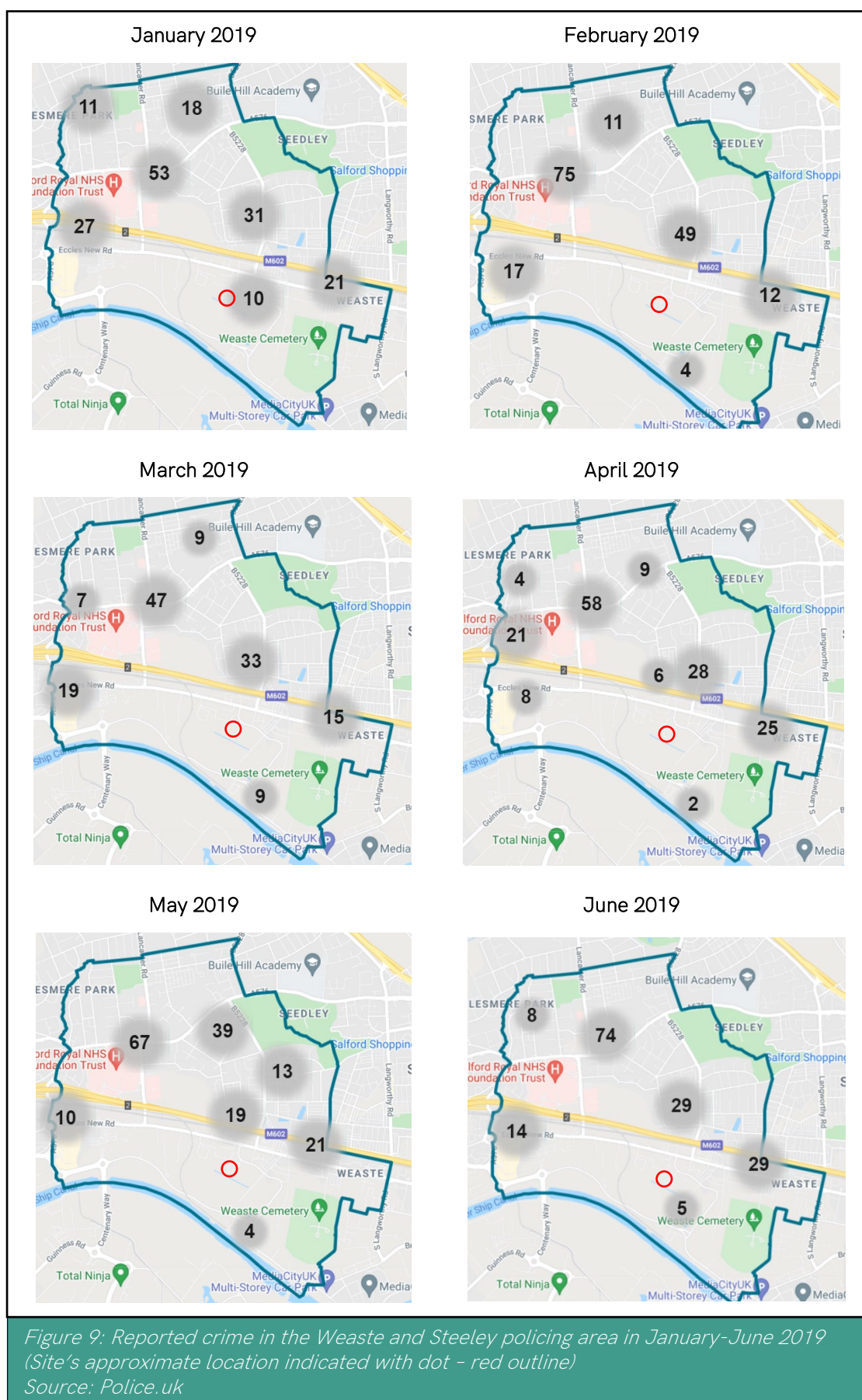
4.11. The following bar charts in Figures 6 and 7 show a comparison of the types of crime and incidents committed in the Weaste and Steele policing area over the last 12 months (January 2021 to December 2021) and the last three years (February 2019 to December 2021). The statistics indicate that the range of crime has been extensively more frequent and more varied in the past three years compared with the past 12 months.



