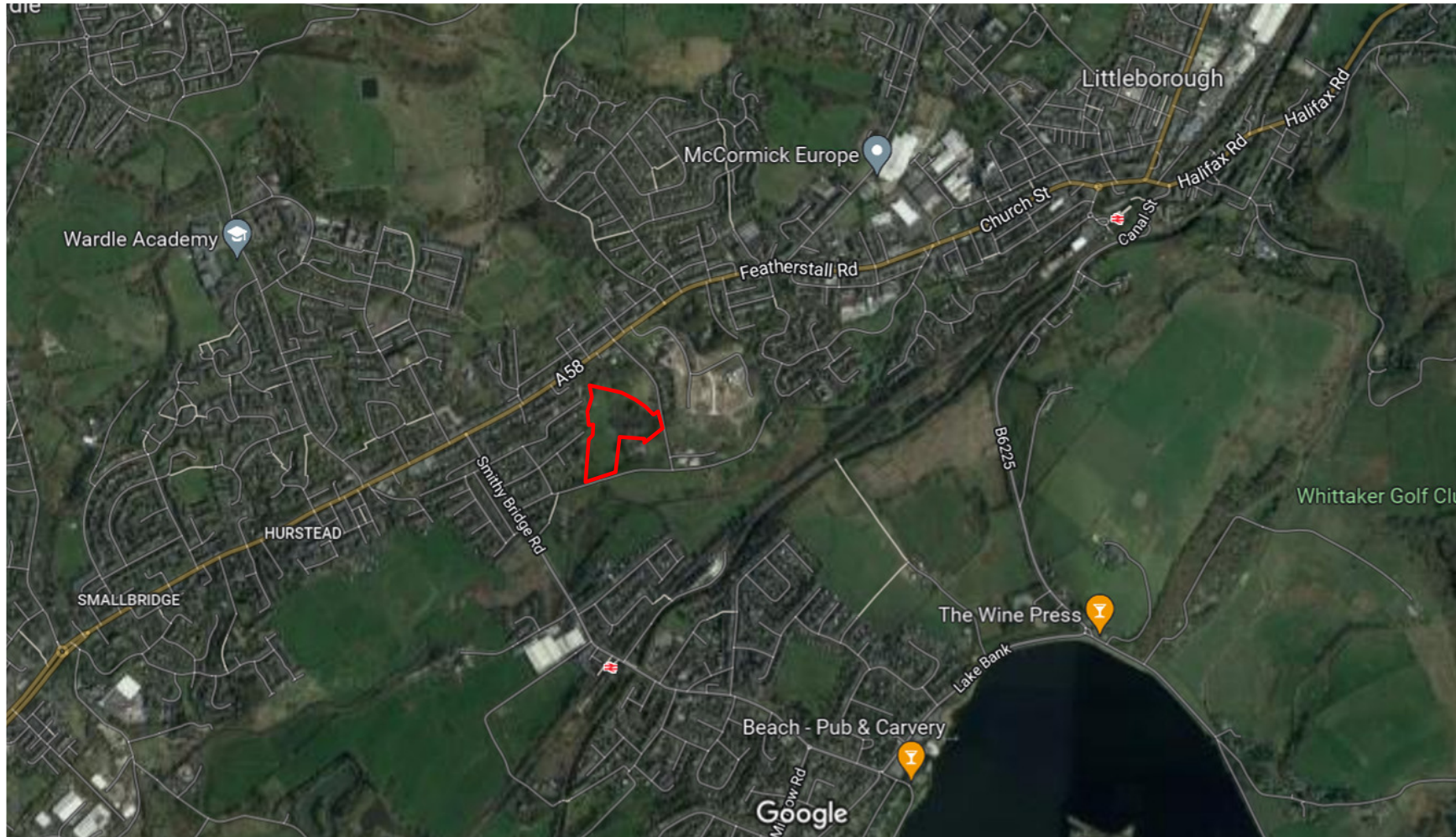


Land at New Street, Littleborough.



Source: Google Earth

Crime Impact Statement

v1.0
July 2022

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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 an independent crime prevention design consultant who retired from Merseyside Police after 26+ years service as a police officer performing a variety of roles from CID, Traffic, Firearms, to Audit and Inspection, including dialogue with criminals to understand how they identify opportunities to commit crime, and also victims of crime to monitor the short and long term effects on them. Throughout the consultant's police service, crime prevention was at the forefront, the last role being that of Force Architectural Liaison Officer (ALO) for over 7 years. The consultant has been producing Crime Impact Statements for over 16 years.
- 1.2.** As Force ALO, the consultant worked with architects, designers, developers and local authority planners to design out crime and the potential for crime in new developments of varying types and sizes by way of Crime Prevention Through Environmental Design, and also administered the Association of Chief Police Officers (ACPO) Secured by Design (SBD) initiative, providing advice and recommendations to allow the award to be made on successful completion of some schemes, be they residential or commercial.
- 1.3.** The consultant also holds a professional qualification, Advanced Certificate in Environmental Design and Crime Prevention (Ad Cert ED&CP) from Oxford Brookes University and licentiate membership of the City and Guilds Institute (LCGI) and is a Home Office accredited Crime Reduction and Architectural Liaison practitioner (prior to formation of National Policing Improvement Agency) with previous experience in the built environment prior to police service. The consultant has been actively involved in many crime reduction initiatives, and was responsible for conceiving, designing and subsequently producing interactive crime reduction advice for the Merseyside Police website, which received Home Office recognition.
- 1.4.** This CIS has been prepared on behalf of Russell Homes to support a planning application for 62 new homes, as part of Phase 3 of a wider development, on land at New Street, Littleborough, Greater Manchester. 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 and outlining 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.
- 1.5.** Each and 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 and perhaps creating a 'fortress type' appearance which may increase the fear of crime.
- 1.6.** Timely crime statistics from Police.UK are not currently being published due to Greater Manchester Police IT issues dating back to 2019, so assumptions have been made based on a 'worst case scenario' basis. Statistics from a previous Crime Impact Statement for an earlier phase of the wider development are also included.

2. Planning Policy and Design Guidance

The following policies, plans and crime prevention advice documents have been used as a source of reference in the completion of this CIS.

2.1. Ministry of Housing, Communities & Local Government–National Planning Policy Framework–July 2021

Section 8 – Promoting healthy and safe communities

Para 92 - 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 attractive, well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas.
- 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.

Para 97 - 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 congregate. 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.
- 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.

Para 100 - 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.

Para 110 - In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

c) Safe and suitable access to the site can be achieved for all users.

Para 112 - Within this context, applications for development should:

d) 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.

