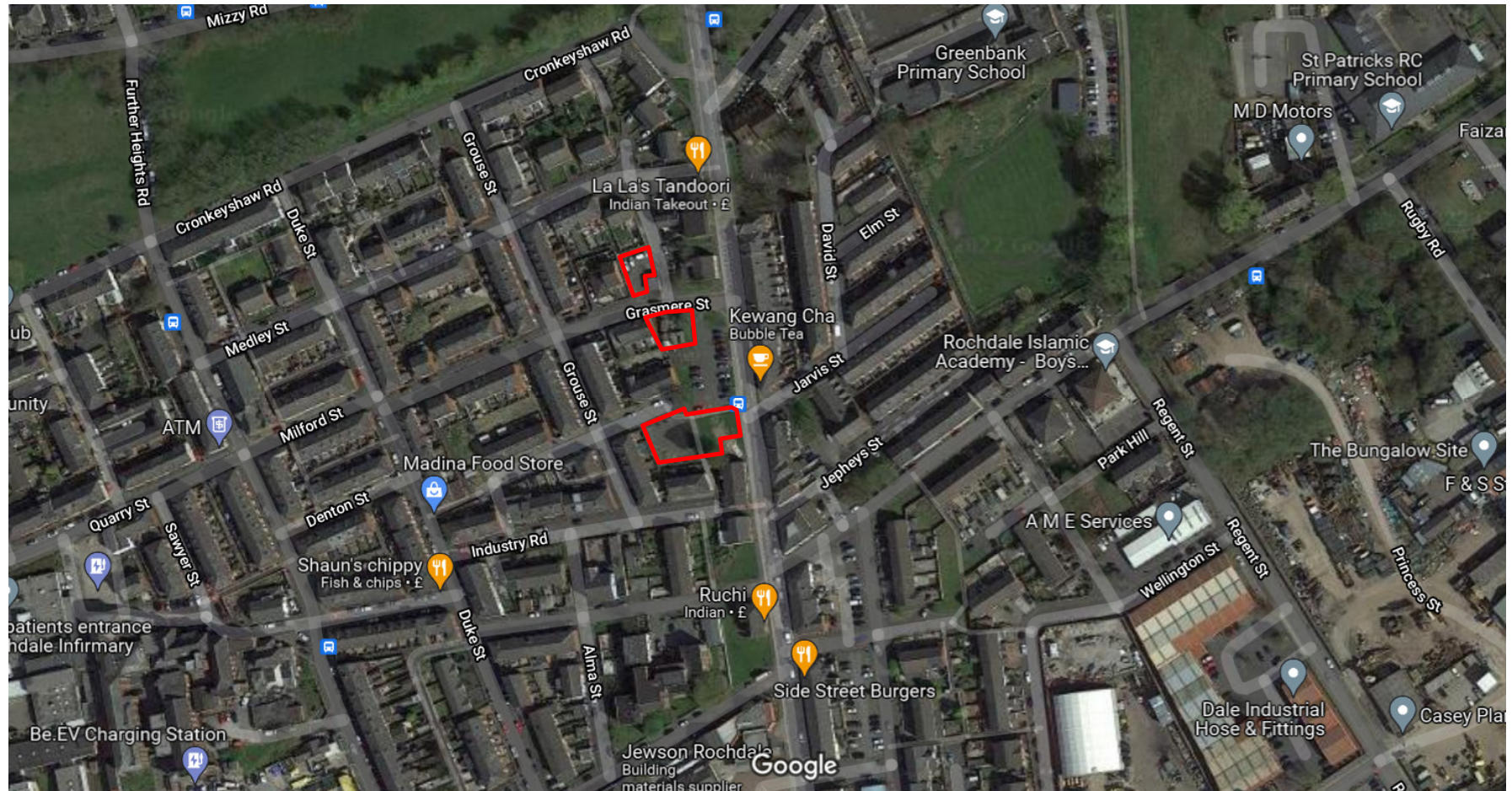


Land at Whitworth Road and Grasmere Street, Rochdale.



Source: Google Earth

Crime Impact Statement

v1.0

March 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 over 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) (now Mayor's Office for Policing and Crime (MOPAC)) 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 Cornerstone Place to support a full planning application for 14 no. new apartments across three sites (referred to as Blocks A, B and C) on land at Whitworth Road and Grasmere Street, 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 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 and businesses, 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.

