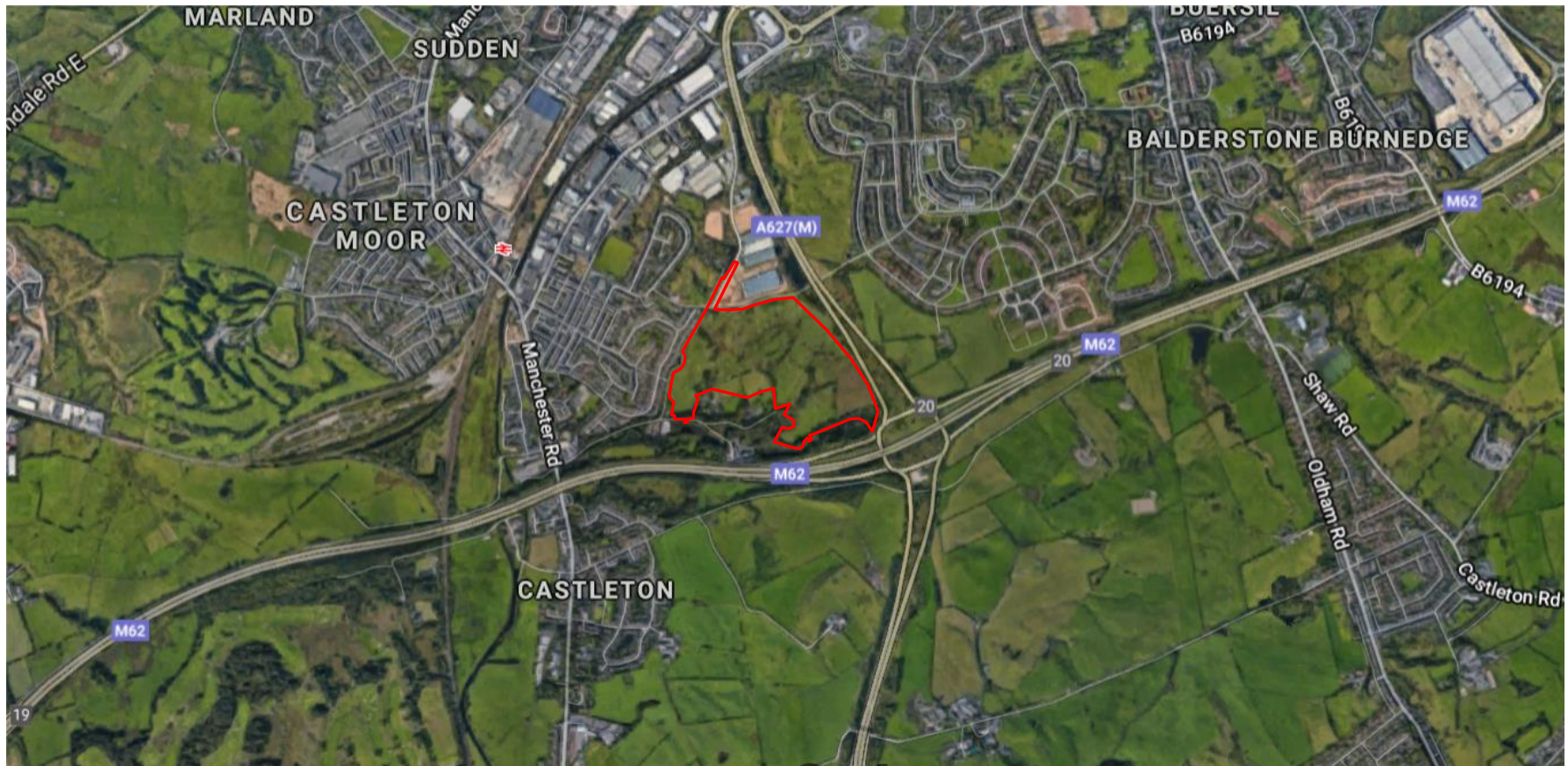


Land at Cowm Top Lane, Castleton, Rochdale.