Section 12 – Achieving well-designed places

Para 130 - Planning policies and decisions should ensure that developments:

d) Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming, and distinctive places to live, work and visit.

f) Create places that are safe, inclusive, and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

2.2. National Planning Practice Guidance (NPPG)

With the publication of the accompanying National Planning Practice Guidance (NPPG) (Note 7.5) the government has reiterated that designing out crime and designing in community safety should be central to the planning and delivery of new development. Specifically, 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 and exercise their functions with due regard to their likely effect on crime and disorder and do all that they reasonably can to prevent crime and disorder. Furthermore, 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.

2.3. National Design Guide

Objective P2: Provide well-designed spaces that are safe.

Objective H1: Healthy, comfortable, and safe internal and external environment.

2.4. Rochdale Metropolitan Borough Council Local Plan – Core Strategy

The Core Strategy is a key document in the Local Plan which provides the strategic planning framework for the Borough's future development needs up to 2028. A range of policies sets out how these needs can be met while at the same time achieving social and environmental objectives.

Core Strategy Policy P3 - Improving design of new development

The council requires all new developments, including associated landscaping, regardless of location in the borough, to adhere to high standards of design. The following design principles are relevant in regard to the prevention of crime and disorder:

- Incorporating design measures that design out crime and ensure developments and spaces are safe to use and access (including lighting as appropriate).
- Ensure a development is easy to move through and get around, especially for pedestrians, cyclists, public transport, disabled people, and emergency service vehicles.
- Provide a hierarchy of routes, streets, and spaces, relating positively to visual connections between the development and its surroundings.
- Ensure that the intended functions of buildings and spaces are easily understood, and their entrances appropriately located and visible.

Core Strategy Policy DM1 - General development requirements

All development must take account of all the relevant policies within the Local Plan. However, there are a number of basic planning considerations that apply to all development and all development proposals, including changes of use of land and buildings, extensions, and alterations, will be expected to demonstrate amongst other things that they:

- a. Are of high quality design and take the opportunity to enhance the quality of the area.
- c. Do not adversely affect the amenity of residents or users through visual intrusion, overbearing impact, overshadowing or loss of privacy.
- e. Provide satisfactory vehicular access with adequate parking, manoeuvring, and servicing arrangements taking into account of the proposed use and location.
- h. Minimise opportunities for crime against people or property.

2.5. Oldham and Rochdale Urban Design Guide Supplementary Planning Document (SPD)

The Urban Design Guide SPD was issued as a joint venture between Oldham and Rochdale Councils in 2007. The SPD highlights the importance of design in the planning process and provides guidance on various areas including:

- 3. Safety and inclusion:** Ensuring places are safe, secure, and welcoming. Residents must feel safe and secure in their homes, visitors must feel that places are welcoming, and businesses must be able to operate in a safe and secure Environment.

- 3a. Development must positively contribute to making routes, streets, and public spaces as safe, free from crime and accessible as possible.
- 3b. Development must minimise opportunities for car and cycle theft, vandalism or assault or harassment of car users or cyclists.
- 3c. Development must minimise opportunities for crime against property and the occupants of buildings without detracting from the quality of the townscape and landscape.

2.6. Secured by Design (SBD)

Established in 1989, SBD was previously owned by the Association of Chief Police Officers (ACPO) and is a police initiative to guide and encourage those engaged within the specification, design and build of, amongst other things, new homes, commercial premises, schools, and car parks to adopt crime prevention measures in their new development. Following the demise of ACPO, the Mayor's Office for Policing and Crime (MOPAC) took the opportunity to provide a home to Police Crime Prevention Initiatives (PCPI) on behalf of the National Police Service. Being a police organisation, they have close working links with the National Police Chief's Council (NPCC) and Police and Crime Commissioners. The advice has been proven to reduce the opportunity for crime and the fear of crime, whilst creating safer, more secure, and sustainable environments. SBD also acknowledges and licenses quality security products.

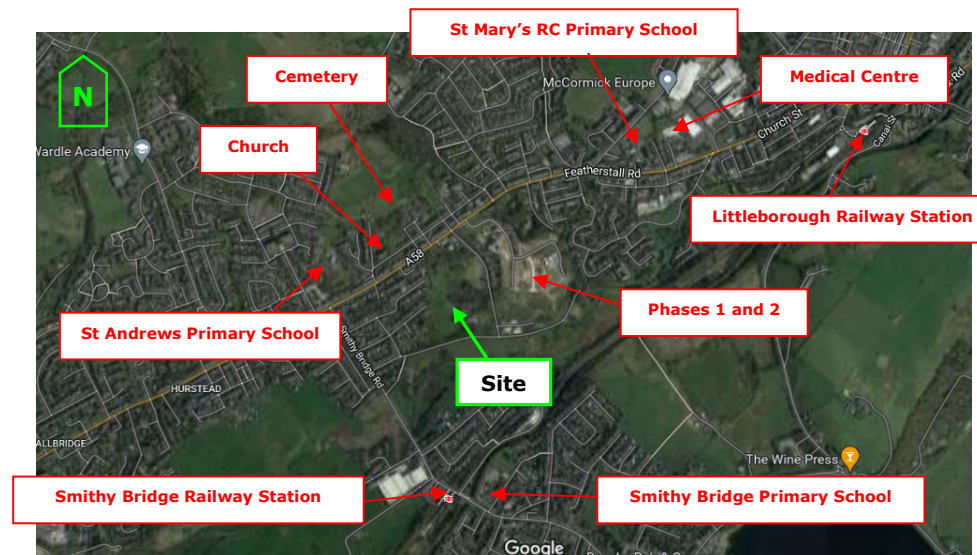
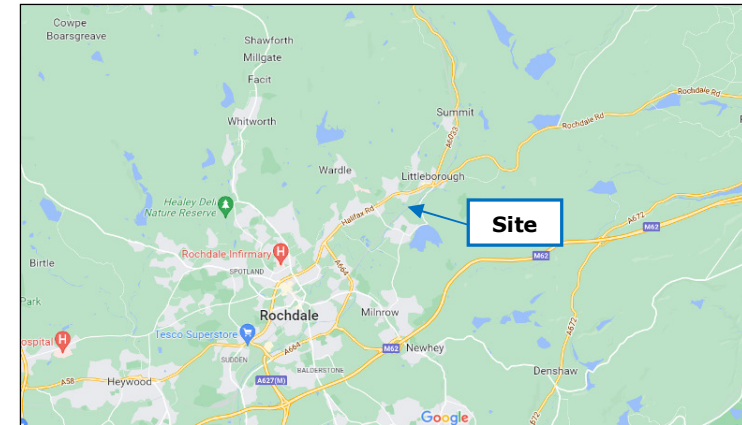
2.7. Safer Places – The Planning System and Crime Prevention (ODPM 2004)

Though no longer referenced by government or local planning policy, but mentioned in Secured by Design New Homes 2014, 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, indicated on the map opposite (*Source: Google*), is located in the town of Littleborough, part of the larger metropolitan borough of Rochdale in Greater Manchester. The town is located near to the foothills of the South Pennines, 4.8km north east of Rochdale and 20km north east of Manchester.
- 3.2.** The 2011 UK Census showed that Littleborough had a population of just fewer than 12,500. The town has good transport links with nearby access to the M62 and national motorway and rail network.
- 3.3.** The proposed development site, currently open green space with a large pond, is bounded by established residential properties and earlier phases of this wider development to the east. A bowling green and stables border the south east corner of the site. To the south is open grazing/agricultural land, and to the west are established residential properties. To the north is open green space and a wooded area.
- 3.4.** A site visit took place to obtain photographs of the proposed development site and its surroundings, and an aerial view (*Source: Google maps*) is also included to show other nearby landmarks and features.





