

The South Molton Triangle

June 2020



GROSVENOR

Crime Prevention Statement

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1. Introduction

The National Planning Framework (NPPF) 2019 explicitly addresses the requirement for developments to promote healthy and safe communities which:

- Promote social interaction
- Are safe and accessible so that crime and disorder and the fear of crime do not undermine the quality of life or community cohesion
- Enable and support healthy lifestyles.

The second of these points addressing crime and disorder is further expanded stating the requirement to promote public safety and take into account wider security and defence requirements by:

- Anticipating and addressing possible malicious threats and natural hazards, especially where large numbers of people are expected to gather (such as transport hubs, night time economy venues, hotels and restaurants) through the assessment of potential threats and adoption of proportionate steps to reduce vulnerability, increase resilience and ensure public safety and security; and
- Ensuring operational sites are not affected adversely by the impact of other development proposed within the area.¹

In addition to the NPPF, The London Plan sets out the Mayor of London's spatial development strategy as part of his shared responsibility for strategic planning in London, alongside the London Boroughs and the Corporation of the City of London. Policies 7.3 (Designing out crime) and 7.13 (Safety, security and resilience to emergency) of the London Plan directly address the considerations for developments to reduce criminal behaviour and contribute to a sense of security without being overbearing or intimidating. The London Plan states that measures to design out crime, including counter-terrorism measures, should be integral to development proposals and be considered early in the design process, taking into account the principles contained within government guidance and other guidance such as Secured by Design. These themes are carried forward in the Intend to Publish London Plan (December 2019) and draft policy D11 (safety, security and resilience to emergency).

The aim of this Crime Prevention Statement is to demonstrate the South Molton Triangle project's adherence to the direction within the NPPF and London Plan in creating a safe and secure environment, and therefore also supporting BREEAM's relevant aim to positively impact wellbeing and productivity through the freedom from, and fear of, crime². It has been structured around key headings taken from international best practice for the incorporation of security design into projects, such as Crime Prevention Through Environmental Design (CPTED) and the Police Service's Secured By Design initiative. These are reflected in the crime prevention strategies in section 4.

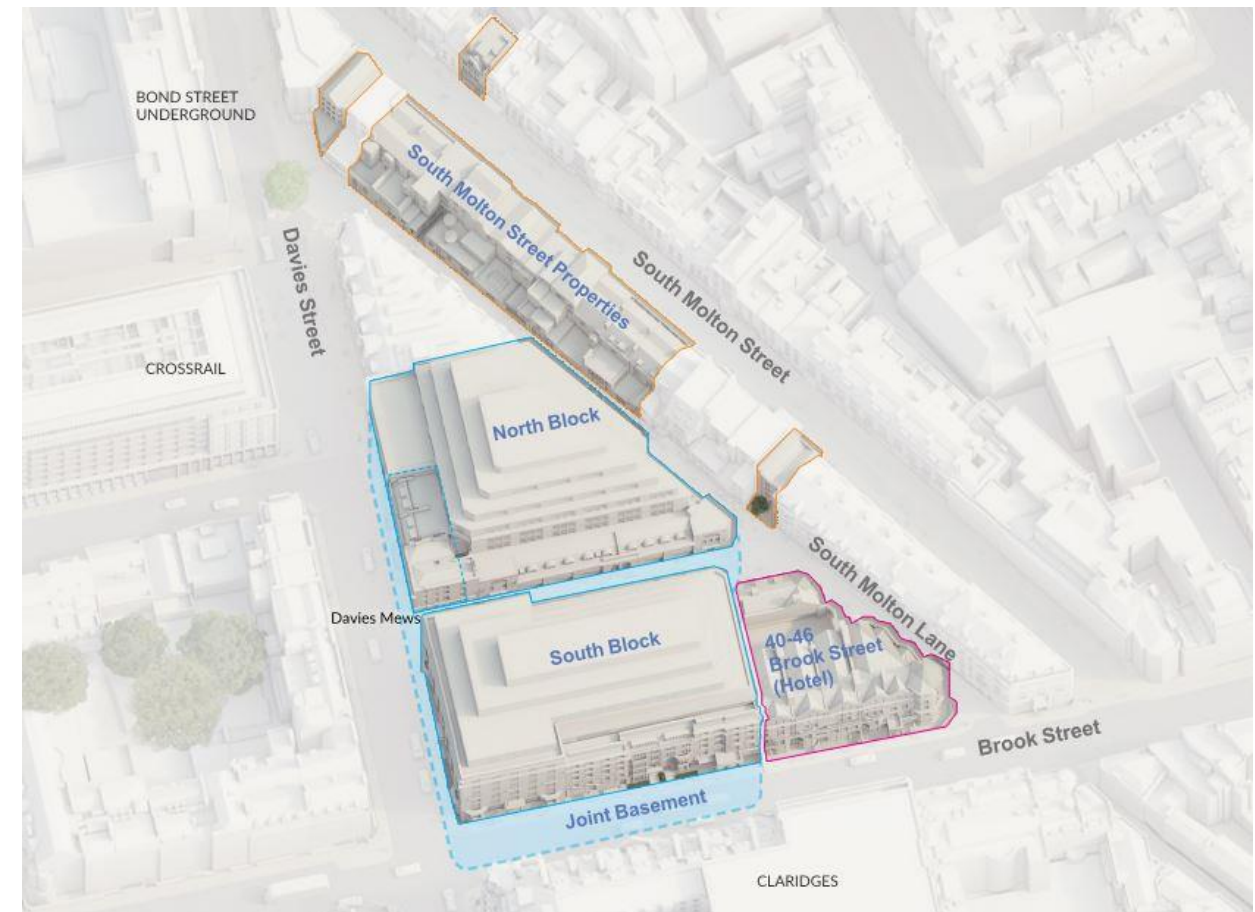
2. Project overview and site description