4.12. Over the last three years, violence and sexual offences have been the most reported crime. The second most reported crime is public order, followed by anti-social behaviour (Figure 5). Police.uk's statistics indicate that in the last 12 months, only one crime, violent and/or sexual offence, has been reported in the Weaste and Steeley area (Figure 6). This isolated incident of a violent and/or sexual offence took place in November 2021 and was reported at Moss Meadow Road, which is situated circa 1.40km north of the site. See Figure 8.



4.13. Whilst this is indicative of a low level of crime in the area, for completeness, Peacock + Smith have investigated crime statistics for the area from all available years. As a result of this investigation, we have found that whilst the crime statistics between July 2019 and November 2021 are extremely low (i.e. one incident of crime in total, as indicated in Figures 6 and 7), statistics between January and June 2019 show a vast increase in crime rates. These statistics are shown at Figure 9 and Table 1.



Month of 2019	All Crimes (Total)	Crimes
January	171	Violence and sexual offences - 66 Criminal damage and arson - 32 Burglary - 14 All other crime - 59
February	168	Violence and sexual offences - 68 Public order - 22 Anti-social behaviour - 18 All other crime - 60
March	139	Violence and sexual offences - 45 Public order - 20 Anti-social behaviour - 17 All other crime - 57
April	161	Violence and sexual offences - 53 Anti-social behaviour - 25 Public order - 22 All other crime - 61
May	173	Violence and sexual offences - 63 Public order - 24 Vehicle crime - 20 All other crime - 66
June	159	Violence and sexual offences - 55 Public order - 26 Vehicle crime - 17 All other crime - 61

Table 1: Reported crime in the Weaste and Steeley policing area between January 2019 and June 2019
Source: Police.uk

- 4.14. As can be understood from Figure 9, whilst the months of January 2019 - June 2019 show a marked increase in crime statistics, it should be noted that these statistics depict the crime rates in the entire area of Weaste and Steeley. In the majority of cases, crime has taken place a significant distance from the site (the approximate location of which is indicated with red circle). In January 2019 it is acknowledged that 10 incidents of crime took place within relatively close proximity of the site. These crimes include violence and sexual offences (3), public order (2) vehicle crime (2) and other crimes (3).
- 4.15. From the above, Peacock + Smith has concluded that the most commonly reported crimes in the Weaste and Steeley policing area are violence and sexual offences, public order, anti-social behaviour and vehicle crime. This corresponds with the common crimes most local to the site. It should be noted that this assertion is based on the relevant statistics from January 2019. The most recent crime statistics indicate that there is an extremely low level of crime in the area, however, the assertion is based on a 'worst case scenario' basis.
- 4.16. The crime statistics provided on the Police.uk website are from an official source and serve the purpose of providing an oversight and overall crime risk assessment of the area surrounding the

site. Greater Manchester Police have provided the figures to Police.uk. However, due to the Data Protection Act 2018 and the General Data Protection Regulation, they lack some of the detail of the Force's own statistics. The statistics do not document the modus operandi (M.O. - how criminals commit offences). However, these tend to change regularly even if the types of crime do not. In essence, the M.O. at the time of writing this CIS would not be the M.O. in the area when the development is completed. Crime patterns change regularly, as evidenced in the previous paragraphs, so any crime prevention advice provided should be on a 'worst case scenario' basis.