Pic 1 shows the view looking south along New Street towards the north eastern corner of the proposed development site.



Pic 2 shows the view looking west towards the northern perimeter of the proposed development site. The open green space is to remain in its current state.



Pic 3 shows the view looking west from New Street and the north eastern corner of the proposed development site towards the northern perimeter in the centre of the picture.



Pic 4 again shows the view looking west across the proposed development site towards the existing residential properties on Lightburn Avenue in the distance. This is where the proposed site access road will be located.



Pic 5 shows the view looking south along New Street towards the bowling green and stables adjacent to the south east corner of the proposed development site.



Pic 6 shows the view looking west along part of the southern perimeter of the proposed development site, where it wraps around the stable's buildings adjacent to the south east corner of the site.



Pic 7 shows the view looking north from Stubley Mill Road towards the south east corner of the proposed development site.



Pic 8 shows the view looking north along part of the south eastern perimeter of the proposed development site adjacent to the aforementioned stables buildings.



Pic 9 shows the view looking north across the proposed development site from Stubley Mill Lane, towards the existing residential properties on Whitegate and Lightburn Avenue.



Pic 10 shows the view looking north west across the proposed development site from Stubley Mill Lane, towards the existing residential properties on Lightburn Avenue and Stubley Meadow.



Pic 11 shows the view looking north east across the proposed development site from the south west corner on Stubley Mill Road.

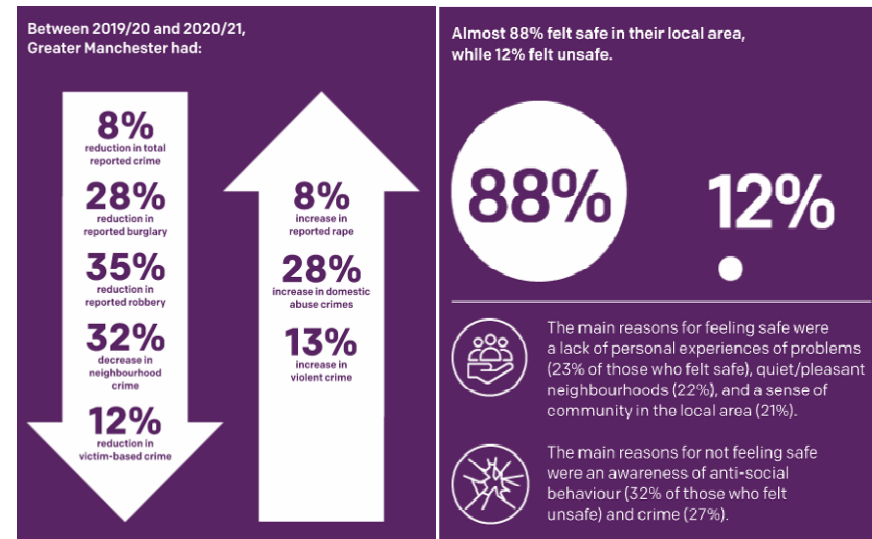


Pic 12 shows the view looking east along Stubley Mill Road, the southern perimeter of the proposed development site.

4. Crime Statistics and Analysis

4.1. Greater Manchester Police (GMP) provides policing service to the metropolitan area of Greater Manchester. The police force area covers 493 square miles in the north west of England. Although there are areas of great affluence, Greater Manchester has a high level of poverty. Around 2.8 million people live in an urban setting. This major conurbation includes Manchester and Salford, as well as the large surrounding towns. The residential population is ethnically diverse, with 16 percent from black, Asian and minority ethnic communities, and is increased by very large numbers of university students and the large numbers who visit, socialise in, commute into, or travel through the region. The transport infrastructure includes major rail stations and a major airport.

4.2. Crime covers a wide range of offences, from the most harmful such as murder and rape through to relatively minor incidents of criminal damage or petty theft.



4.3. Crime Categories

- **Anti-social behaviour (ASB)** - Includes personal, environmental and nuisance anti-social behaviour.
- **All crime** - Total for all categories.
- **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, and 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.

4.4. The two sources of crime data in this document are:

- Police recorded crime
- Telephone-operated Crime Survey for England and Wales (TCSEW) from the Office for National Statistics (ONS).

Police recorded crime has wider offence coverage and population coverage than the Telephone-operated Crime Survey for England and Wales (TCSEW). It is the primary source of local crime statistics and is a good measure of offences that are well-reported to and well-recorded by the police, including lower volume crimes (for example, homicide). In addition, the time lag between occurrence of crime and reporting results tends to be short, providing an indication of emerging trends.

Police recorded crime excludes offences that are not reported to, or not recorded by, the police. Trends can be influenced by changes in recording practices, or police activity and public reporting of crime, making it difficult to make long-term comparisons. There are also concerns about the quality of recording and that crime is not recorded consistently across police forces.

The police recorded 5.4 million crimes in England and Wales in the year ending March 2021, a 10% decrease from the previous year. This reduction was apparent across all regions of England and in Wales with decreases of between 5% and 18% in police recorded crime (excluding fraud and computer misuse).

Total recorded crime, including fraud and computer misuse, has fluctuated across the year ending March 2021. Although a small proportion of these fluctuations will be the result of seasonal effects on crime trends, most of the differences can be attributed to the introduction and subsequent easing of national lockdown restrictions throughout the year.

- Total recorded crime saw substantial falls during April 2020 compared with April 2019 (26% decrease), coinciding with the introduction of the first national lockdown.
- Police recorded crime remained lower across subsequent months compared with respective months in 2019 but the difference narrowed as lockdown restrictions were gradually eased over the summer.
- Levels of recorded crime were only 4% lower in September 2020 compared with September 2019.
- Crime levels again decreased substantially as national lockdowns were reintroduced.