Source: Google Earth

Crime Impact Statement

v1.0
July 2024

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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 18 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 GLP Trows LLP and BDW Trading Ltd, to support a planning application for a residential development of 445 new homes on land at Cowm Top Lane, Castleton, Rochdale, 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 a brief overview of crime levels at the site location and also in the surrounding area, and outlining the recommended 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.** A Crime Impact Statement was previously submitted as part of an outline planning application for this site (21/01349/OUT) refers.

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–December 2023

Section 8 – Promoting healthy and safe communities

Para 96 - Planning policies and decisions should aim to achieve healthy, inclusive, and safe places and beautiful buildings 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 beautiful, 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 101 - 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 104 - 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.

Section 9 - Promoting sustainable transport

Para 110 - Planning policies should:

- c) provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans).

Para 112 - Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe, and secure, alongside measures to promote accessibility for pedestrians and cyclists.

Para 114 - In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- b) safe and suitable access to the site can be achieved for all users.

Para 116 - 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.
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible, and convenient locations.

Section 12 – Achieving well-designed and beautiful places

Para 135 - Planning policies and decisions should ensure that developments:

- e) 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 users⁵²; 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

The National Design Guide sets out the characteristics of well-designed places and demonstrates what good design means in practice in the form of ten characteristics:

- Context – enhances the surroundings.
- Identity – attractive and distinctive.
- Built Form – a coherent pattern of development.
- Movement – accessible and easy to move around.
- Nature – enhanced and optimised.
- Public Spaces – safe, social, and inclusive
- Uses – mixed and integrated.
- Homes and Buildings – functional, healthy, and sustainable.
- Resources – efficient and resilient.
- Lifespan – made to last.

2.4. Rochdale Metropolitan Borough Council Local Plan – Core Strategy

The Core Strategy is the lead 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.

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:

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. Places for Everyone Plan (PfE)

Places for Everyone is a long-term plan of nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford, and Wigan) for jobs, new homes, and sustainable growth. It has been prepared by the GMCA on behalf of the nine districts.

The plan will determine the kind of development that takes place across the city-region, maximising the use of brownfield land and urban spaces while protecting green belt land from the risk of unplanned development. It will also ensure all new developments are sustainably integrated into Greater Manchester's transport network or supported by new infrastructure.

The plan is the result of a process that began with the publication of the first Greater Manchester Spatial Framework in 2016 and has been informed by the feedback received from residents, businesses, and the development industry. While the PfE sets out the strategy and policies to guide sustainable growth it also allocates sites for development across Greater Manchester, which are currently Green Belt.

2.7. Secured by Design (SBD)

Established in 1989, Secured by Design (SBD) is the title for a group of national police projects focusing 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.

