



CRIME IMPACT STATEMENT

Full application for residential development for 191 dwellings including access, landscaping, open space together with erection of sub-station and foul water pump station

AT Former Castleton Sidings, off Fairway, Castleton, Rochdale

FOR: **Kellen Homes**

Greater Manchester Police

VERSION B: **17.04.24**

design**for**security



EXECUTIVE SUMMARY

Development supported

We consider a residential scheme appropriate and are happy to support the proposals.

From a crime prevention perspective, the positive features of the development include: limited access to the site from Fairway only; an urban block layout; an appropriate number and mix of houses; a suitable amount of defensible space around each property; parking is included within a garage or within the curtilage of most houses; there will be a clear distinction between public, semi-private and private spaces; and, greenspace and recreational spaces has been included on the site, which all residents can enjoy.

Advice is included in the report, which we consider will enhance security of the development and this set out in section 3.3. The recommendations are summarised as follows:

- ensure access to operational rail tracks is suitably secured;
- introduce environmental enhancements to the streetscape at appropriate spaces within the development;
- include measures to restrict access to green spaces by off-road bikes and vehicles;
- clearly define ownership, management and maintenance of peripheral greenspaces;
- install appropriately secure fencing and gates to define and secure front and rear boundaries to the houses; and,
- specify Secured by Design standard doors, windows, glazing and door hardware for all houses and garages.

At the planning application stage, Greater Manchester Police Design for Security will make representations to Rochdale Planning to require the inclusion of a condition requiring the completed development to achieve Secured by Design, SBD, accreditation. Should the recommendations included in this report be adopted, I have every confidence that the scheme will achieve the award and the condition met.

Adrian Murphy MRTPI

Consultant

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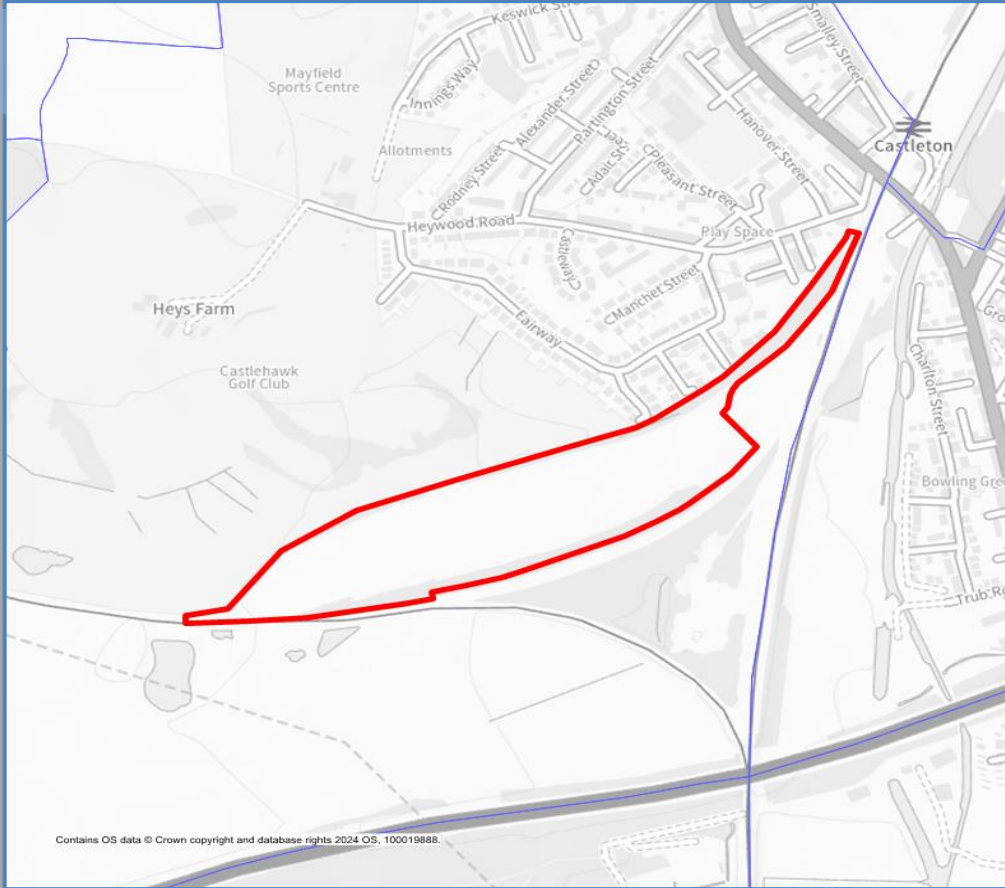
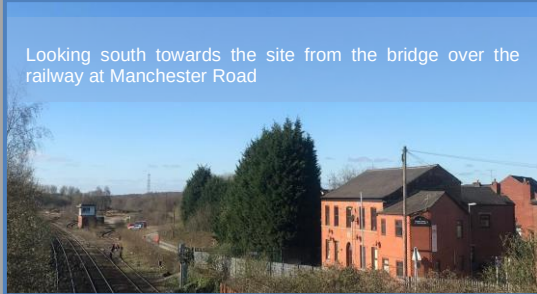
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The irregularly-shaped, development site and its surroundings are shown on the plan and photographs below. Edged in red on the plan, the site extends to approximately 9.02 hectares and is located on the south-western fringe of Castleton, Rochdale. It comprises the former Castleton Sidings and site of a Tata Steel works. Both the sidings and works have been cleared and the site has been colonised by simple grasses, shrubs and trees. The site is open to the operational railway land to the south-east, whilst steel-palisade fences and high hedges define the accessible, visible, boundaries. Residential streets, including Mavis Street Elton Street and Fairway are situated north of the site. Mavis Street and Elton Street comprise traditional terraced housing and are located adjacent to the north tip of the site. There is a series of allotment gardens between the southern end of Elton Street and the site. A band of trees and shrubs. Fairway comprises medium sized, family housing, including bungalows, built in the 1960/70's. The road itself includes three, short culs-de-sac with around ten houses on each at the southern end of each is a turning head, which adjoins the application site boundary. In each case the boundary is defined with a 1500mm-1800mm high, steel-palisade fence.



