

Land at Cowm Top Lane, Castleton, Rochdale.



Source: Google Earth

Crime Impact Statement

v1.0
August 2022

Contents

1. Introduction	3
2. Planning Policy and Design Guidance	4
2.1. Ministry of Housing, Communities & Local Government–National Planning Policy Framework–July 2021	
2.2. National Planning Practice Guidance (NPPG)	
2.3. National Design Guide	
2.4. Rochdale Metropolitan Borough Council Local Plan – Core Strategy	
2.5. Oldham and Rochdale Urban Design Guide Supplementary Planning Document (SPD)	
2.6. Places for Everyone Plan (Pfe) (in progress)	
2.7. Secured by Design (SBD)	
2.8. Safer Places – The Planning System and Crime Prevention (ODPM 2004)	
3. Environmental Visual Audit	7
4. Crime Statistics and Analysis	13
5. Proposed Site Use	22
6. Risk Assessment	22
7. Security Strategy	23
7.4. Perimeter security	
7.5. Layout and Landscaping	
7.6. Lighting	
7.7. Security systems	
7.8. Electricity sub-stations, gas governor and foul pumping station	
8. Conclusion	26

1. Introduction

- 1.1.** This desk based Crime Impact Statement (CIS) (or Crime Prevention Plan, or Crime Impact Assessment) has been produced by an independent crime prevention design consultant who retired from Merseyside Police after 26+ years' service as a police officer performing a variety of roles from CID, Traffic, Firearms, to Audit and Inspection, including dialogue with criminals to understand how they identify opportunities to commit crime, and also victims of crime to monitor the short and long term effects on them. Throughout the consultant's police service, crime prevention was at the forefront, the last role being that of Force Architectural Liaison Officer (ALO) for over 7 years. The consultant has been producing Crime Impact Statements for over 16 years.
- 1.2.** As Force ALO, the consultant worked with architects, designers, developers and local authority planners to design out crime and the potential for crime in new developments of varying types and sizes by way of Crime Prevention Through Environmental Design, and also administered the Association of Chief Police Officers (ACPO) Secured by Design (SBD) initiative, providing advice and recommendations to allow the award to be made on successful completion of some schemes, be they residential or commercial.
- 1.3.** The consultant also holds a professional qualification, Advanced Certificate in Environmental Design and Crime Prevention (Ad Cert ED&CP) from Oxford Brookes University and licentiate membership of the City and Guilds Institute (LCGI) and is a Home Office accredited Crime Reduction and Architectural Liaison practitioner (prior to formation of National Policing Improvement Agency) with previous experience in the built environment prior to police service. The consultant has been actively involved in many crime reduction initiatives, and was responsible for conceiving, designing and subsequently producing interactive crime reduction advice for the Merseyside Police website, which received Home Office recognition.
- 1.4.** This CIS has been prepared on behalf of GLP Trows LLP and BDW Trading Ltd, to support a planning application for a residential development of 495 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–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 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)(in progress)

Places for Everyone is a long-term plan for new jobs, homes, and sustainable growth.

Proposed sites - Trows Farm, Castleton

The site is included in the emerging PfE as a residential allocation for around 550 dwellings.

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.

2.8. 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

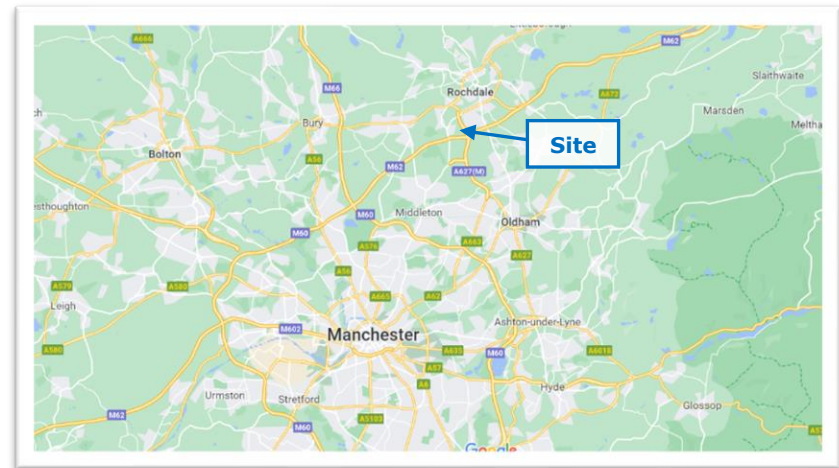
3. Environmental Visual Audit

3.1. The proposed development 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:

- 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 development site lies within the Castleton policing area of the wider Rochdale Borough. This policing area borders the Balderstone and Kirkholt Neighbourhood policing area, the A627(M) being the division between the areas.
- 4.6.** A 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.** Unfortunately, it is not possible to provide current police recorded crime data for the Castleton policing area 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. Previous data from 2019 has therefore been used.