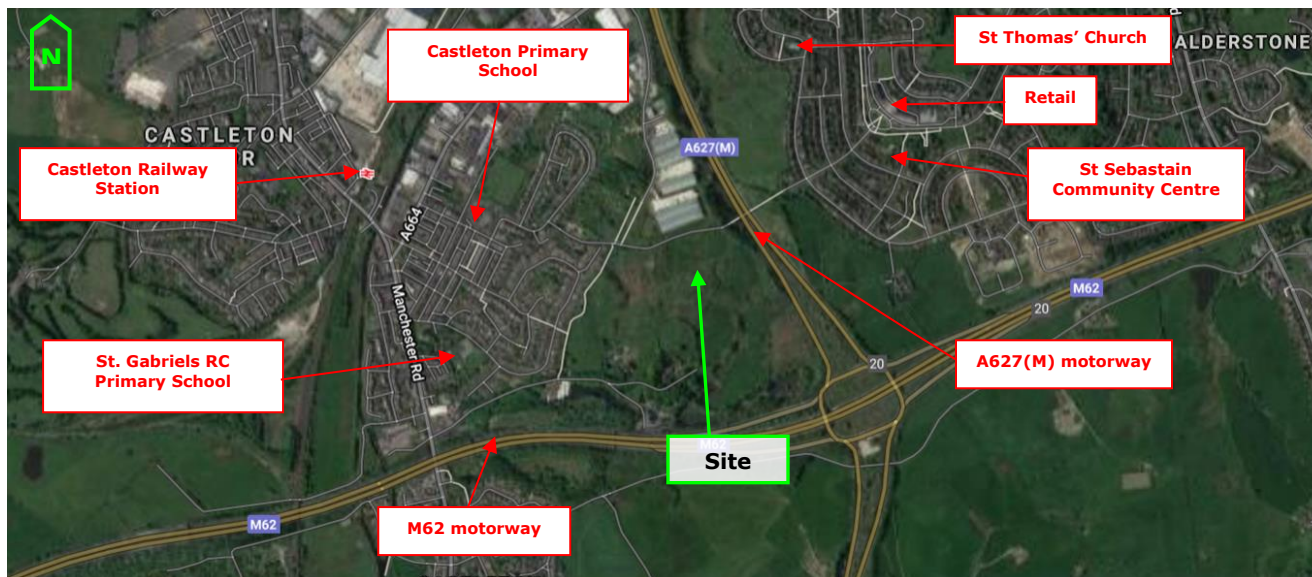
3. Environmental Visual Audit

3.1. The proposed development site, indicated approximately on the map opposite (*Source: Google*), is located in Castleton just south of Rochdale town centre, part of the wider Metropolitan Borough of Rochdale in Greater Manchester, approximately 8.5km north west of Oldham and 16km north east of Manchester.

3.2. The proposed development site is presently undulating open grassland bounded by industrial/commercial premises to the north, established residential properties to the west, and a small number of business premises and residential properties to the south with the M62 motorway further afield. The A627(M) runs alongside the eastern perimeter.

3.3. Rochdale has good transport links, with nearby access to the M62 motorway and the wider national motorway network, and the town is also served by national rail links and the Manchester Metrolink tram system. Castleton railway station is also nearby to the west of the site.

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 due to the current inaccessibility of some of the site.





Pic 1 shows the view looking south along Cowm Top Lane from the last unit on the business park, where the land falls to the main body of the proposed development site.



Pic 2 shows the view looking north along Cowm Top Lane back up the hill from near the junction with Cripple Gate Lane.



Pic 3 shows the view looking north from the junction of Cowm Top Lane and Cripple Gate Lane and showing the gate and 'A' frame intended to prevent unauthorised use of motor vehicles.



Pic 4 shows the view looking west along Cripple Gate Lane towards Hillcrest Road and the houses in Leander Drive.

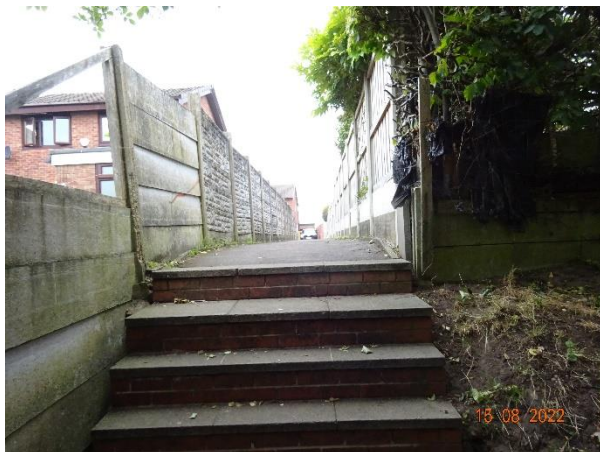


Pics 5 and 6 show views looking south along an existing footpath link to Trows Lane, with the proposed development site on the left of the pictures and also demonstrating the changes in level of the rear gardens on Leander Drive.





Pics 7, 8 and 9 also show views looking south along the footpath to Trows Lane, again demonstrating the changes in level of the rear gardens on Leander Drive and the changes in level of the proposed development site on the left of pics 7 and 8.



Pic 10 shows the footpath link to/from Leander Drive which it is proposed will link to the development site.