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.

2.5. 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.

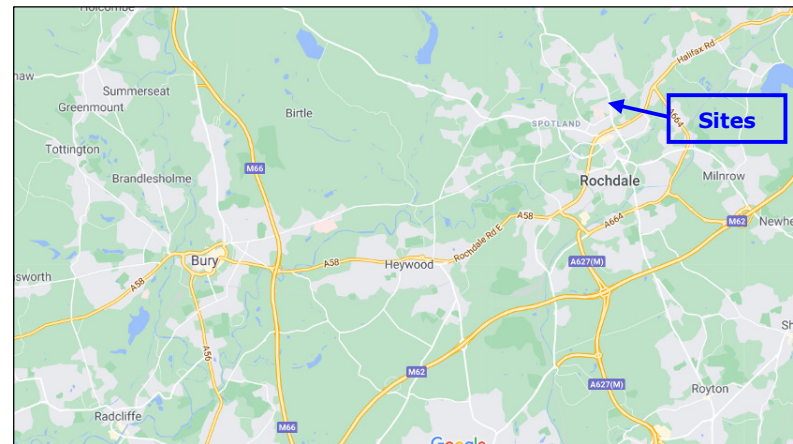
3. Environmental Visual Audit

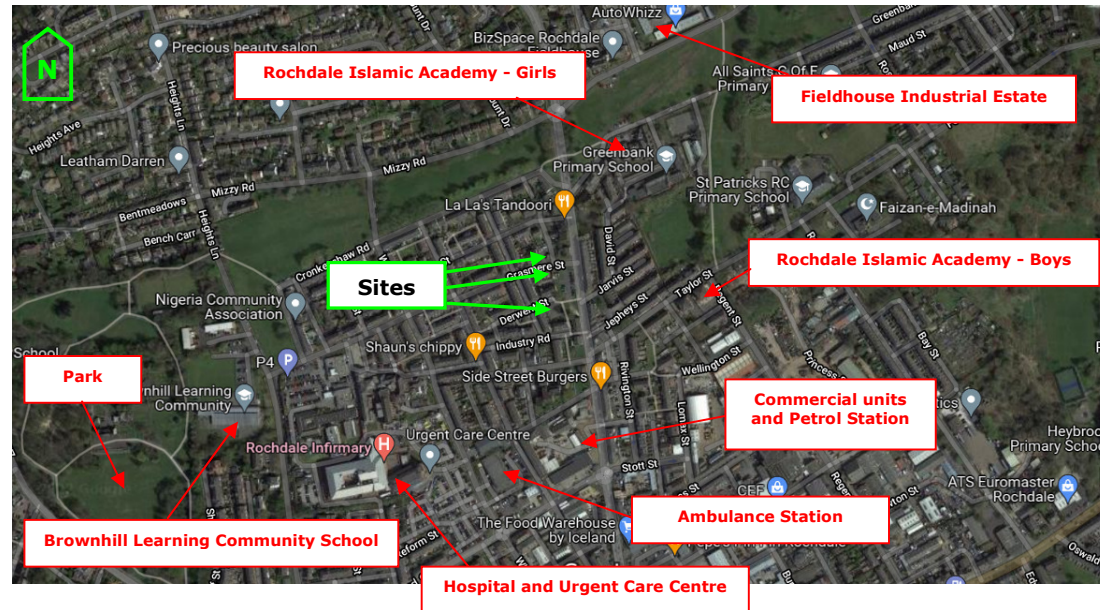
3.1. The proposed development sites, (*indicated on the map opposite, Source: Google*), lie within the large town of Rochdale in the larger metropolitan borough of Rochdale in Greater Manchester. The town is located approximately 9km north of Oldham, and 15km north east of Manchester.

3.2. The 2011 UK Census showed that Rochdale had a population of just fewer than 212,000. The town has good transport links with nearby access to the M62, M60 and M66 motorways, and the northern railway line and Manchester Metrolink Tram system. Whitworth Road is also a bus route with a stop adjacent to the southernmost of the three sites.