- 4.8.** The following maps show the overall level of reported crime within the wider Castleton policing area and also nearer to the proposed development site during June 2019 (*all data from Police.uk website*). The total of 123 incidents was for the entire Castleton policing area and it can be seen that the majority of incidents were to the north of the proposed development site. The adjacent Balderstone and Kirkholt policing area recorded 132 incidents, the nearest having occurred in the residential area on the eastern side of the A627(M), with burglary, violence and criminal damage being the main issues.

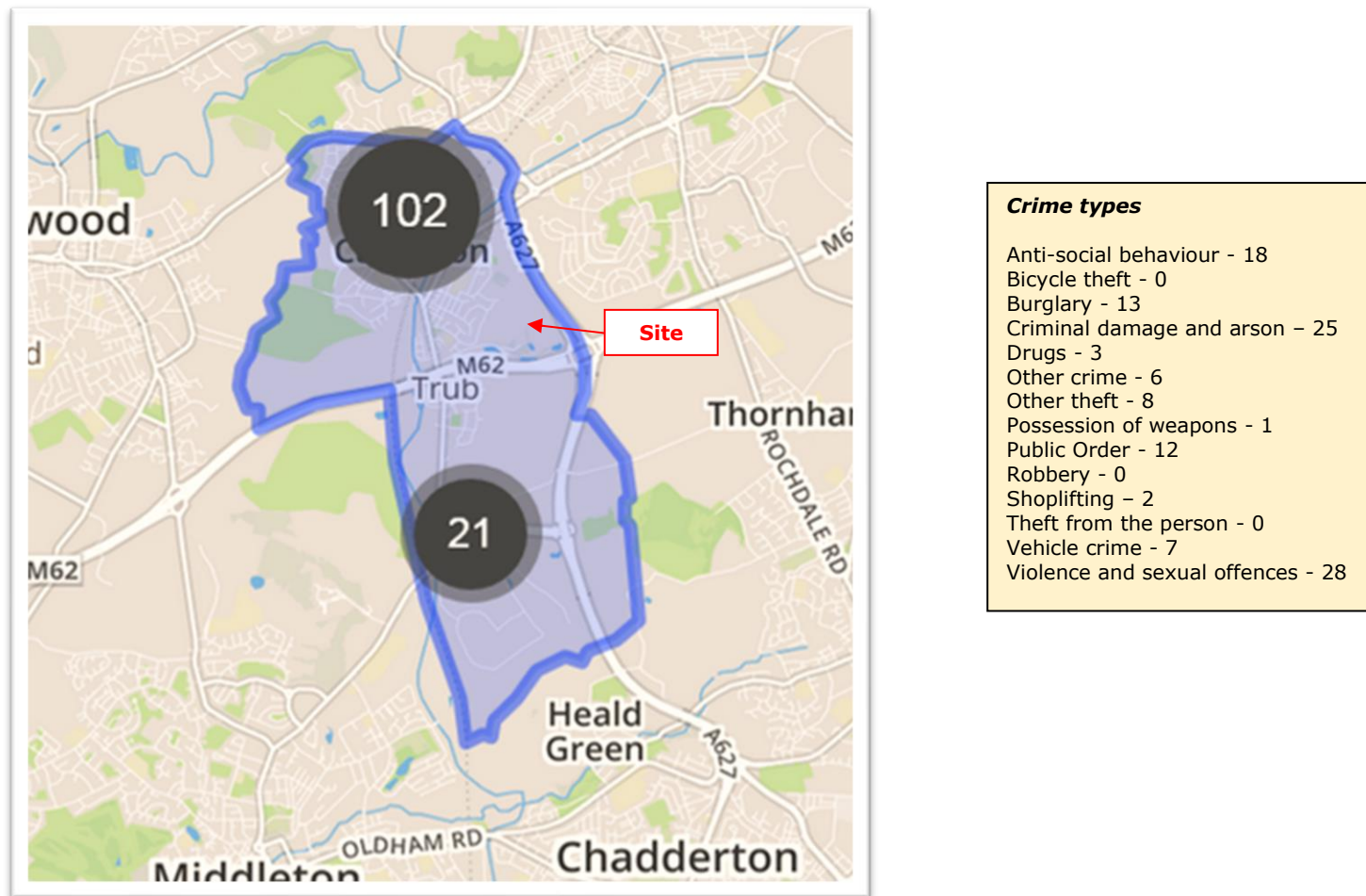


Fig. A

Recorded crimes and incidents in the Castleton policing area

- 4.9. Nearer to the proposed development site, in the Castleton policing area as defined in Fig. B below, the majority of incidents (20 in June 2019) occurred within the residential area to the west with the main issues being violence, anti-social behaviour and criminal damage.