Pics 11 and 12 show the views looking north from Trows Lane towards the footpath seen in Pics 5-9 inclusive and Trows House, and the entrance to Trows Farm respectively.





Pics 13, 14 and 15 show views looking south east across the proposed development site towards Trows Farm, east across the site, and north towards the business park on Cowm Top Lane respectively, with all pictures demonstrating the undulating nature of the proposed development site.



Pic 16 shows the view looking east along Cripple Gate Lane from the junction with Cowm Top Lane with the proposed development site on the right of the picture.



Pic 17 shows the location of the gas main where it enters the proposed development site on Cripple Gate Lane.



Pic 18 shows the view looking south across the proposed development site from where the gas main enters the site on Cripple Gate Lane.



Pics 19, 20 and 21 show views looking west, south west and east respectively along Cripple Gate Lane respectively. Pic 21 shows the view looking across the site and demonstrating the changes in level looking towards the A627(M).



Pics 22, 23 and 24 show views looking south east, south, and south west across the proposed development site from Cripple gate Lane respectively. Some of the houses in Leander Drive can be seen in Pic 24 and all pictures again demonstrate the changes in level across the site.



Pics 25, 26 and 27 show views looking south west and south east across the proposed development site from the north east corner, and the eastern perimeter on the right of the picture, with the A627(M) respectively.

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:

- Crime survey for England and Wales (CSEW) from the Office for National Statistics (ONS).
- Police recorded crime.

The latest figures from the Crime Survey for England and Wales (CSEW) for the year ending June 2023 showed that total crime decreased by 10% (to an estimated 8.4 million offences) compared with the year ending June 2022, mainly caused by decreases in fraud and criminal damage offences. This follows the long-term downward trend and recent falls since the beginning of the coronavirus (COVID-19) pandemic, with total crime 18% lower than the year ending March 2020. Compared with the previous year, estimates for individual crime types showed that:

- Criminal damage decreased by 28%.
- Fraud decreased by 13%.
- Computer misuse increased by 33%.

The CSEW is the most reliable indicator for long-term trends in the more common types of crime experienced by the general population, such as theft. However, police recorded crime data can give reliable indications of trends in some offences involving theft that are well-reported to the police (e.g., burglary) and can provide better insight into emerging short-term trends.

There were 2.6 million incidents of theft estimated by the CSEW for the year ending June 2023, no significant change compared with the previous year, but a 20% decrease compared with the pre-coronavirus (COVID-19) pandemic year ending March 2020 (3.3 million offences). This large fall was seen across most subcategories, including theft from the person (21%), "other theft of personal property" (31%), domestic burglary (32%) and vehicle-related theft (18%).

"Neighbourhood" crime, defined in the Home Office's Beating crime plan, includes robbery and selected theft offences (theft from the person, domestic burglary, and vehicle-related theft). The CSEW estimated that there were 1.5 million "neighbourhood crime" incidents in the year ending June 2023, no significant change compared with the previous year, but a 25% decrease compared with the year ending March 2020.

Although police recorded crime does not tend to be a good indicator of general trends in crime, it can give more insight into lower-volume but higher-harm offences, including those that the survey does not cover or capture well. Data for the year ending June 2023 showed:

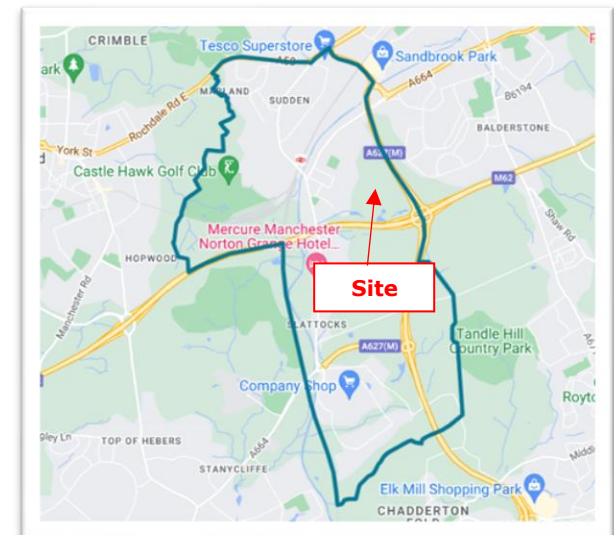
- The number of homicides decreased by 10% to 602 offences compared with the year ending June 2022 (667 offences).
- Police recorded robbery offences increased by 11% to 77,337 offences compared with the year ending June 2022 (69,432 offences), however, they remained 14% lower than the year ending March 2020 (90,194 offences).
- Offences involving knives or sharp instruments (excluding Devon and Cornwall Police) increased by 3% (to 50,833 offences) compared with the year ending June 2022 (49,435 offences) but remain 7% lower compared with the year ending March 2020 (54,417 offences).
- Offences involving firearms (excluding Devon and Cornwall Police) increased by 13% (to 6,645 offences) compared with the year ending June 2022 (5,860 offences) and are now at a similar level to the year ending March 2020 (6,511 offences).

Police recorded crime in England and Wales in the year ending June 2023 was 4% higher than the previous year with 6.7 million crimes recorded compared with 6.5 million in the year ending June 2022. These increases were predominantly influenced by rises in shoplifting and fraud offences against businesses and other organisations, which are not included in the CSEW.

Crime survey and police recorded crime data therefore can be used together to develop a more complete picture of crime.

- 4.5.** The proposed development site lies within the Castleton community policing area of the wider Metropolitan Borough of Rochdale. The map opposite (Source: police.uk) should show the number of recorded crimes and incidents in the Castleton community policing area during April 2024; however, it is not possible to provide current police recorded crime data due to GMP's crime recording failures and IT issues, this having been ongoing since July 2019. As a result of a Freedom of Information request some basic data has been provided by GMP which shows the number of recorded crimes between 1st April 2021 and 30th April 2024, with the following caveats:

- *In July 2019, GMP implemented one of the largest IT infrastructure changes in UK policing. The systems are in continual development and the data provided for this request is what the systems currently hold.*



- This data contains crimes with a created date between 1st April 2021 and 30th April 2024 with the Reported Beat Name 'Castleton', excluding cancelled crimes. Further information about cancelled crimes can be obtained from the Home Office Counting Rules.
- The figures value less than 5 has been marked 'X' as it has been exempted from disclosure under **Section 40(2) Personal Information** – this information constitutes personal data of an identifiable living individual, and to disclose this information would breach the principles of the General Data Protection Regulation (GDPR) and the Data Protection Act 2018. Personal data is defined by Section 1 of the Data Protection Act 1998 and means data that relates to an individual who can be identified directly or indirectly from that data.

Offence crime	No. of recorded incidents				Totals
	2021	2022	2023	2024	
All other theft offences	23	54	38	17	132
Bicycle theft	X	X	X	X	X
Business and community burglary	10	11	13	X	34+
Criminal damage and arson	64	70	68	14	216
Fraud	0	0	X	0	X+
Miscellaneous crimes against society	11	27	24	7	69
Other sexual offences	17	16	19	6	58
Possession of drugs	7	7	10	X	24+
Possession of a weapon	5	15	10	X	30+
Public order	135	196	148	33	512
Rape	11	10	7	X	28+
Residential burglary	33	28	32	9	102
Robbery of business property	X	X	X	X	X
Robbery of personal property	X	X	X	5	5+
Shoplifting	24	12	20	22	78
Stalking and harassment	100	184	150	40	474
Theft from the person	0	5	X	0	5+
Trafficking of drugs	X	9	14	X	23+
Vehicle crime	58	54	49	13	174
Violence with injury	21	49	74	19	163
Violence without injury	62	107	105	20	294

From the available statistics above, public order (512), stalking and harassment (474), violent crime (457) are the most reported crimes in the area which are likely to affect 'quality of life', along with criminal damage (216). Acquisitive crimes, which may affect the proposed development and also fit into the 'quality of life' bracket i.e., residential burglary (102), and vehicle crime (174), were also recorded but are and have been less of an issue.