3.3. The proposed development sites are essentially infill sites within an established residential and retail area. Block A is situated at the eastern end of Derwent Street on land which is currently open green space and land which was a children's play area. To the north, south and west are established residential properties and rear alleyways serving them, and a car park. To the east is Whitworth Road, a road lined with retail outlets, and existing established residential properties further afield. Blocks B and C are both located on Grasmere Street, near the junction with Whitworth Road. Block B is currently occupied by a number of old timber sheds/garages, with the aforementioned car park to the south and east, established residential properties to the west, and a road serving the rear of the Whitworth Street retail outlets/flats above directly opposite to the north. Block C is a derelict area being used for car parking, with an electricity sub-station in the south east corner, established residential properties to the north, west and south, and the aforementioned road serving the rear of the Whitworth Street retail outlets/flats above to the east. Alley gates are fitted to some parts of the area, with examples in the forthcoming photographs.

3.4. A site visit has taken place to obtain photographs, and an aerial view (Source: Google) is included to show other nearby landmarks and features.





Block A



Pic 1 shows the view looking west across Whitworth Road towards the proposed development site of Block A.



Pic 2 shows the view looking east across the eastern portion of the proposed development site of Block A.



Pic 3 shows the view looking west along the southern perimeter of the proposed development site of Block A, with the existing residential properties on Industry Road on the left of the picture.



Pic 4 shows the view looking north along the western perimeter of the proposed development site of Block A, with the existing residential properties on Grouse Street on the left of the picture.



Pic 5 shows the view looking south along the western perimeter of the proposed development site of Block A, with the existing residential properties on Grouse Street on the right of the picture.



Pic 6 shows the view looking east across the proposed development site of Block A, from the north west corner on Derwent Street.

Block B



Pic 7 shows the view looking north towards the southern perimeter of the proposed development site of Block B from within the existing car park. The residential properties seen are on Grasmere Street.



Pic 8 shows the view looking west towards the eastern perimeter of the proposed development site of Block B from within the existing car park.



Pic 9 shows the view looking south west across Grasmere Street towards the northern perimeter of the proposed development site of Block B.



Pic 10 shows the view looking south along the western perimeter of the proposed development site of Block B i.e. the gable wall of no. 3 Grasmere Street.

Block C



Pic 11 shows the view looking north across Grasmere Street towards the southern perimeter of the proposed development site of Block C.



Pic 12 shows the view looking west across Noon Sun Street towards the eastern perimeter of the proposed development site of Block C.



Pic 13 shows the view looking west across Noon Sun Street towards the northern perimeter of the proposed development site of Block C.



Pic 14 shows the western perimeter of the proposed development site of Block C and its current state of disrepair.

Other pictures



Pic 15 shows an example of one of the existing perimeter treatments to the rear of the established houses seen in Pics 3-5 inc. i.e. a 1.5m high brick wall, the height of which is completely unsuitable for a rear garden /yard as it is easily scaleable.



Pics 16 and 17 show examples of rear alleyways in the vicinity of the three sites. Alley gates are totally pointless and unfit for purpose if residents fail to keep them secured. If additional gates are proposed or are to be considered for installation adjacent to Blocks A and C, then as a minimum, they should be fitted with self closing/locking gates in order to prevent further issues, which at the present time only seems to consist of litter/fly tipping. The local authority needs to address these issues sooner rather than later.

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** - 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, 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 2019 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 2019. This was largely driven by falls in violence where the offender was a stranger.

- 4.5.** The proposed development site lies within the Rochdale Central policing area of the wider Rochdale Borough.
- 4.6.** Unfortunately, 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 midweek site visit revealed the area to be a quiet and non-threatening environment, however, issues were identified i.e. alley gates left insecure and allowing access to the rear of residential properties and opportunities for fly tipping, and rear boundary walls of insufficient height.
- 4.8.** The following maps show the overall level of reported crime within the Rochdale Central policing area and nearer to the proposed development site reported in June 2019 (*all data from Police.uk website – July 2019 onwards data not available*). The total of 165 incidents is for the entire Rochdale Central policing area and it can be seen that the majority of incidents were to the south west of the site nearer to the town centre. Nearer to the proposed development site, in the area as defined in Fig. B, incidents were recorded in the vicinity of the site and are listed in the box opposite the map. There was a single incident of anti-social behaviour in Derwent Street, but this was not necessarily on or near to the proposed development site.