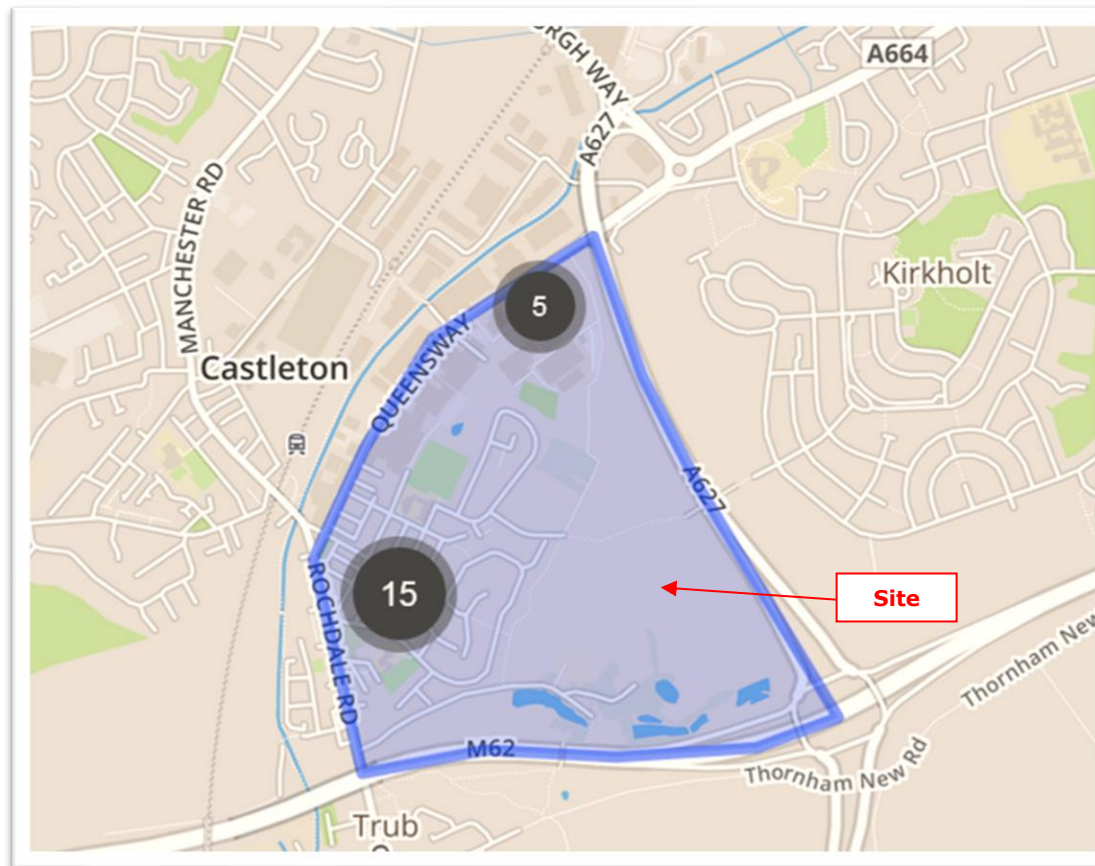


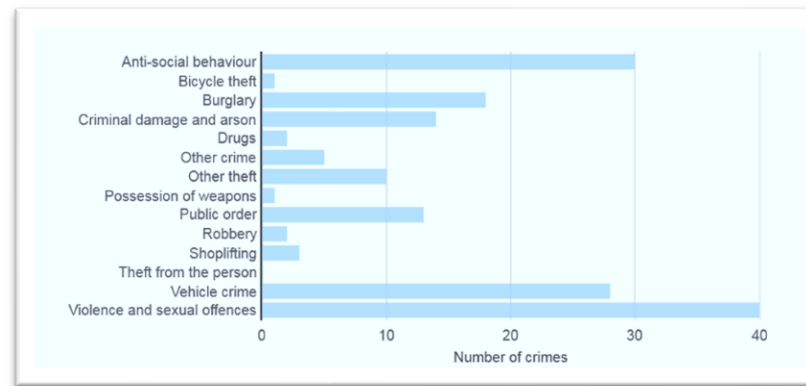
Fig. B

Recorded crimes and incidents nearer to the proposed development site

Crime types

Anti-social behaviour - 4
Bicycle theft - 0
Burglary - 2
Criminal damage and arson - 4
Drugs - 0
Other crime - 1
Other theft - 1
Possession of weapons - 0
Public Order - 1
Robbery - 0
Shoplifting - 0
Theft from the person - 0
Vehicle crime - 2
Violence and sexual offences - 5

4.10. The following graph shows a comparison of the crime types and incidents committed in the Castleton policing area as defined in Fig. B earlier, between November 2018 and June 2019:



4.11. During the period November 2018 to June 2019, violence and sexual offences were the main issue (40 offences), in addition to anti-social behaviour (30), and vehicle crime (28). Other 'quality of life' issues included burglary (18), criminal damage and arson (14), and public order (13).

4.12. Although current issues are not known, it is very likely that ASB incidents are likely to be one of the main problems in the Castleton 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.