4.6. A previous daytime weekday site visit revealed the general area to be a relatively quiet, safe, and non-threatening environment. There was some evidence of ASB on both Cowm Top Lane and Cripple Gate Lane near to the bridge over the A627(M), which in the main consisted of littering, but also included fire setting.

4.7. It is also likely that ASB incidents are one of the main problems in the Castleton community policing area, because this 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:

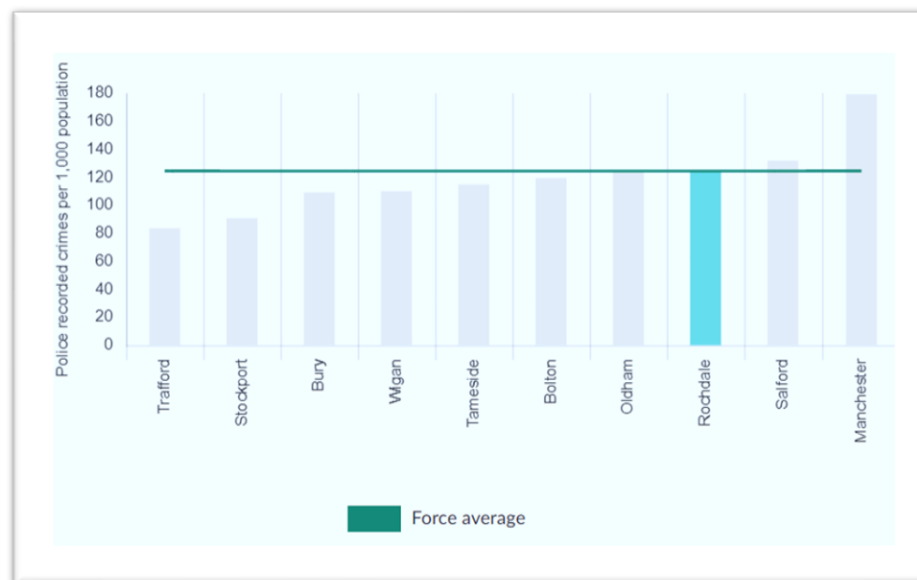
- Personal
- Nuisance
- Environmental

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.

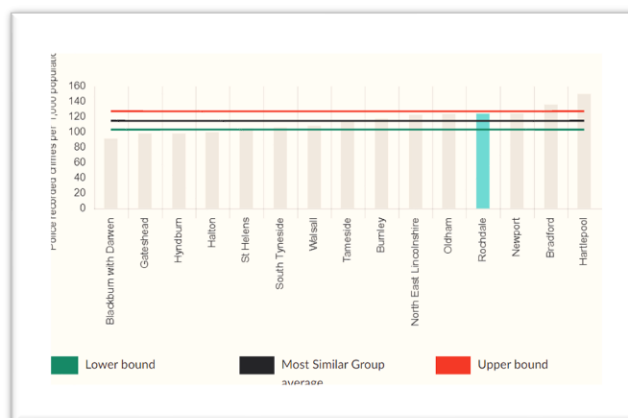
Nuisance ASB captures those incidents where an individual or group causes trouble, annoyance, inconvenience, offence or suffering to people in the local community in general rather than being deliberately targeted at specific individuals or groups. It includes incidents where behaviour goes beyond the 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.