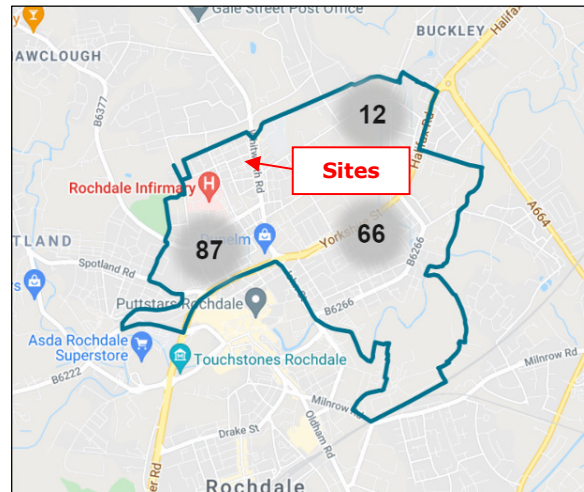


Fig. A

Recorded crimes and incidents for the Rochdale Central policing area

Crime types

Anti-social behaviour – 34
 Bicycle theft - 1
 Burglary - 4
 Criminal damage and arson - 15
 Drugs - 4
 Other theft - 8
 Possession of weapons - 1
 Public Order - 14
 Robbery - 2
 Shoplifting - 3
 Theft from the person - 1
 Vehicle crime - 21
 Violence and sexual offences - 53
 Other crime - 4

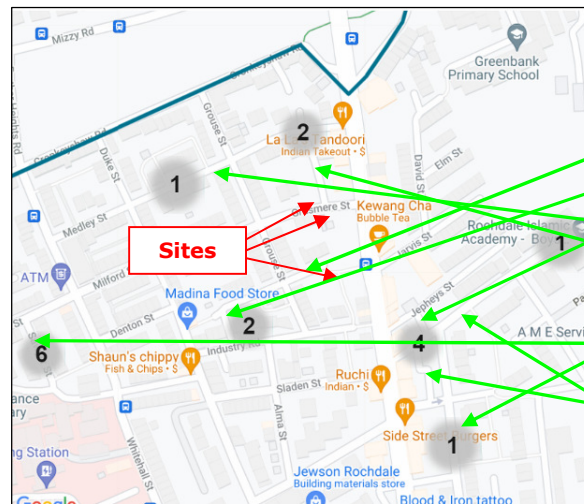


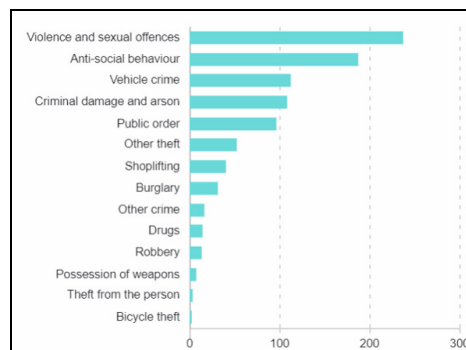
Fig. B

Crimes and incidents nearer to the proposed development site

Crimes and incidents near to the site

- Derwent Street = 1 x anti-social behaviour (ASB).
- Inkerman Street = 1 x vehicle crime.
- Jepheys Place = 1 x ASB, 1 x criminal damage and arson.
- Medley Street = 1 x violent crime.
- Noon Sun Street = 1 x violent crime, 1 x other crime.
- Rivington Street = 1 x violent crime.
- Sawyer Street = 2 x public order, 2 x vehicle crime, 1 x ASB, 1 x criminal damage and arson.
- Taylor's Place = 1 x theft from person, 1 x violent crime.
- Taylor Street = 1 x violent crime.

- 4.9.** The bar chart shows a comparison of the crime types and incidents committed in the Rochdale Central policing area over the period from February 2019 to June 2019. Violence and sexual offences were by far the main issue with 238 incidents recorded during this period.



- 4.10.** Though violence and sexual offences were the main issue, anti-social behaviour (ASB), as in other parts of the Greater Manchester policing area, and in fact other parts of the country, was also a problem in the area, with 188 incidents recorded. Anti-social behaviour 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 Rochdale Central policing area as defined in Fig. B earlier were violent crime (5), ASB (3), vehicle crime (3), public order (2), criminal damage and arson (2), theft from person (1), and other crime (1).