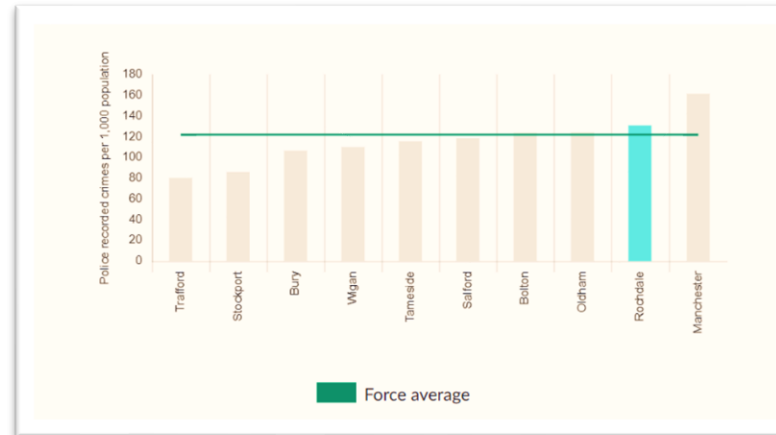
Nuisance ASB captures those incidents where an individual or group causes trouble, annoyance, inconvenience, offence or suffering to people in the local community in general rather than being deliberately targeted at specific individuals or groups. It includes incidents where behaviour goes beyond the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

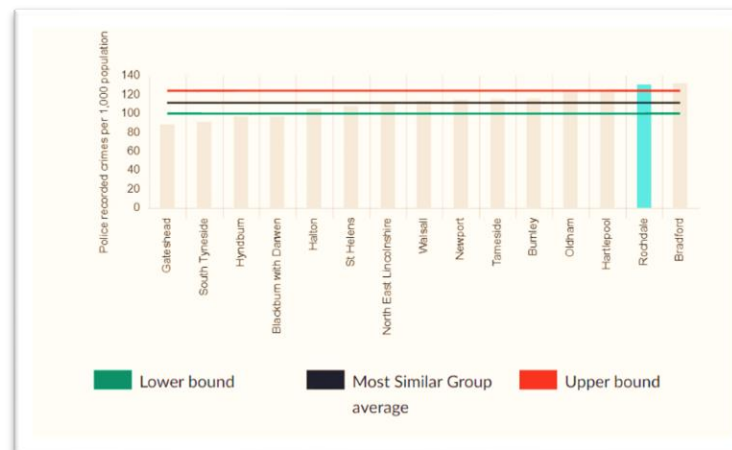
- 4.13.** The following graph shows the crime levels in the Castleton policing area as defined in Fig. B earlier, between November 2018 and October 2019 (*N.B. please ignore the July to October 2019 levels*). Levels tended to rise and fall month on month between November 2018 and March 2019, averaging between 13 and 25 recorded incidents per month during this period. Levels then rose and peaked at 27 incidents in April 2019, however, during the following two months levels fell and began to show a positive downward trend. It is not currently known whether this trend continued from July 2019 onwards due to the current lack of information from Greater Manchester Police.