- 4.17. To summarise, crime in the immediate vicinity of the proposed development site has not been widely reported in the last three years. There has been one incident of crime reported in the last year (January 2021- December 2021) throughout the whole policing area of Weaste and Steeley. We consider the above extremely positive findings which could deem the proposed development a low crime risk. The above assertions are based on the 'worst case scenario', hence the inclusion of crime rate statistics from January 2019- June 2019, when crimes were the most highly reported. There is no evidence to suggest that development will cause an increase in crime. Nonetheless, there is a need to introduce effective crime prevention measures into the scheme.

5. Proposed Site Use

- 5.1. The proposal is for the relocation of the existing Travis Perkins branch to the site at James Corbett Road, Salford, M50 1DE.
- 5.2. The proposal includes the demolition of the four existing office and industrial buildings and associated cabins and the construction of four new buildings to create a new trading branch and warehouse, dry storage warehouse, meet and greet hut, drivers' welfare hut, and associated external works to create delivery zones and material storage areas.
- 5.3. Access and egress to and from the site will be achieved through the existing access and egress point at James Corbett Road, north of the site.

6. Risk Assessment

- 6.1. The majority of criminal incidents in commercial development relate to property crime. Other crimes that regularly occur include acts of vandalism, such as graffiti and arson, burglary, theft, vehicle crime and occasional assaults, including on members of staff.

7. Security Strategy

- 7.1. Crime prevention advice is provided to the designers of the scheme and the clients by utilising SBD principles in conjunction with crime pattern analysis. Secured by Design (SBD) Commercial 2015 (Version 2) is used as a key point of reference.
- 7.2. The aim is to achieve a suitable level of security for the site and to introduce appropriate design features that enable natural surveillance in order to deter criminal and anti-social behaviour. The crime prevention measures recommended for this proposal are appropriate, realistic and cost-effective for such a scheme.
- 7.3. The SBD Commercial Developments Version 2 (2015) document sets out recommendations with regard to a number of design aspects at Section 1, '*The Development - Layout and Design (planning and external issues)*'. These are outlined in the following paragraphs, and, where relevant, supported with the policies set out in Salford City Council's Design and Crime SPD (2006). It should be noted that the Council's Design and Crime SPD is a generic guide and not of specific relevance to the type of development proposed.

Roads and Footpaths

- 7.4. It is recommended that vehicular and pedestrian routes are designed in such a way that they are visually open, direct and well used. Design features should be incorporated to encourage their use and in doing so, enhance feelings of safety.
- 7.5. In circumstances, such as in the case of the proposed development, where it is desirable to limit access and use to employers, employees and legitimate visitors, features such as rumble strips, change of road surface, pillars or narrowing of the carriageway can be used.
- 7.6. Regarding road layouts, guidance accepts that through routes may be included in commercial development layouts, however, stipulates that development is not compromised by excessive permeability, such as by allowing a criminal legitimate access to the rear or side boundaries of buildings, or providing an excess of unnecessary segregated footpaths.
- 7.7. Pedestrian and vehicular routes should not be segregated, following natural desire lines. They should be well overlooked and integrated. Private footpaths that serve as emergency exit routes should be secured with gates of steel construction and locking systems to restrict access but facilitate emergency egress where required.

- 7.8. The proposal is designed as such that both vehicular and pedestrian access to the site is clear and direct; the existing entrance route is retained in order to maximise legibility to the site. To maximise legibility, a 'meet and greet' building is located inside of the main entrance gates, providing a point of contact and control for customers and traffic.
- 7.9. The entrance gates allow for safe pedestrian access into the site via the existing footpath. Inside the site boundary itself, the site layout provides separation between customer vehicles and Travis Perkins/Benchmark staff and operational vehicles. Pedestrian and vehicular routes are well overlooked and integrated.