The South Molton Triangle is bounded by Davies Street, Brook Street and South Molton Street, including 42 South Molton Street, but excluding 58 Davies Street. The site is within the Mayfair Conservation Area, within which there is a mix of building styles and 19 buildings are statutorily listed.

The development can be grouped in 4 main blocks within this area (see figure 1):

- North Block
- South Block
- 40-46 Brook Street (Hotel)
- South Molton Street Properties (selected units)

Figure 1. Site overview



It is proposed that the development will include:

- Commercial office space. Located above ground floor in both the North Block and South Block with entrances off Davies Street and Brook Street respectively
- A 31-room boutique hotel located at 40-46 Brook Street and the stable block behind it on the corner of South Molton Lane and Davies Mews
- Cafes and restaurants, including a high-end bar and restaurant in the hotel (ancillary to hotel use), a range of places to visit along Davies Mews as well as the Running Horse Pub, and basement bar under 15-16 South Molton Street
- Retail on Brook Street and Davies Mews as well as micro retail units on South Molton Lane (new as well as existing)
- 33 new homes (11 affordable housing and 22 private residential housing) above the retail on South Molton Street
- Public realm development including outside seating for the cafes and restaurants in Davies Mews and ground floor opening and passageway from South Molton Lane to South Molton Street
- The introduction of an education or training centre at basement level in the North Block

The development is located in a high-profile area of London in close proximity to Bond Street underground, Oxford Street and Claridges Hotel. As such it has an existing reasonably high-risk profile. This is likely to be further enhanced with the opening of the Elizabeth Line station and as such, displaced threats from these adjacencies have been considered within the security design.

¹ This point is further expanded to promote recognition of development required specifically for operational defence and security.

² BREEAM New Construction 2018 (UK) Hea 06 Security.

3. Security design approach

The high-level aim of the security design across the South Molton Triangle development is to provide appropriate and proportionate security risk mitigation measures that allow residents and users to not only be, but feel, safe and secure. In this way, security can act as a key component in the sustainability and wellbeing aspirations of a development.

A formal security risk assessment (SRA) has been undertaken in order to identify the security risks posed to the development. This approach provides a robust, auditable methodology to identify these risks to the site or assets and subsequent treatment/mitigation measures. The adoption of an operational requirements approach allows these treatment strategies to be built around identified security need and therefore also allows for the final security designs to evolve alongside the wider building designs, whilst maintaining the strategic intent and justification for the measures.

As part of the SRA, a detailed threat assessment has been completed that has identified the design basis threats from which the security risks have been assessed. Throughout the process there has been engagement with both internal and external development stakeholders including members of the design team and also the Metropolitan Police's Designing Out Crime Officer and the National Counter Terrorism Office's security adviser (CTSA) for the area. This engagement will continue as the design develops.

4. Crime prevention strategies

4.1 Overview

The design and development of the crime prevention / security risk treatment strategies have been strongly influenced and informed by recognised best practice design guidance for the creation of sustainable and secure developments and communities. These include international best practice such as Crime Prevention Through Environmental Design (CPTED) and the Police Service's Secured By Design initiative. These approaches outline a series of high-level attributes that developments possess in order to successfully create safe and secure environments. For the South Molton Triangle development, these have been grouped as:

- Operational management
- Access and connectivity
- Surveillance
- Structure and spatial arrangements
- Ownership and activity
- Physical protection
- Adaptability

4.2 Operational management

The security of a development cannot solely rely upon physical and electronic security; the safety and security of a development is positively influenced by the quality of its general operational management, of which security management is a part. Well maintained and operated sites encourage legitimate use and business, reinforce ownership and community and can act to discourage crime. Operational management supports security intent to deter, detect, respond to and recover from incidents.