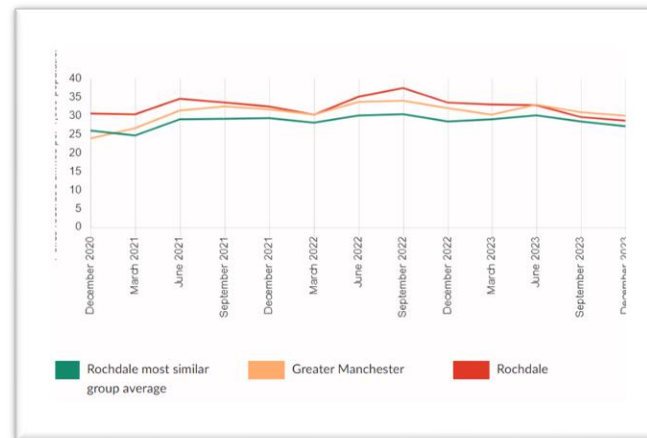
4.8. The following chart shows a comparison of the crime rate in the Rochdale Borough to the average crime rate across the Greater Manchester force area. It shows the total number of crimes over a twelve month period per thousand residents, for all types of crime in the year ending December 2023 (Source: Office for National Statistics (ONS)). The green line represents the GMP Force average, and it can be seen that Rochdale was third worst of the ten local authority areas, although its crime rate was lower than the Force average at just over 124 crimes per 1000 of the population.



4.9. The chart below compares the crime rate in the Rochdale Borough policing area to the average crime rate across similar policing areas in England and Wales in the year ending December 2023. 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 between the lines, the crime rate was about the same as the 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).



- 4.10.** The chart below shows crime changes over time in Rochdale, the GMP Force area and similar areas (MSG). In the quarter ending December 2023 crime rates were down in Rochdale, and down across the GMP Force area compared with the corresponding quarter in 2022, although slightly higher than the MSG average. The chart shows the quarterly crimes per thousand residents over a three year period. It should be noted that some crime types have distinct seasonal patterns, and this should be borne in mind when viewing the chart (Source: ONS).



- 4.11.** The majority of the crime statistics within this document are from Greater Manchester Police, however, not all the crimes that occurred can be listed because they cannot be mapped to a specific location. The statistics adequately serve 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. Though the statistics do not document the modus operandi (M.O. - 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, so any crime prevention advice provided should always be on a 'worst case scenario' basis in order to cover all eventualities.
- 4.12.** To summarise, crime and disorder around the Castleton community policing area is high, mainly consisting of 'quality of life' issues, but also including acquisitive crimes. The wider Rochdale Borough sits at the higher end of the ten local authority areas in Greater Manchester for crime levels, but with levels down on the corresponding quarter in 2022. However, all those with an interest in the 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 new 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. Due to budgetary constraints, it is more important than ever that the police and local authority are assisted in their efforts to reduce crime and anti-social behaviour. The crime prevention measures intended and recommended for this proposed development will assist in this aim.

5. Proposed Site Use

- 5.1.** The proposal seeks to obtain planning approval for a new build residential development of 445 new homes on the site, consisting of detached, semi-detached and mews type housing, associated car parking, landscaping, public open space (POS), Neighborhood equipped area for play (NEAP), public seating areas, trim trail, two electricity sub-stations, a gas governor and two foul water pumping stations.
- 5.2.** Primary access to the site is proposed from Cowm Top Lane with emergency vehicle access also proposed in the south west corner of the site from Trows Lane. Pedestrians will also access the site via this route in addition to links from Leander Drive to the west, Trows Lane to the south, and Cripple Gate Lane to the north.

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 including bicycle theft.
 - Criminal damage to dwellings and vehicles.
 - Theft of and from motor vehicles.
 - Violent crime including domestic violence.
 - 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. This 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 previously 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 2023 has also been used as a point of reference.
- 7.2.** The overall aim would be to achieve a suitable and sensible level of security for the entire site 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 development in order to deter criminal and anti-social behaviour. The crime prevention measures recommended would be considered appropriate, realistic, and cost effective for a residential scheme of this type.
- 7.3.** Approved Document Q has introduced a security element into building regulations and has been welcomed by SBD. It includes standards for doors and windows to resist physical attack from burglary and applies to all new dwellings creating 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. Front entrance doors and rear doors including French doors and patio doors should be fitted with multipoint locking systems. Any opening lights should have espagnolette type locking systems. Windows should be internally beaded and fitted with espagnolette type locking systems. 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 current crime risk identified