Perimeter Security and Site Access

- 7.10. The guidance sets out separate advice for enclosed and open commercial developments. The following paragraphs will focus on the guidance for enclosed developments.
- 7.11. The Design and Crime SPD (2006) sets out at its Policy DC 12, 'Protecting Commercial Buildings' that *'the design of commercial buildings should incorporate measures to deter external attack. Where necessary and consistent with other design objectives, additional measures should also be installed such as laminate glass to accessible windows and doors, bollards and barriers'*.
- 7.12. SBD corroborates the objective of Policy DC 12, providing further detail which is set out in the following paragraphs.
- 7.13. SBD supports single and multiple unit commercial developments that are contained within secure perimeters with access controlled entrances (industrial use only). SBD recommends the use of one main entrance into an enclosed commercial development serving both vehicles and pedestrians or separate entrances that are located next to one another to aid mutual supervision. It notes that there should be clear demarcation between the roadway and the footway and a safety barrier between the two may be necessary to protect pedestrians from large vehicles/plant. In some cases an additional entrance may be required to service emergency access/egress. In these circumstances it may be prudent to provide additional electronic access control with CCTV.
- 7.14. Guidance sets out that boundary types fall into three main categories: psychological; controlled; and secured. The secured boundary type is the most relevant for this application. This includes a fence, wall, hedge or other boundary treatment to physically prevent climbing or entry to the site. The guidance sets out that a secure boundary around the site will frustrate the intruder or limit the quantity or type of goods that can be stolen. Secure boundaries can also provide for the

security of industrial plant and machinery during the working day and keep unauthorised persons off a potentially dangerous site.

- 7.15. The guidance stresses at Section 16 the importance of security fencing, also pointing out the importance of ensuring that there are no structures within close proximity of the fence that may aid climbing (e.g. trees, lamp posts or buildings).
- 7.16. Guidance sets out that security fencing materials may include welded mesh, among others, which should be effective without creating a 'fortress' impression, but acknowledges that certain business operations may actively seek a strong visual deterrent. The guidance indicates the value of surveillance and hence, and acknowledges that security fencing systems that are transparent facilitate observation from the outside of the site, which acts as a further deterrent.
- 7.17. When the building is closed and unoccupied, guidance asserts that it must be possible to lock all entrances to the site. During partial occupation, gates should be operable by appropriate means of secure access control.
- 7.18. Guidance asserts that the design, height and construction of gates within a perimeter fencing system should match that of the adjoining fence and not compromise the security of the boundary.
- 7.19. The existing boundary treatment comprises of the following:
- Northern boundary is comprised of a 2.4m high concrete panel fence on its eastern side. A brickwork boundary wall on its western side, of approximately 2.6m high. Palisade gates are also positioned at the northern boundary of the site.
 - Eastern boundary is comprised of a 2.4m high concrete wall, supplemented by a 2.1m high palisade fence.
 - The 2.1m high palisade fence at the eastern boundary continues and forms the boundary treatment at the southern boundary.
 - The western boundary is comprised of a masonry boundary wall of varying heights.
- 7.20. The works proposed include two sets of gates, providing access and egress to the site, at the northern boundary. 9.5m wide double vehicle gates are proposed to facilitate access to the site whilst an 8m wide double vehicle gate is proposed to facilitate egress from the site. These will be 2.4m high betafence gates.
- 7.21. The proposed works include fencing to the north, south and eastern boundaries, which will consist of 2.4m high paladin weldmesh panel fencing.

- 7.22. Additionally, as part of the proposals the existing brickwork boundary wall at the northern boundary of the site will be retained and repaired, reaching a height of approximately 2.6 metres. The trees beyond this boundary wall will be retained. These trees, and those positioned east and south of the site, will be unaffected by the works. These trees assist by softening the appearance of the boundary treatments.
- 7.23. Similarly, as above, the existing brickwork wall at the site's western boundary will be retained and repaired as part of the proposal. The height of this wall varies.
- 7.24. Secure compounds (tool hire compound and covered area) will be created within the south-western corner of the site, which will be protected by 3 metre high Securifor welded mesh security fencing and gates.
- 7.25. The proposed works will improve the security of the site perimeter.