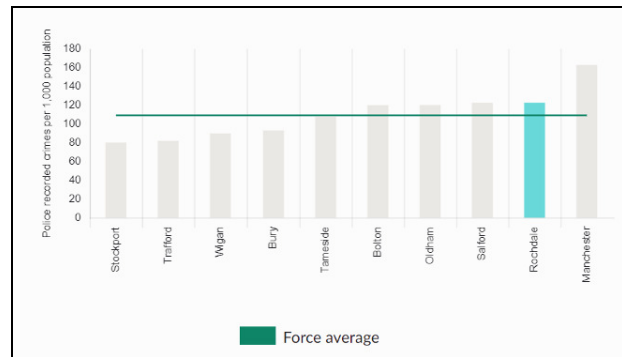
4.12. Between January 2019 and June 2019 on or near the roads in the vicinity of the proposed development site, crime statistics over this period reveal the following:

	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 David Street	No recorded crimes or incidents														0
On or near Derwent Street	1	0	0	3	2	0	0	0	0	0	2	0	0	0	8
On or near Grasmere Street	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
On or near Grouse Street	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
On or near Industry Road	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
On or near Jarvis Street	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
On or near Jephys Street	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
On or near Medley Street	2	0	1	2	1	0	0	0	0	0	2	0	0	0	8
On or near Noon Sun Street	3	0	0	1	2	0	0	0	0	1	0	0	0	1	8
On or near Whitworth Road	5	2	1	4	4	0	3	1	0	0	4	0	0	5	29
Total (crime types)	12	2	3	11	11	0	3	2	0	1	9	0	0	6	60

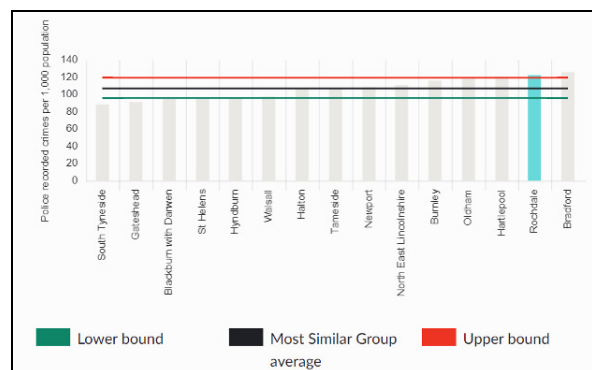
- Whitworth Road, the main road running north to south through the area, which has numerous retail/commercial outlets, some with living accommodation above, suffered the highest number of recorded incidents as expected. ASB, shoplifting, vehicle crime, violent crime, public order and drugs were the main issues, but these incidents did not necessarily occur adjacent or near to the three sites, and are more likely to have occurred at the southern end of the road where there are a supermarket and larger retail stores.
- Derwent Street, the residential road on which Block A is located, suffered incidents of crime and disorder, but again not necessarily adjacent to the site of Block A.
- Noon Sun Street, the road at the rear of some of the retail outlets on Whitworth Road and from which access can be gained to the flats above the retail outlets, and off which Block C is located, also suffered incidents of crime and disorder, as did Medley Street, another established residential street running off the northern end of Noon Sun Street.
- The main issues in the policing area sampled around the site were ASB, violent crime and vehicle crime, similar to the wider policing area. With the exception of the vehicle crimes, property crimes were fairly low. Burglary rates were low and

it would be interesting to see if this is still the case, especially when looking at the number of insecure alley gates discovered during the site visit.

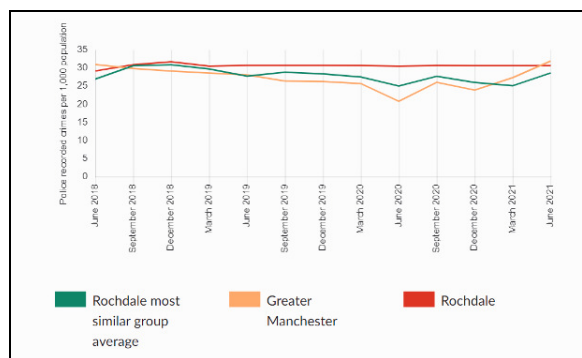
- 4.13.** The following chart shows a comparison of the crime rate in Rochdale to the average crime rate across the force area. It shows the total number of crimes over a twelve month period per thousand residents, for all types of crime in the year ending June 2021 (Source: Office for National Statistics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



- 4.14.** The 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).