The South Molton Triangle development will include an operational management team managed from an on-site central control room. The development is being designed to accommodate a dedicated security/operations room within each block to allow for some flexibility in the design and operation of each building; however the intention is that one of the rooms would become the dedicated, single control room for day to day operational management purposes. As part of the Grosvenor Estate it will also benefit from the wider management team in place with experience of operating high-profile sites in central London. As well as on-site security, including discreet patrols in the evening, there will also be property management, landscaping and cleansing teams ensuring there is an operational presence 24/7.

Defined servicing and waste strategies have also been developed that will be a requirement of future tenants and operators to adhere to. These will be managed from the central control room.

Grosvenor also actively engage with adjacent property owners, operators and associations with the intent of maximising the potential of the area rather than taking a purely inward-looking approach. This undoubtedly benefits the safety and security of the development. As well as the public engagement regarding the scheme, there has also been engagement with the Crossrail development team and other adjacent landowners. Grosvenor are also members of the New West End Company business partnership that actively works to improve the experience for all across the Bond Street, Oxford Street and Regent Street areas.

4.3 Access and connectivity

In any new development, especially one of this scale, the needs of users' movement through and around a site needs to be balanced with the maintenance of security. Being located within the Mayfair Conservation Area, there are also added constraints to maintain the character of this part of London.

Within the public realm of the South Molton Triangle development, servicing and waste strategies have been defined that limit the times that, and quantities of, vehicles associated with these activities can traffic the site. Where the development is able to further positively influence the road use, such as in Davies Mews, these restrictions will be enhanced through the use of vehicle control measures. This will enable the public realm to be activated more fully with a reduced risk of vehicle related crime. The reduction of potential conflict between vehicles and pedestrians plays a significant part in enhancing the feeling of safety and security and encourages positive activity within, and use of, the spaces. An indicative view of the activated public realm in Davies Mews can be seen in figure 2:

Figure 2. Davies Mews public realm



Security of a site is enhanced further when there exists a greater degree of connectivity between different parts of the site and adjacent areas if developed with security considerations in mind. The existing pedestrian passage connecting South Molton Street and South Molton Lane will be improved to become more welcoming and be perceived as an extension of the public realm to link both streets, thus also instilling an increased feeling of safety and encouraging their use and greater connectivity. This in turn, combined with physical and surveillance aspects outlined later in the report, will reinforce the development's ability to deter, and if required detect, anti-social behaviour and other criminal activity. A further passage will also be added at 10 South Molton Lane providing further activation of the area and helping to further maintain the character of this part of London.

However, the requirements of security in restricting movement – or the ability to impose restrictions – have not been discounted. A layered approach to security will be adopted across the public realm and all buildings through the creation of a series of security zones. Access into security zones, either vehicular or pedestrian will be based upon the concept of permissible use – users will only be allowed access should they have defined permission to do so. Where operations allow and supported by electronic security systems such as electronic access control and communications systems, the ability to dynamically lockdown the development will be included within the developing design.

4.4 Surveillance

Appropriate levels of surveillance, sensitive to the users and intended development function, will be applied to the security design. This will be achieved through a balance of natural and active surveillance (video surveillance systems – VSS). The optimisation of natural surveillance, where space is naturally overlooked by users, residents and occupiers, has the increased benefit of reducing the need for active measures whilst remaining an excellent deterrent to crime within that space. Clear sight lines have been incorporated into the design, further enhanced by the additional activation of frontages into the public realm in many parts of the site such as those in South Molton Lane (see figure 3). The entrances to the existing and new passages connecting South Molton Street and Lane will also be designed to maximise natural surveillance as much as possible. The previously described enhanced movement and circulation and general use of the site, supported by operational patrols adds to the site's ability for natural surveillance.

Figure 3. South Molton Lane activated frontages and increased natural surveillance



Active surveillance will reinforce the natural surveillance as well as provide mitigation for those vulnerable areas identified within the SRA that are less able to be overlooked, such as the connecting passageways between South Molton Lane and South Molton Street. It can also be used to enhance surveillance in those areas where natural surveillance is limited to certain times of the day (e.g. retail or F&B operating hours).

As part of the surveillance design there will also be integration and coordination with lighting design in order to support both active systems and natural surveillance.