Signage and Unit Identification

- 7.26. Regarding signage and unit identification, guidance sets out that the buildings' entrances and car parking should be clearly signposted from the entrances into the site. Clear numbering of individual units is required.
- 7.27. In respect of vehicle parking and access, routes from the site entrance to the car parks and delivery points should be clearly defined and benefit from overlooking from the reception and other occupied offices.
- 7.28. Identifiable parking for staff should be provided in view of occupied offices, and visitor spaces should be similarly located.
- 7.29. Guidance asserts that it is recommended that buildings are designed to allow secure deliveries and collections of materials and goods.
- 7.30. Travis Perkins propose to erect signage to the buildings and around the site, which will be covered as part of a separate application. It is ensured, however, that building cladding is coloured in Travis Perkins' branded colours.

External Security Issues

- 7.31. SBD Commercial guidance sets out that the use of selected plants such as spiny or thorny shrubs can help to prevent a range of crimes and unfavourable behaviour such as graffiti and loitering,

by creating and enhancing perimeter security. Additionally, climbing plants can be used to cover walls that may be used as canvases for graffiti.

- 7.32. Planting should not impede the opportunity for natural surveillance and must avoid the creation of potential hiding places. The planting of new trees should be considered in tandem with the installation of CCTV systems, and located such that they do not reduce directed light.
- 7.33. Travis Perkins ensure that their stores are monitored by CCTV both internally and externally to provide full coverage of the buildings and site. A new building and column mounted CCTV system will be installed as part of the proposed works to provide full site coverage. The CCTV is monitored remotely by Travis Perkins' monitoring station. Moreover, all internal lighting is linked to the intruder alarm, whereby upon alarm setting, all lights are overridden off. Upon activation of the alarm, all internal lights come on automatically. Further, the tool hire workshop has a smoke cloak fitted, which fills the room with smoke and strobe lights to disorientate any intruders.
- 7.34. Moreover, The Travis Perkins and Benchmarx Trading Building will be fully alarmed with a control keypad located inside the designated first in and last out steel security door.

Storage Facilities

- 7.35. Plant should be protected from theft and criminal damage and stored within the main building when possible. In the absence of such facilities, a secure, roofed external storage compound is required. Waste containers should also be contained.
- 7.36. Plant is proposed to be stored within the external tool hire compound and the internal tool hire workshop. The tool hire compound is surrounded by 3m high Betafence Securifor fencing and gates.

Utility Services and Mail Delivery

- 7.37. The guidance states that for the majority of commercial buildings it is expected that mail delivery will take place during business hours and that the mail will be handed in at reception.
- 7.38. In this instance, a 'meet and greet' hut is included as part of the proposal. This will be the point of exchange for mail delivery at the facility.

Building Shell

- 7.39. The guidance states that a common design feature of many industrial units are long runs of windowless elevation.
- 7.40. In respect of the proposed development, four buildings are proposed. The buildings proposed are designed as such that windowless glazing is avoided, specifically at the elevations which face inwards of the site. Windows proposed are constricted from aluminium and double glazed, with clear laminated glass. All windows to the main branch building are at first floor level.
- 7.41. The fabric of the proposed buildings will consist of trapezoidal wall cladding, with cladding trims and flashings. The BMX Branch Building is proposed to be positioned on a facing brickwork plinth. The roofs will be clad in trapezoidal composite roof cladding and will incorporate GRP (Glass Reinforced Plastic) rooflights.
- 7.42. The main branch building consists of sales / trade counters for the Travis Perkins and Benchmarx brands, with the remainder of the ground floor area consisting of ancillary storage, two warehouse areas and a tool hire workshop. The warehouses and workshop will be accessed through sectional overhead doors suitable for fork lift trucks and will contain internal racking for the storage of building materials. The building will also contain two mezzanine areas, one for the storage of equipment / materials retaining to the tool hire workshop and a larger mezzanine which will contain staff facilities; including toilets, canteen and meeting rooms; and storage for building materials. The trade sales areas are accessed through two automated sliding entrance doors with glazed canopies over. Steel personnel doors are provided to the building for use in the event of an emergency.
- 7.43. In addition to the above, guidance notes that facades should minimise the opportunity for hiding and climbing to windows and roofs. They should also be finished in such a way that graffiti is easier to remove, such as an anti-graffiti glaze or sacrificial coating, or painted in the event of graffiti.
- 7.44. Measures to prevent easy access to roofs should be considered and adopted, such as reducing the number of bends in external rainwater, or other, pipes. Guidance elaborates that flat roofs may be more easily accessed and vulnerable to intrusion. Physical barriers should be used to prevent access to the roofs. Care should be taken to not inadvertently create climbing aids.
- 7.45. In accordance with the guidance, it appears that care has been taken to minimise access to roofs by employing measures such as ensuring that roofs, where possible, are pitched.