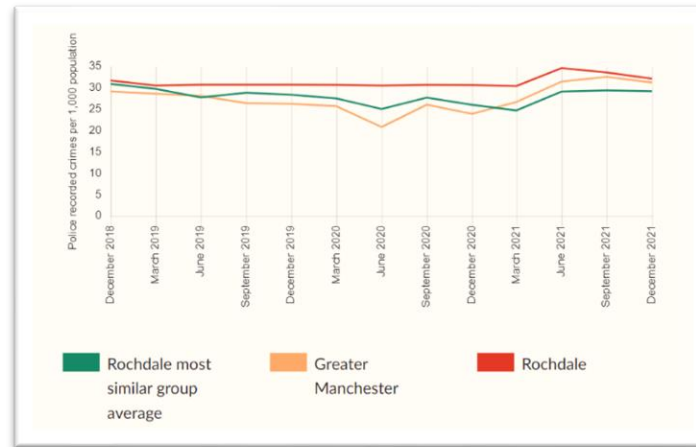
- 4.14.** The following chart shows a comparison of the crime rate in Rochdale to the average crime rate in other areas of the Greater Manchester force area. It shows the total number of crimes over a twelve month period per thousand residents, for all types of crime in the year ending December 2021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



- 4.15.** The chart opposite 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 December 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 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).



- 4.16.** 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. Rochdale's rates began the sample period above both the Force and Most Similar Group (MSG) and ended the sample period still above both but appearing to show a downward trend from June 2021. It is not currently known if this trend has continued (Source: ONS).



- 4.17.** As previously stated, street level crime statistics from the Police.UK website are currently unavailable. Other statistics have been sourced from the Office for National Statistics (ONS), and these relate to the Rochdale Borough as a whole. Crime patterns do change regularly so any crime prevention advice provided should always be on a 'worst case scenario' basis in order to cover all eventualities. This is particularly relevant to this proposal due to the lack of available data.
- 4.18.** To summarise, from the currently available data, and historical data from 2019, crime levels over a 3 year period in the wider Rochdale Borough were higher than the Greater Manchester Force average, sitting at the higher end of the ten local authority areas for incidents. Also, incidents both to the west and the east in the adjoining policing area were relatively low prior to July 2019, however, anyone with an interest in the proposed development and local area should not become complacent because realistically, no crime is acceptable. There is no evidence to suggest that the introduction of new residential properties will cause an increase in crime, but it is a possibility, hence the need to plan for this and introduce effective crime prevention measures into the scheme. The types of offence previously committed in the area are likely still continuing and due to budgetary constraints, it is more important than ever that the police and local authority are assisted in their attempts to reduce crime and anti-social behaviour. The crime prevention measures recommended for this development will assist in this aim.

5. Proposed Site Use

- 5.1.** The proposal seeks to obtain planning approval for a new build residential development of 495 new homes on the site, consisting of detached, semi-detached and mews type housing, associated car parking, landscaping, public open space (POS), multi-use games area (MUGA), two electricity sub-stations, a gas governor and foul water pumping station.
- 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 and Trows Lane to the south.

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 2019 v2 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 2019 recommends 1.8m high fencing.
- 7.4.2.** The northern perimeter will feature a landscape buffer between 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, which may require the need for a communal self-closing and locking gate. Such meters should ideally be accessible to the utility companies without the need to seek access from the householder as this removes the possibility of bogus official type offences. The fitting of Smart meters also removes the need for access.
- 7.5.9.** The recreational corridors within the site, 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, and the proposed emergency access route from Trows Lane to the south. 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 station

- 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 a foul pumping station and 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.** Two 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.

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.** At the present time, analysis of crime in the wider area is not possible due to a lack of statistical data from GMP. However, when sampled previously, crime and ASB on or near the majority of the roads around the proposed development site was relatively low, however, this may have changed over time either positively or negatively. The proposed introduction of new homes on a currently underused site and the security strategy recommended and proposed should prevent or reduce the opportunities for the types of crime that have been committed in the area being committed within any new development. Without wishing to increase the fear of crime, guarantees cannot be given that the proposed 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 recommended and proposed crime prevention measures 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 will clearly create a sense of place that enables people to identify with their surroundings or locality, and be and feel safe without creating a fortress type development.
- 8.4.** The development will also include clearly defined and well-lit public, private and semi-private spaces and well defined routes which benefit from natural surveillance.



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