7.4. Perimeter security

- 7.4.1.** SBD New Homes 2023 recommends 1.8m high fencing.
- 7.4.2.** The northern perimeter will feature a landscape buffer which reduces in level from the Cripple Gate Lane footpath, from where the entrance road enters the site, to the eastern perimeter. Plots backing onto this buffer will have 1.8m high close boarded timber fencing, however, depending on the density of the shrubbery and level of access to this portion of land, consideration should be given to increasing the fence height to 2.1m by way of a 300mm timber trellis topping because of the assumed lack of natural surveillance opportunities.
- 7.4.3.** The eastern perimeter will feature 1.8m high close boarded timber fencing along its entire length, with plots set back overlooking this behind a circulatory road.
- 7.4.4.** The eastern half of the southern perimeter will feature 1.8m high close boarded timber fencing, again with plots overlooking but well set back due to an easement and sustainable drainage system (SuDS). The remainder of this perimeter will feature hedgerow in conjunction with gabion walling inside in places due to changes in levels.
- 7.4.5.** On the western perimeter, hedgerow will again form the perimeter treatment along the western side of the linear park/POS.
- 7.4.6.** 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 development 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 fencing and sub-divisional fencing to gardens will be 1.8m high close boarded timber in the main, but due to changes in level, some gardens will also feature 2.5m high close boarded timber fencing or fencing on top of gabion retaining walls.
- 7.5.4.** Where plots have front gardens, they will have low hedgerow, some behind 1.2m high estate railings 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 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 development, 1.8m high brick walling and piers with 600mm timber infill panels are proposed. The timber panels should be fixed flush with the outer edge of the wall so as not to create a climbing aid. Any long expanses of walling could 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. This also applies to rear access paths which provide access to more than one rear garden, e.g., the path serving Plots D108, D109 and D111, which may require the need for a communal self-closing and locking gate. 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, including the areas of POS running north to south through the centre of the site, and the linear park and its seating areas, will be well overlooked and landscaped, in order to deter anti-social behaviour.

- 7.5.10.** Permeability is always a sensitive issue because it should not compromise the security of the overall development or allow criminals legitimate access. As previously stated, pedestrians will be able to access the site from its main entrance on Cowm Top Lane, in addition to a continuation of the link from Leander Drive seen in Pic 10 earlier, the proposed emergency access route from Trows Lane to the south, and from the Cripple Gate Lane footpath to the north. All will be well overlooked which should reduce or prevent 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.

7.8. Electricity sub-stations, gas governor and foul pumping stations

- 7.8.1.** An electricity sub-station and gas governor will be located just inside the site entrance from Cowm Top Lane/Cripple Gate Lane in an active location and overlooked by Plot 1. A second electricity sub-station will be located inside the southern perimeter, adjacent to the NEAP and circulatory road, well overlooked by a number of plots.
- 7.8.2.** Historically, sub-stations are 'crime generators' and when left unprotected they can create anti-social behaviour conditions that affect the lives of residents in the long term. To counter this, the sub-station should be a brick built pitched roof structure with a locking steel access doorset. Consideration should also be given to adding further protection to the structure by way of fencing or planting of 'defensive' shrubbery.
- 7.8.3.** A number of Sustainable Drainage System (SuDS) ponds will also be located in well overlooked positions inside the southern perimeter, and should be surrounded by metal railings or similar, along with appropriate safety signage.
- 7.8.4.** Two foul water pumping stations will be included, one at the end of one of the access roads, overlooked by Plot D008, and the other inside the southern perimeter adjacent to the circulatory road and well overlooked by a number of plots.

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.** Crime and disorder around the immediate vicinity of the proposed development site over the past 3 years is high, and the Rochdale Borough sits at the higher end of the ten local authority areas within Greater Manchester for recorded crimes. It is difficult to predict whether crime levels will continue at their current rate, worsen, reduce, or transfer to the site when development is completed, and 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 in addition to those proposed for this sustainable development are appropriate and adequate for the perceived crime risk, and should satisfy the requirements of Rochdale Borough 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, to be and feel safe without creating a fortress type development, and maximise natural surveillance opportunities. The development will also include clearly defined and well-lit public, private and semi-private spaces, and well defined routes which will also benefit from natural surveillance.



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