- 4.15.** 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).



- 4.16.** The crime statistics provided on the Police.UK website are from an official source and adequately serve the purpose of providing an oversight and overall crime risk assessment of the area surrounding the site. Figures have been provided to Police.UK by Greater Manchester Police; 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. 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, as can be seen from the previous information, so any crime prevention advice provided is and should always be on a 'worst case scenario' basis in order to cover all eventualities.
- 4.17.** To summarise, crime and ASB around the immediate vicinity of the proposed development site prior to July 2019 was fairly high, so the statistics should be viewed with some caution because they only represent a relatively short period of time i.e. the six month period January to July 2019. Incidents did occur on or near the street/roads on which the three developments are proposed, however, it is not currently known if these issues are continuing or have worsened. All those with an interest in the development and local area should not become complacent though because realistically, no crime is acceptable. There is no evidence to suggest that the introduction of these new residential properties to the area 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 wider area are more than likely continuing, and 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 is for the construction of new residential properties on three infill sites and consisting of 8 no. apartments across two floors in Block A, 4 no. apartments across two floors in Block B, and 2 no. apartments across one floor in Block C. There will also be some communal amenity space and landscaping.

6. Risk Assessment

- 6.1.** The typical security and safety issues for a development of this nature are:

- Anti-social behaviour, violent crime and public order incidents 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 – 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 site including building shell, 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 agreed and recommended for this proposal are appropriate, realistic and cost effective for such a residential scheme.
- 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. It is recommended that front individual entrance doors to Block C are fitted with multipoint locking systems including anti-bump, anti-pick cylinders. This will also apply to rear doors and French/patio doors. 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. Recommendations for communal entrance doors are detailed below. All these measures would be adequate for the crime risk identified.
- 7.4. Perimeter security**
 - 7.4.1.** SBD New Homes 2019 v2 recommends 1.8m high fencing.
 - 7.4.2.** On Block A, the building is set back from the public footpath and protected by 1.8m high brick walling and metal gate to the secure yard, and 900mm high metal railings with shrub planting inside protecting the façades either side of the main entrance, providing defensible space and allowing the dwelling frontage to be open to view as per SBD guidelines. Care should be taken where the railings meet the walling of the secure yard so as not to create a climbing aid. The western and southern perimeters will feature 1.8m high metal railings, which should also benefit the newly created alleyway by providing surveillance opportunities. On the eastern perimeter, defensive shrub planting will provide the protection where the land falls away to Whitworth Road.
 - 7.4.3.** On Block B, the building is again set back from the existing pavement and protected by 1.8m high close boarded timber fencing and gate to the secure yard, and 900mm high metal railings protecting the façades either side of the main entrance, providing defensible space and allowing the dwelling frontage to be open to view as per SBD guidelines. Again, care should be taken where the railings meet the walling of the secure yard so as not to create a climbing aid. The western perimeter will be the existing gable wall of no. 3 Grasmere Street, and the eastern perimeter will feature defensive shrub planting to provide the protection to this façade where it meets the car park. The southern perimeter will feature defensive planting with 1.8m high deep profile privacy railings inside to provide both protection and privacy to the secure patio areas.

7.4.4. On Block C, the existing concrete post and timber panel fencing will remain as the western perimeter, and 900mm high metal railings with shrub planting inside will form the southern and eastern perimeters, providing defensible space and allowing dwelling frontages to be open to view as per SBD guidelines. On the northern perimeter, 1.8m high close boarded timber screen fencing and a lockable gate will form the perimeter, along with a small section of 900mm high metal railings. Again, care should be taken at the transition point where the railings meet the walling of the secure yard so as not to create a climbing aid.

7.4.5. All these measures would be adequate for the crime risk.

7.5. Layout and Landscaping

7.5.1. The three apartment blocks will be laid out so as to provide increased surveillance opportunities for the existing car park on Whitworth Street, and also Noon Sun Street which is currently just a through road with very little overlooking and having suffered incidents of crime and disorder. Active frontages to the blocks will also increase surveillance.

7.5.2. The public footpath along the frontage of Block A linking to Derwent Street will be realigned slightly and widened. Pedestrian and vehicular routes around Blocks B and C will remain unchanged.