- Police recorded crime was 18% and 15% lower in January and February 2021 compared with the respective months in 2020.
- A phased exit out of lockdown began on 8 March 2021, with recorded crime 7% higher in March 2021 than in March 2020, when the first national lockdown was introduced.

The TCSEW was set up in a short timeframe in response to developing world events, and findings from CSEW showed that TCSEW estimates are comparable with CSEW estimates with the use of newly created comparable datasets. However, TCSEW estimates cannot be compared with the year ending March 2020 CSEW estimates because of overlapping reporting periods for some respondents.

Patterns of crime in the year ending March 2021 have been significantly affected by the coronavirus (COVID-19) pandemic and government instructions to limit social contact. While there were decreases across a range of individual crime types, particularly theft offences, these were offset by rises in fraud and computer misuse offences, resulting in no change in overall levels of crime.

- The Telephone Crime Survey for England and Wales (TCSEW) indicated a 36% increase in fraud and computer misuse offences compared with the year ending March 2019¹ Crime Survey for England and Wales (CSEW).
- TCSEW total crime excluding fraud and computer misuse decreased by 19% compared with the year ending March 2019. This was largely driven by substantial decreases in theft offences (20%). Over the equivalent time-period, total police recorded crime excluding fraud and computer misuse decreased by 13%.
- The largest decreases in recorded crime were seen during the three-month period that coincided with the first national lockdown, with a 19% decrease in April to June 2020 compared with April to June 2019.

Although the TCSEW indicated no change in the total number of violence incidents, the total number of victims of violent crime decreased by 28% compared with the year ending March 2019². This was largely driven by falls in violence where the offender was a stranger.

- 4.5.** The proposed development site lies within the Wardle and West Littleborough policing area of the wider Rochdale Borough.
- 4.6.** Unfortunately, most of the following analysis is dated due to GMP's failure to record more than one in every five crimes reported by the public and more than one in every four violent crimes; failure to record an estimated 80,100 crimes reported to them between 1st July 2019 and 30th June 2020, which amounts to approximately 220 crimes a day where victims may be denied the opportunity to get the justice they deserve; and also failed to record a high proportion of violent crime including domestic abuse and behavioural crimes, such as harassment, stalking and coercive controlling behaviour.
- 4.7.** A daytime weekday site visit revealed the general area to be a relatively quiet, safe, and non-threatening environment.

4.8. The following maps show the overall level of reported crime within the Wardle and West Littleborough policing area and nearer to the proposed development site reported in June 2019 (*data from Police.uk website*). There were a total of 63 incidents for the entire Wardle and West Littleborough policing area, the majority appearing to have occurred near to the proposed development site. Nearer to the proposed development site, in the area as defined in Fig. B, the majority of incidents occurred to the north of the site, and these are listed opposite the map.

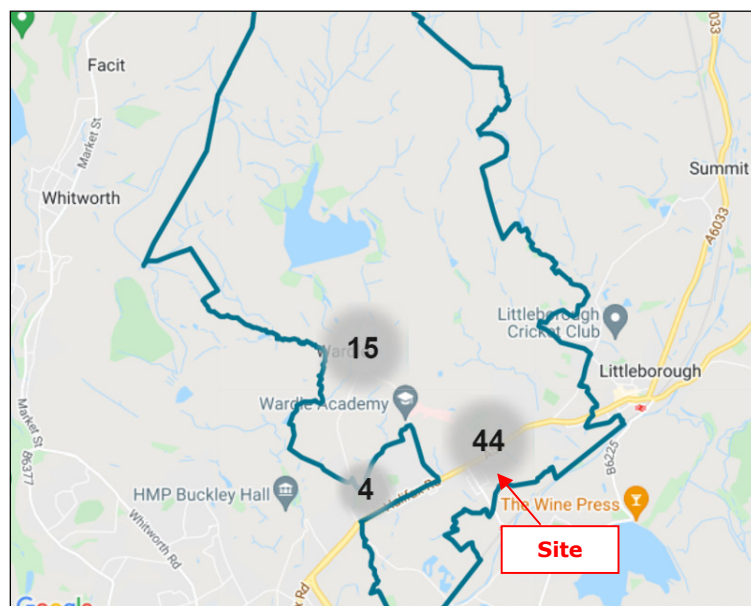


Fig. A

Recorded crimes and incidents for the Wardle and West Littleborough policing area

Crime types

Anti-social behaviour - 10
 Bicycle theft - 0
 Burglary - 3
 Criminal damage and arson - 11
 Drugs - 7
 Other crime - 0
 Other theft - 7
 Possession of weapons - 0
 Public Order - 4
 Robbery - 0
 Shoplifting - 2
 Theft from the person - 0
 Vehicle crime - 0
 Violence and sexual offences - 19