Internal Layout Issues

- 7.46. Guidance asserts that in the case that a commercial development is not intended to allow large numbers of the public into the building/s that public access should be restricted to one main entrance. It elaborates that for industrial and high-risk premises, this entrance should be electronically access controlled.
- 7.47. The space on the outside and inside of the entrance should be well illuminated in dark hours. Guidance elaborates that levels of illumination inside and outside of the reception area should be balanced to enhance the receptionist's view outside of the building. All buildings will be lit internally and the site will be lit with columns/building-mounted lighting.
- 7.48. Measures are taken in the design of the proposal to adhere to the guidance provided. One entrance point is proposed, which is managed and monitored by a manned 'meet and greet' station. The main vehicle gates will be opened each day and will remain open until closing time.

Security Lighting

- 7.49. SBD Guidance outlines that the need for lighting will be determined by local circumstances and careful consideration should be paid in this regard. External lighting design should be co-ordinated with CCTV installation in order to ensure that they support each other.
- 7.50. A lighting scheme should provide uniformed lighting levels with good colour rendition. It should not cause glare or light pollution and should support formal and informal surveillance of the site.
- 7.51. The proposed works include the installation of both building and column mounted external lighting which will provide coverage of the entire yard area. A lighting scheme, prepared by The Engineering Workshop, is submitted with the application.

8. Conclusion

- 8.1. The measures employed at this development to reduce crime and fear of crime and anti-social behaviour are in accordance with guidance set out in the NPPF (2021), UDP (2006), Design and Crime SPD (2006), and Secured by Design Guide for Commercial Developments (2015).
- 8.2. An analysis of the crime data in the vicinity of the proposed development site reveals the area to be a low crime risk. Owing to the fact that the proposed use is established, and that the proposals merely offer an enhanced scheme which incorporate additional security measures, Peacock + Smith consider it unlikely that the development will increase the level of crime and anti-social behaviour. All reasonable efforts to mitigate and discourage crime have been incorporated into the design, layout and proposed landscaping, thus minimising the vulnerability of the development to crime and anti-social behaviour.
- 8.3. The crime prevention measures recommended for this development are appropriate and adequate for the perceived crime risk and satisfy the requirements of Salford City Council's local planning policies and strategy, and SBD principles. The measures proposed take into account the need to reduce crime and anti-social behaviour, and the fear of it. The proposed development incorporates secure fencing and boundaries whilst being mindful of the inadvertent creation of a 'fortress' type development. The development makes a clear definition between public and private spaces and within the development well-defined routes ensure a sense of legibility whilst maximising natural surveillance opportunities.
- 8.4. With regard to construction, the Client should take appropriate measures to secure the site during construction and control pedestrian and vehicular movement into the site. It is recommended that the contractor is a member of the 'Considerate Constructors Scheme', who has committed to be a considerate and good neighbour as well as clean, respectful, safe, environmentally conscious, responsible and accountable.
- 8.5. Site security contractors should be SIA (Security Industry Authority) approved to ensure professional standards are adhered to.