7.5.3. Block A will front Derwent Street and a rear alleyway will effectively be created on the southern and western sides of the block, so as to maintain access to the rear of the residential properties on Industry Road and Grouse Street. Although outside the remit of this planning application, it is perhaps recommended that dialogue take place with the owner of this newly created alleyway who should take action to apply for and install self closing/locking alley gates, due to the reduced height of the rear boundary walls to the residential properties on Industry Road and Grouse Street.

7.5.4. Block B will replace the current unsightly timber sheds/garages and will form a continuation of the existing residential properties on Grasmere Street, albeit separated by a secure yard.

7.5.5. Block C will also form a continuation of the existing residential properties on Grasmere Street, with an entrance also on Noon Sun Street. A short alleyway will be created at the rear where it backs onto existing residential properties in Medley Street, because an existing alley gate provides access to the rear of other properties on this street. Again, although outside the remit of this planning application, it is perhaps recommended that dialogue take place with the owner of this newly created alleyway who should take action to apply for and install a self closing/locking alley gate, which could also be achieved by relocating and upgrading the existing gate.

7.5.6. Any tree planting at the front of the three blocks should be pruned up to a minimum height of 2m thereby maintaining a clear field of vision.

7.5.7. Car parking will remain as on street or within the existing car park between Blocks A and B, which will benefit from increased surveillance opportunities from the new properties.

- 7.5.8.** Access to the rear/side amenity space of Block A will be via gates on Derwent Street, overlooked by existing properties. Block B will feature two private patios accessed from within the building, and a small gated secure yard between the block and no. 3 Grasmere Street. Block C will also feature two small patio areas/rear gardens, accessible from within each apartment, but there will also be a gate from the newly formed alleyway at the rear for storage of refuse bins.
- 7.5.9.** External secure bin stores will be provided for all three blocks.
- 7.5.10.** Provision for the storage and security of bicycles will also be provided for Block A residents in a well overlooked position within the secure yard, and should consist of 'Sheffield' style steel hoops or similar.
- 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. As this application relates to what is essentially three separate infill sites where residential properties are being added to the existing properties, or replacing properties which existed previously, permeability will remain unaltered. If the recommendations regarding alley gating earlier are implemented by the adjoining landowner(s), this would reduce permeability slightly, albeit for the better.

7.6. Lighting

- 7.6.1.** Good street/public area lighting is essential for a number of reasons, not least in order to prevent crime and the fear of crime. It is not anticipated that any new street lighting will be installed or required, but if it is, then it 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.
- 7.6.2.** If the existing and/or any proposed street lighting is insufficient to illuminate the front communal and external individual entrance doors of the blocks to allow for house number and caller identification in addition to enhancing natural surveillance, then some form of dusk to dawn lighting should be included on the front elevations of the blocks.

7.7. Access control (all Blocks)

- 7.7.1.** The main apartment entrance to Blocks A and B should be via secure entry, specification to include audio/visual control panel located at the front entrance door, which should have an electronic multipoint lock and overhead closer. Block C only features two individual apartment entrances so other than ADQ approval there are no further recommendations for these two entrances.
- 7.7.2.** A door entry system capable of calling each individual apartment is recommended and it should allow a visitor to call any selected dwelling within the building, and hold a two way simultaneous conversation with the occupant of the dwelling whilst allowing the occupant to identify the visitor, and remotely operate the electric locking device on the communal entrance door, thus allowing the visitor access.
- 7.7.3.** Visitor door entry systems should be easy to operate and understand and preferably have the ability to display the image of the caller before the call is answered, so the resident can choose whether to answer the call or not.

- 7.7.4.** Entrance doorsets should be manufactured to a standard which meets ADQ approval as a minimum and/or SBD standards. This also applies to individual apartment entrance doors which should be fitted with locking systems including anti-bump, anti-pick, euro profile cylinders or mortice locks. Letterboxes should not be required if a communal lobby facility is provided (see para 7.9.).
- 7.7.5.** Any glazing in or adjacent to communal entrance doors should be 'attack resistant'.
- 7.7.6.** Any opening windows at ground floor level should be manufactured to a standard which meets ADQ approval as a minimum, or SBD standards and include 'attack resistant' glazing. They should also be fitted with opening restrictors and internally beaded.
- 7.7.7.** Tradesperson or timed release mechanisms are not recommended as they have been proven to be the cause of anti-social behaviour and unlawful access to communal developments.
- 7.7.8.** Any electronic release system for use by the Fire and Rescue service must be weatherproof, easily identifiable and located close to the entrances they would use in the event of an emergency.