4.5 Structure and spatial arrangements

Conflict between users can occur within a development where there is no clear designated purpose of a space. The public realm within the development has been designed to support the intended use during different modes of operation. The defined waste and servicing strategy limiting permissible vehicular movement, combined with the enhancements to facades to activate the streets, are further supported by surface treatments and increased connectivity across the site, to allow for a clear intended purpose at different times of the day.

Access to, and circulation within, the buildings is clearly defined by function and building type. There are dedicated entrances separating retail, commercial, residential and hotel users, as well as further separation for front of house and back of house activities for these. Where there are shared back of house areas, these have defined user groups and clear delineation where shared areas become private.

Early design considerations have already been removed from the scheme, partly to enhance the safety and security and as a result of consultee discussions. For example, there was historically a rooftop bar at the upper levels along South Molton Lane within the design which has been removed.

4.6 Ownership and activity

Safety and security of a development is enhanced where there is a clear understanding of what space is to be used for - its primary activity - and where a sense of ownership is fostered. The development has been designed such that there are clear areas of ownership (perceived (users and tenants) and actual (Grosvenor Properties), both through the integration with the public realm but also internal to each of the developments. The development has been designed to be welcoming to legitimate users with a rich mix of uses.

This is achieved externally with the previously described enhancements planned for the public realm and increased activation of the shop fronts and F&B areas. Internally, the security zoning across the buildings delineates between user groups and sub-groups (e.g. commercial and retail in back of house areas).

4.7 Physical protection

Physical protection of assets within the development will be as identified through the security risk assessment or in accordance with SBD principles and, for the residential components, Building Regulations Approved Document Q.

Security of the public realm will also benefit from security enhancements. These enhancements will integrate physical security requirements in the landscape design and are likely to be a mixture of hard and soft vehicle control measures (as outlined earlier for the control of Davies Mews) as well as crime prevention measures such as those designed to reduce the likelihood of rough sleeping and anti-social behaviour.

Design of physical protection will be aligned to the principles of defence in depth and be proportionate to the identified security risks. However, there are some constraints imposed by the heritage nature of parts of the development. For example, the measures that can be introduced to reduce the impact from blast will be restricted by the retention of existing listed facades and some of the glazing. Whilst some of the risk can be mitigated, some areas where a greater level of risk acceptance is required will remain.

4.8 Adaptability

Safety and security of a development is enhanced where there is adaptability within the space to manage changes in security needs.

The proposed vehicle control measures in the public realm give flexibility in security posture and, whilst imposing traffic restrictions on South Molton Lane is not currently part of the design, the intent remains for this to be considered in the future subject to agreements with adjacent landowners and the City Council.

The layering of security within the individual blocks allows for a more robust security posture to be adopted should certain threats increase through the life of the development or ownership change. Furthermore, whilst the development is being designed to be managed from a single control room, located in one of the commercial blocks, the design accommodates a security/operations room within each block should that have a different operational management model in the future.

Security systems will be designed such that they can be operated on a local, site-wide or remote basis.

5. Security design components

The crime prevention strategies outlined in section 4, require the architectural design to be developed alongside specific physical, electronic and operational security measures. These will be specified in accordance with British and International design standards and best practice, and where justifiable and proportionate, include relevant security ratings. The development of the designs will take place alongside ongoing stakeholder engagement to ensure the risks are suitably managed and within risk tolerance levels of these different parties.

The security design is proposed to include:

- Electronic security systems
 - Electronic access control (EACS) including the ability to dynamically lockdown parts of the development should the requirement arise
 - Video Surveillance Systems (VSS) / CCTV
 - Intruder detection systems
 - Communications systems for operators or users to generate an alarm or communicate with the control room or to key points within the development
 - Lighting to support surveillance (natural and active) as well as eliminate secluded spaces
- Physical security
 - Glazing to mitigate the effects of blast, including use of laminate glazing as primary and secondary glazing (depending upon location)
 - Vehicle control measures ranging from crash rated hostile vehicle mitigation (if deemed a requirement and subject to a vehicle dynamics assessment) through to visual deterrents
 - Public realm measures to mitigate anti-social behaviour and support electronic security systems such as VSS
 - Access points rated to appropriate physical attack standards
- Operational management (infrastructure)
 - Central Control Room to receive signals from the site-wide security systems and manage security operations on site.

6. Summary

The South Molton Triangle development proposes to create a safe and secure environment through the application of international best practice security design principles such as Crime Prevention Through Environmental Design (CPTED) and the Police Service's Secured By Design initiative. In so doing it adheres to the requirements of the NPPF and the London Plan. The requirements of security have been balanced against the desired function and use of the space, as well as the heritage context of the surrounding area. This approach to security will positively influence this and adjacent developments.