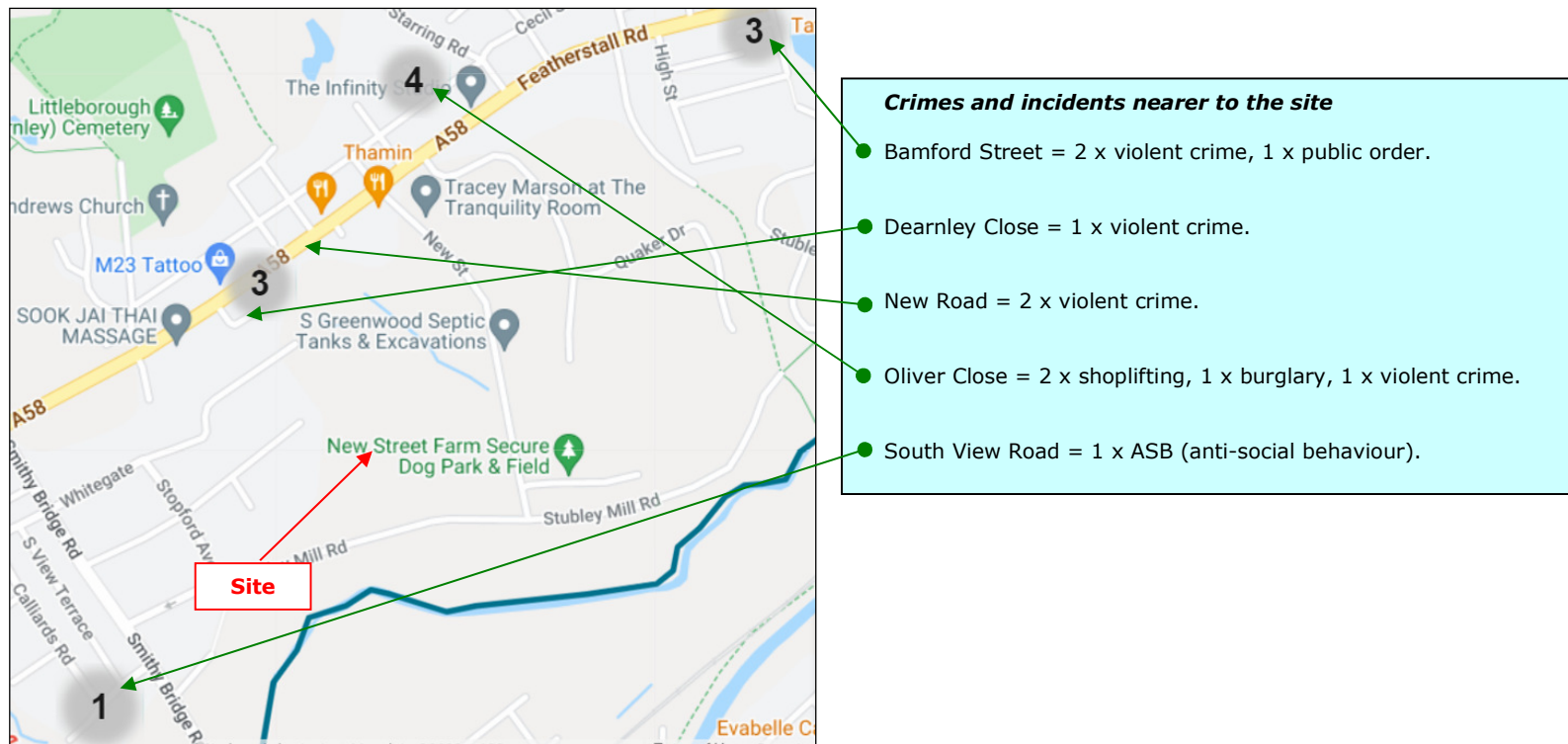
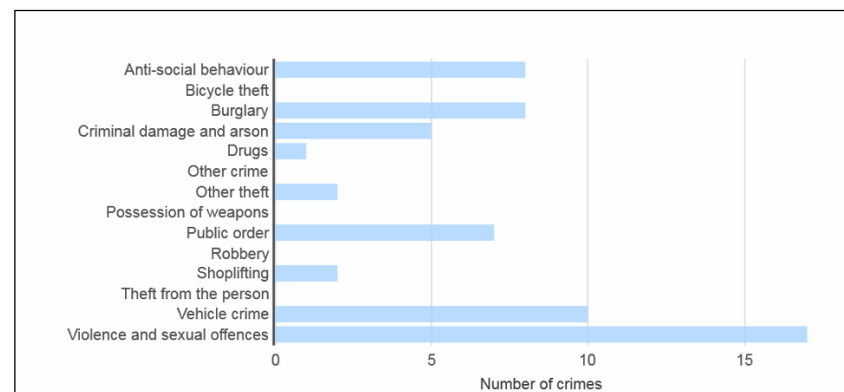


Fig. B

Recorded crimes and incidents nearer to the proposed development site

4.9. The bar chart shows a comparison of the crime types and incidents committed in the Wardle and West Littleborough policing area between December 2017 and November 2018. Violent crime was the main issue, along with ASB, burglary, public order and vehicle crime.



4.10. As previously stated, ASB incidents were one of the main problems over the previous sample period. ASB is an issue in other parts of the GMP area, and in fact other parts of the country. ASB is recorded and made up of 3 elements:

- Personal
- Nuisance
- Environmental

Personal ASB is incidents that are deliberately targeted at a particular individual or specific group or are aimed at having an impact on a particular individual or specific group rather than the community at large. It includes incidents that cause concern, stress, disquiet or irritation through to incidents which have a serious adverse impact on someone's quality of life. At one extreme of the spectrum it includes minor annoyance; at the other end it could result in risk of harm, deterioration of health and disruption of mental or emotional well-being, resulting in an inability to carry out normal day to day activities through fear and intimidation. It would not however include random acts of ASB which are not clearly aimed at a specific individual: e.g. the random throwing of flour or eggs at Halloween or the throwing of snowballs providing that no harm was intended or caused.

Nuisance ASB captures those incidents where an individual or group causes trouble, annoyance, inconvenience, offence or suffering to people in the local community in general rather than being deliberately targeted at specific individuals or groups. It includes incidents where behaviour goes beyond the conventional bounds of acceptability and impacts on the quality of life of individuals and communities. Just as individuals will have differing expectations and levels of tolerance so will communities have different ideas about what goes beyond tolerable or acceptable behaviour within their communities.

Environmental ASB deals with the interface between people and places. It includes incidents and inconsiderate actions which have an impact on the surroundings including the natural, built and social environments. This category is about encouraging reasonable behaviour whilst managing and protecting the various environments so that people can enjoy their own private spaces as well as shared or public spaces.

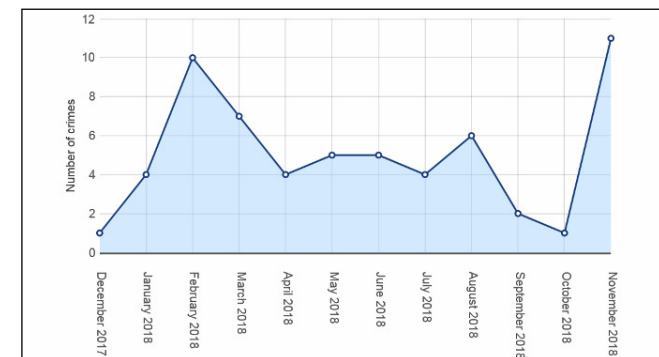
4.11. The main crime types reported in June 2019 in the Wardle and West Littleborough policing area as defined in Fig. B earlier were violent crime (6), shoplifting (2), ASB (1), burglary (1) and public order (1) which matched the trend in the bar charts at para 4.9., to some extent.

4.12. Between January 2016 and December 2018, and March 2019 to June 2019 on or near the roads in the vicinity of the proposed development site, crime statistics over this period reveal the following:

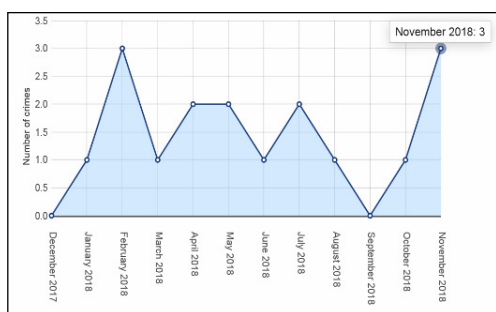
	ASB	Burglary	Criminal Damage	Vehicle crime	Violent crime	Robbery	Drugs	Other theft	Bicycle theft	Other crime	Public Order	Weapons	Theft from the person	Shoplifting	Totals (no. of crimes)
On or near Featherstall Road	2	1	1	0	1	0	0	0	0	0	1	0	0	1	7
On or near Harwood Street	0	0	2	1	1	0	0	0	0	0	1	0	0	0	5
On or near High Street	1	1	1	1	1	0	0	0	0	0	0	0	0	0	5
On or near James Street	2	1	0	1	2	0	0	0	0	0	0	0	0	0	6
On or near New Road	23	3	8	3	24	2	1	18	0	0	13	0	1	47	143
On or near New Street	No recorded crimes or incidents														0
On or near Spenwood Road	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
On or near Starring Road	No recorded crimes or incidents														0
On or near Stubley Lane	No recorded crimes or incidents														0
On or near Watling Street	5	3	2	4	1	0	0	0	0	0	3	0	0	0	18
Total (crime types)	33	10	14	10	30	2	1	18	0	0	18	0	1	48	185