7.8. Lighting in communal areas (Blocks A and B)

- 7.8.1.** 24 hour lighting (switched using a photoelectric cell) to communal parts of the building is recommended, which will normally include the communal entrances, lobbies, landings, corridors, stairwells and all entrance/exit points.
- 7.8.2.** To reduce energy consumption this may be provided by a dimming system which leaves luminaires on at a lower level during quieter periods, or off completely unless a sensor is activated.

7.9. Utility meters and telecoms (Blocks A and B)

- 7.9.1.** Utility meters should be installed in the entrance lobbies and should be within secure cupboards so as not to provide opportunities for interference or damage.
- 7.9.2.** Telecommunication lines and cables should enter the building below ground and be protected by secure access covers.

7.10. Communal mail delivery (Blocks A and B)

- 7.10.1.** Communal mail delivery facilities should be located externally at the main entrances via a 'through the wall' facility. If this is not possible then boxes should be located within the lobbies, however, access would have to be permitted for postal workers.
- 7.10.2.** If mailboxes are to be provided within lobby areas then the boxes should be of robust construction, fitted with anti-fishing measures and be fire resistant.

7.11. Security compartmentalisation (Blocks A and B)

- 7.11.1.** Compartmentalisation of the blocks will effectively create buildings within a building.
- 7.11.2.** The security of a development can be severely compromised if lightweight framed walls do not offer sufficient resilience to withstand a criminal attack, so any lightweight framed walls installed either side of a secure doorset or walls providing a partition between two dwellings or a dwelling and a communal shared space should be of a standard so as to prevent 'breaking through'.
- 7.11.3.** Loft hatches in communal areas, such as over landings, should be secured in order to prevent access into a dwelling via the loft space. This may still be required even where the loft space has been split into compartments to prevent the spread of fire and smoke.

7.12. CCTV and security systems (all Blocks)

- 7.12.1.** It is not anticipated that CCTV is proposed for this development, however, if it is then CCTV installation should include camera covering visitor door entry systems, communal entrances and internal lobby areas, and be capable of providing images of persons that are clearly identifiable on smaller devices such as smart phones.
- 7.12.2.** Any installed CCTV must be fit for purpose and installed to BS EN 50132-7: 2012+A1:2013 and an operational requirement should be used for the design, performance specification and functionality of the CCTV system, with a recording capability and format acceptable to the local police.
- 7.12.3.** Ideally, CCTV systems should be monitored live 24/7 giving the ability to react to a situation as it occurs and at the very least, CCTV should provide coverage of the building facades, entrances and communal lobby areas.
- 7.12.4.** If intruder alarms are to be fitted in any of the apartments then they should be police approved systems, suitably designed, fit for purpose monitored systems. For a police response, the system must comply with the requirements of the Security Systems policy, which can be found at www.securedbydesign.com
- 7.12.5.** If intruder alarms are not proposed then at the very least a 13 amp fused spur should be fitted in each individual apartment so that residents can install their own alarm.

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 (CPTED).
- 8.2.** Unfortunately, due to a lack of information from Greater Manchester Police to Police.UK, timely analysis of crime problems in the area is not currently available. Analysis of crime and ASB around the immediate vicinity of the proposed development site in the six month period prior to July 2019 revealed fairly high levels, and incidents did occur on or near the street/roads on which the three developments are proposed. It is not currently known if these issues are ongoing, have worsened, or in fact no longer exist, and it is difficult to predict whether incidents will or could transfer to the sites when development is completed. Without wishing to increase the fear of crime, guarantees cannot be given that the development 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, to be and feel safe without creating a fortress type development, and maximise natural surveillance opportunities.
- 8.4** The development also includes clearly defined and well lit public, private and semi-private spaces and well defined routes which also benefit from and maximise natural surveillance, however, further action (not part of this planning application) to secure the creation of new rear alleyways, included in order to maintain access to the rear of existing residential properties, may be necessary from the current landowner(s).



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