- New Road, the main road running through Littleborough and off which the site entrance will be located, suffered the highest number of reported crimes and incidents, with shoplifting, violent crime, ASB, other theft, and public order incidents being the main problems. These incidents may have occurred in and around the off licence or the fast food takeaway to the west of the site.
- Watling Street suffered the second highest number of incidents, which is difficult to explain because there are only two houses, both of which front onto New Road. Both of these properties do however suffer from a lack of defensible space and natural surveillance to the side, and there is also a public footpath at the junction with James Street which leads to open green space, which may explain the disorder incidents.
- The main issues in the area were shoplifting, ASB, violent crime, public order, and other theft, which tended to match incidents in the wider policing area.

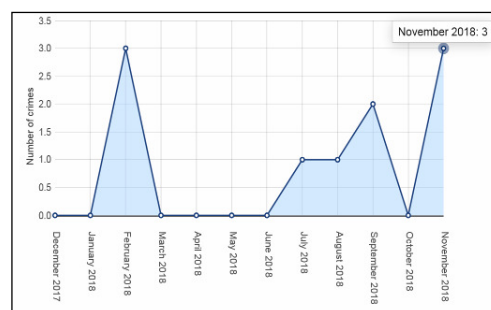
4.13. The chart adjacent shows the crime levels in the Wardle and West Littleborough Neighbourhood between December 2017 and November 2018. Levels began the period at a low of a single incident before increasing to 10 recorded incidents in February 2018. Levels were then fairly consistent between April and August 2018, before increasing again to a 12 month high of 11 recorded incidents in November 2018.



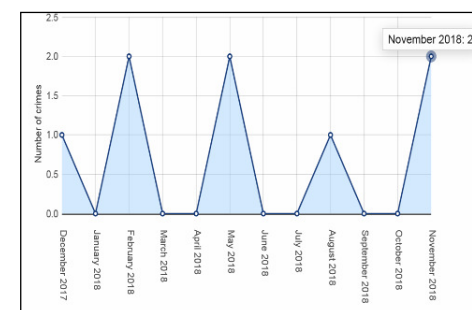
4.14. The following charts show the prioritised and most problematic crimes and incidents for the area as defined in Fig. B earlier, with statistics from December 2017 to November 2018 inclusive. The charts are all fairly erratic with the exception of recorded shoplifting offences. Violence offences peaked in February 2018 before falling and remaining between 1 and 2 incidents per month until September 2018 when they fell to zero. Incidents then increased again to a 12 month high of 3 incidents. Vehicle crime offences peaked at 3 recorded incidents in February 2018 before falling to zero and remaining there for the following 3 months. These incidents too then increased again before falling to zero in October 2018 and rising again to a 12 month high of 3 incidents. Burglary offences rose and fell to zero constantly between January and October 2018, peaking twice and showing a fairly clear pattern. Recorded incidents then increased to a 12 month high of 2 incidents. Shoplifting offences, as previously stated, were the only recorded incidents which remained constantly at zero for the majority of the 12 month period but reached a 12 month high in November 2018. ASB incidents rose then fell month on month, peaking in both January and April 2018 before reducing to zero between September and October 2018.



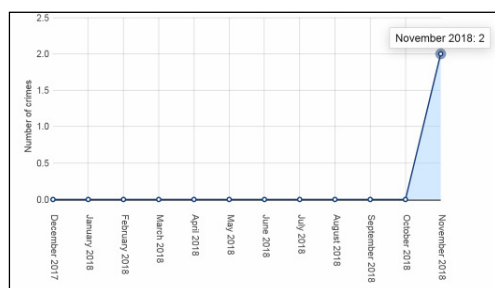
Violence



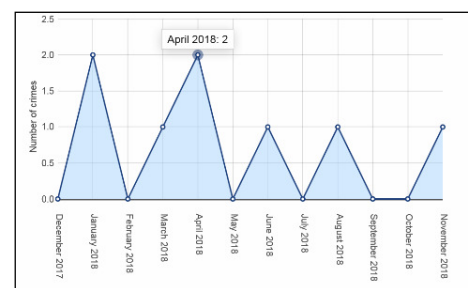
Vehicle crime



Burglary

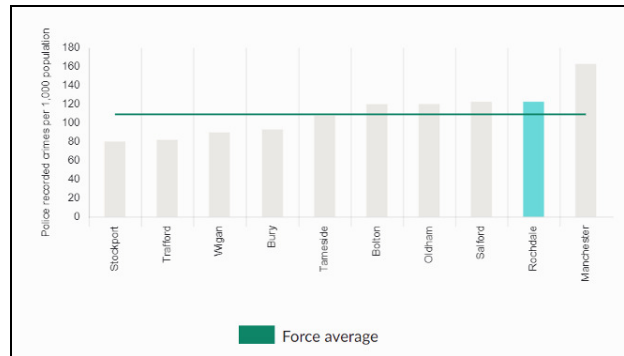


Shoplifting

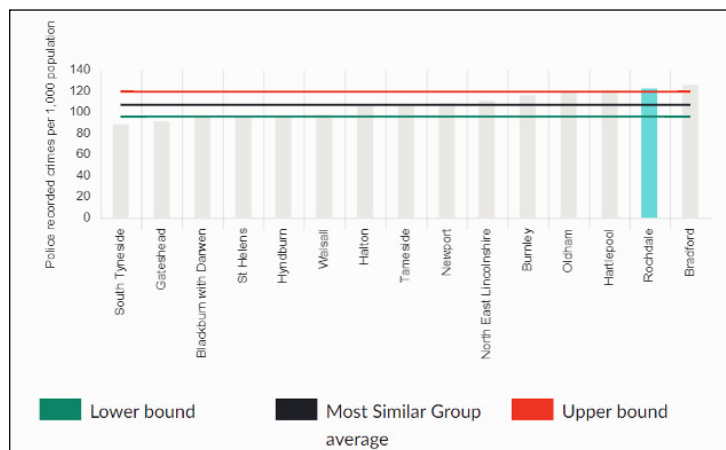


ASB

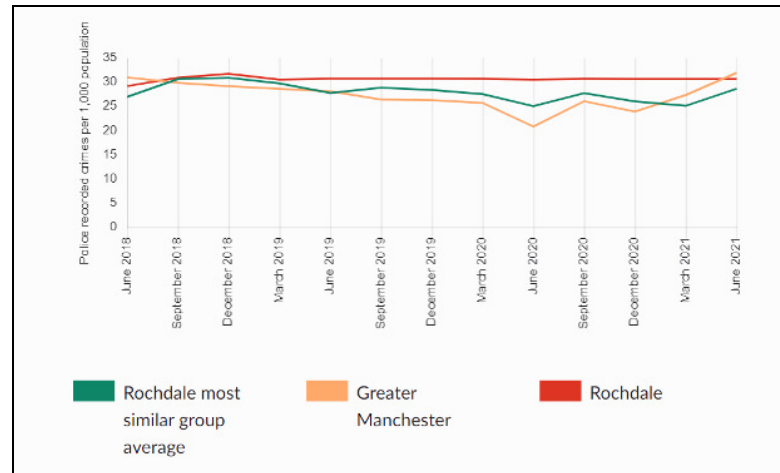
4.15. The following chart shows a comparison of the crime rate in Rochdale to the average crime rate across the force area. It shows the total number of crimes over a twelve month period per thousand residents, for all types of crime in the year ending June 2021 (Source: Office for National Statistics (ONS)). Rochdale is second worst of the ten local authority areas, with levels above the Force average.



4.16. The following chart below compares the crime rate in the Rochdale policing area to the average crime rate across similar policing areas in England and Wales in the year ending June 2021. It shows the total number of crimes over a twelve month period per thousand residents, for all types of crime. Where an area lies in relation to the red and green lines is more important than its rank among similar areas. As Rochdale sat just above the red line, the crime rate was above average for the group. The different areas shown in this chart are those that have been assessed to be most similar to Rochdale, however, the circumstances within these areas do still vary and these variations can have an impact on the crime rates observed (Source: ONS).



- 4.17.** The chart below shows how crime rates in the Rochdale area and Greater Manchester police force area have changed over time. It also shows how the average crime rates in similar areas to Rochdale have changed over time. The chart shows the quarterly crimes per thousand residents, for all crime types, over a three year period, and it should be borne in mind that some crime types are seasonal. It would appear that Rochdale's rates were above both the force average and that of its most similar group for the majority of the sample period, however, this is not a true representation due to the lack of available statistics from GMP, and it is likely that the rate is similar to the Greater Manchester rate, whether this be slightly higher or lower (Source: ONS).



- 4.18.** The majority of the crime statistics within this document are from the Police.UK website, with figures provided to them from an official source i.e., Greater Manchester Police, adequately serving the purpose of providing an oversight and overall crime risk assessment of the area surrounding the site, however, they lack some of the detail of the Force's own statistics due to the Data Protection Act 2018 and the General Data Protection Regulation. Unfortunately, as previously stated statistics from July 2019 onwards are currently unavailable. Other statistics have been sourced from the Office for National Statistics (ONS). Though the statistics do not document the modus operandi (M.O. i.e., how criminals commit offences), these do in fact tend to change regularly even if the types of crime do not, so what is current in the area at the time of compiling this CIS, for example, burglaries committed by force to a rear door, or criminal damage committed by smashing windows, would not necessarily be the M.O. in the area when the development is completed. Crime patterns change regularly, as can be seen from the previous information, so any crime prevention advice provided should always be on a 'worst case scenario' basis in order to cover all eventualities.
- 4.19.** To summarise, up to June 2019 the level of crime in the wider Rochdale Borough matched the Greater Manchester Force average but it sat at the higher end of the ten local authority areas for incidents. Crime and ASB on or near the roads in the vicinity of the proposed development site included a high number of quality of life issues such as ASB and violent crime, and property crimes which were in the main restricted to one particular road. However, anyone with an interest in the proposed development and local area should not become complacent because realistically, no crime is acceptable. There is no evidence

to suggest that the introduction of this proposed residential development will cause an increase in crime, but it is a possibility, hence the need to plan for this and introduce effective crime prevention measures into the scheme. The types of offence previously committed in the area are likely still continuing and due to budgetary constraints it is more important than ever that the police and local authority are assisted in their attempts to reduce crime and anti-social behaviour. The crime prevention measures recommended for this development will assist in this aim.

5. Proposed Site Use

- 5.1.** The proposal is for a new build residential development of 62 new homes constructed by Russell Homes as part of Phase 3 of a wider development, and consisting of detached and semi-detached housing, associated car parking, landscaping, and attenuation basin.
- 5.2.** Vehicles will access the site from the previous phases to the east, and pedestrian access will be via New Street along with two further pedestrian links from Stubley Mill Road to the south and Lightburn Avenue to the west.
- 5.3.** An emergency access route from New Street will also be provided and include demountable bollards.

6. Risk Assessment

- 6.1.** The typical security and safety issues for a development of this nature are:
 - Anti-social behaviour including neighbour disputes.
 - Domestic burglary including bogus callers and distraction burglaries.
 - Theft.
 - Criminal damage to dwellings and vehicles.
 - Theft of and from motor vehicles.
 - Theft, criminal damage and ASB during the construction phases.
- 6.2.** Unfortunately, there are many crimes which occur during the construction phase of a development; the most significant include theft of plant equipment, materials, tools, and diesel fuel. SBD recommend that security should be in place prior and during the construction phase (Further info at [securedbydesign.com](https://www.securedbydesign.com) – Construction Site Security Guide 2021). Site security should include:
 - Robust perimeter fencing of the site and a monitored alarm system (by a company or individual who can provide a response) for site cabins and those structures facilitating the storage of materials and fuel.
 - The name of the contractor and signage with an emergency contact telephone no. should be displayed at several places on the perimeter fencing which will allow the public to report suspicious circumstances.

- Mobile or part time CCTV systems can be used as an effective aid to the security of a site and can act as a deterrent to criminal activity.
- Control of pedestrian and vehicular access.
- Maintaining a clean and tidy site so as to prevent any accessible debris being used by vandals.
- Contractors who provide site security during the construction phase should be Security Industry Authority (SIA) Approved Contractors Scheme (ACS) compliant.

7. Security Strategy

- 7.1.** Crime Prevention advice has been provided to the designers of the scheme, in addition to the clients, by utilising SBD principles in conjunction with long term practical policing knowledge and crime pattern analysis. SBD New Homes 2019 v2 has also been used as a point of reference.
- 7.2.** The overall aim is to achieve a suitable and sensible level of security for the entire sites including building shells, and to introduce appropriate design features that enable natural surveillance and create a sense of ownership and responsibility for every part of the developments in order to deter criminal and anti-social behaviour. The crime prevention measures therefore recommended for this scheme comply with the ARC principle in that they are appropriate, realistic, and cost effective.
- 7.3.** Approved Document Q, which SBD has welcomed as it introduces a security element into the Building Regulations, applies to all new dwellings and creates security requirements in relation to doors at the entrance to a building, including garage doors where there is a connecting door to the dwelling; ground floor, basement, and other easily accessible windows; and any easily accessible roof-lights. The requirement is that the product must be shown to have been manufactured to a design that has been tested to an acceptable security standard. In this instance, front entrance doors, with multipoint locking systems including anti-bump, anti-pick cylinders, are recommended. This will also apply to rear doors and French/patio doors. UPVC windows should be internally beaded and fitted with lockable handles. Safety glass, laminated or toughened, should be fitted in any glazed window panels below 800mm and glazed door panels within 1.5m of finished floor level. All these measures would be adequate for the crime risk identified.
- 7.4. Perimeter security**
- 7.4.1.** SBD New Homes 2019 recommends 1.8m high fencing.
- 7.4.2.** A 600mm high knee rail with hedge planting behind will form the northern site perimeter with the open green space. Plots will be set back from this behind a private driveway and vehicle turning head, providing surveillance opportunities for users of the open space.
- 7.4.3.** The site entrance road will enter the site on the north eastern perimeter along with the emergency access route. To the southern side of this will be a 1.1m high reconstituted stone wall feature entrance with hedge planting behind, which will transition to 1.8m high brick or reconstituted wall on the southern side of Plot 1. Where this perimeter

then wraps around the bowling green and stables buildings, to the south east corner on Stubley Mill Road, 1.8m high timber screen fencing will be erected inside the existing mix of treatments and shrubbery.

- 7.4.4.** The southern perimeter will consist of 1.1m high reconstituted stone walling, with hedge planting behind in the south east corner, at the front side of Plot 21.
- 7.4.5.** 1.8m high timber screen fencing will be erected along the length of the western perimeter.
- 7.4.4.** All these measures are adequate for the crime risk.

7.5. Layout and Landscaping

- 7.5.1.** In the main, dwellings will be laid out back to back in a block and grid pattern, overlooking the street and open spaces which will aid security and increase surveillance opportunities by way of active frontages to the properties.
- 7.5.2.** Pedestrian and vehicular routes around the developments will be well defined by way of pavements and shared surface treatments and be as straight as possible to prevent hiding places.
- 7.5.3.** Rear and sub-divisional fencing to gardens will be 1.8m high timber screen fencing as per SBD guidelines.
- 7.5.4.** Front gardens should have low hedging in order to demarcate and provide defensible space and allow for dwelling frontages to be open to view as per SBD guidelines. This is particularly relevant to corner plots, which could also include low walling or similar, as in the case of Plots 13, 39, 40, 41 and 55, in order to prevent the front gardens being used as a short cut by pedestrians.
- 7.5.5.** Where rear or side gardens abut the highway within the developments they will be enclosed behind 1.8m high brick or reconstituted stone walling. Long expanses of walling should be further protected by low and wide robust 'defensive' planting to prevent climbing and anti-social behaviour such as the wall being used to play football against.
- 7.5.6.** Any trees within the site at the front of properties should be pruned up to a minimum height of 2m thereby maintaining a clear field of vision around the site, and trees should not mask lighting columns nor become climbing aids into rear gardens
- 7.5.7.** Car parking in the main will be within the front or side curtilage of each individual property whether this is in a garage, on a driveway or in a well overlooked designated parking space.
- 7.5.8.** Access to rear gardens will all be gated with lockable timber gates a minimum of 1.8m in height, to prevent unlawful access to the rear of properties and allow for storage of refuse/recycling bins at the rear. Where possible, such gates should be level with the front building line in order to prevent a hiding place, unless they restrict access to utility meters. Such meters should ideally be accessible to the utility companies without the need to seek access from the householder as this removes the possibility of bogus official type offences. The fitting of Smart meters also removes the need for access.

- 7.5.9.** The recreational corridors within the site are well overlooked and landscaped, in order to deter anti-social behaviour.
- 7.5.10.** The proposed attenuation basin in the south west corner of the site will be surrounded by 600mm knee rail with hedge planting behind and appropriate safety signage is also recommended.
- 7.5.11.** Permeability is always a sensitive issue because it should not compromise the security of the overall development or allow criminals legitimate access. The proposed pedestrian access routes are all as straight as possible, wide, and well overlooked in order to reduce the fear of crime for legitimate users.

7.6. Lighting

- 7.6.1.** Good street lighting is essential for a number of reasons, not least in order to prevent crime and the fear of crime. Street lighting levels to adopted highways and footpaths should meet BS 5489-1:2020. Care should be taken when locating street lighting columns so that they do not become climbing aids, and they should be installed to provide best spread of light without creating shadows. Lighting should not conflict with landscaping and be resistant to vandalism.
- 7.6.2.** Lighting should also illuminate all front doors of dwellings, to allow for house number and caller identification in addition to enhancing natural surveillance.

7.7. Security systems

- 7.7.1.** Consideration should be given to the installation of an intruder alarm (wireless or wired) or at the very least a 13 amp fused spur in each individual property.

8. Conclusion

- 8.1.** This development will be consistent with current principles of the National Planning Policy Framework and has adopted the principles of Secured by Design and Crime Prevention through Environmental Design.
- 8.2.** Timely analysis of exact crime levels in the area around the vicinity of the proposed development site has not been possible. Historical statistics revealed crime and ASB on or near the roads in the vicinity of the proposed development site included a high number of quality of life issues such as ASB and violent crime, and also property crimes, however, in the main these were restricted to one particular road. The types of incidents that were recorded tended to match the issues for the wider policing area, but it is difficult to predict whether crime levels in the area will or are continuing at those previous levels, or whether they will worsen, reduce or transfer to the site when development is completed. Without wishing to increase the fear of crime, guarantees cannot be given that the development itself will not suffer incidents of crime and anti-social behaviour, however, all reasonable efforts to mitigate and discourage this have been taken in 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 sustainable development are appropriate and adequate for the perceived crime risk and should satisfy the requirements of Rochdale Council's local planning policies and strategy because they take into account the need to reduce crime and anti-social behaviour, and the fear of it, and the high quality design of the development clearly creates a sense of place that enables people to identify with their surroundings or locality, and be and feel safe, without creating a fortress type development.
- 8.4.** The development also includes clearly defined and well lit public, private and semi-private spaces and well defined routes which benefit from natural surveillance.



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