Castle Hawk Golf Club is situated to the north and west of the site. The site is screened from the course by a dense hedge and secured with fencing. The Manchester to Rochdale railway line, including Rochdale West Junction Box, adjoins the north-eastern fringe of the site. Castleton Station lies just 200metres north of the northern edge of the site. There is a spur off the principal line that traverses the southern edge of the site, heading west towards Heywood Station, at the southern end of the East Lancashire Railway. Several fields of grazing land separate the southern edge of the site from the M62 motorway some 300 metres away. The Rochdale Canal runs parallel to the railway line around 100metres east of the site. The land between the canal and railway and that south-east of the site has been colonised by low-growing, succession vegetation.

2 Crime Statistics & Analysis

2.1 Crime in the neighbourhood

The data below relates to crimes recorded between 1st March 2022 to 28th February 2023.

All crime

Domestic Burglary	Non-Domestic Burglary	Criminal Damage	Crimes involving the use or threat of violence	Theft (including shoplifting)	Robbery	Drug related offences	Theft from Motor Vehicle	Theft of Motor Vehicle	Bicycle Theft
7	<5	11	145	5	<5	<5	5	6	<5

2.1.1 There were 201 recorded crimes in the neighbourhood around the development site during the period analysed. This volume of crime is about one third lower the average for a typical suburban neighbourhood within Rochdale.

2.1.2 The most common crimes recorded were:

- the use, or threat, of violence - 72%
- vehicle crime, i.e., theft of, theft from and criminal damage to a vehicle - 6%
- theft - 5%
- criminal damage – 5%.
- burglary - 4%

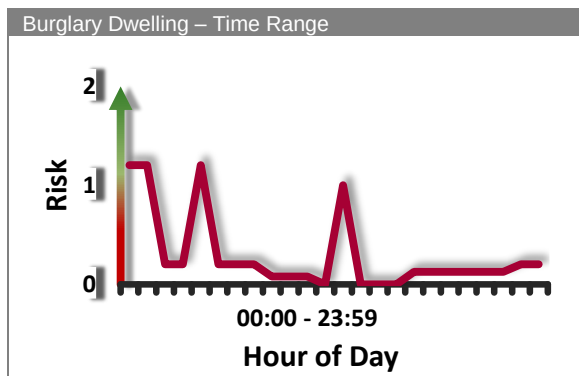
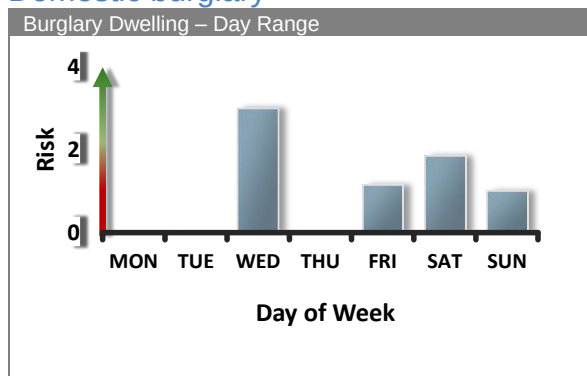
2.1.3 Typically, crimes involving the use or threat of violence are usually the most common in any given neighbourhood. The percentage of violent crimes in this part of Castleton is a little higher than in others. In many residential areas, recorded incidents of burglary, vehicle crime, criminal damage and theft tend to occur at a similar volume, and this is the case in Castleton.

2.1.4 The top 5 streets/places for recorded crime were:

1. Manchester Road - 24 crimes
2. Heap Street - 23 crimes
3. Heywood Road – 21 crimes
4. Pleasant Court – 18 crimes
5. Fairway and Oakland Terrace - 13 crimes.

2.1.5 There were concentrations of crime north of the development site, on Heywood Road and Fairway and on the various terraced streets in between, and along Manchester Road to the east of the railway and canal.

Domestic burglary



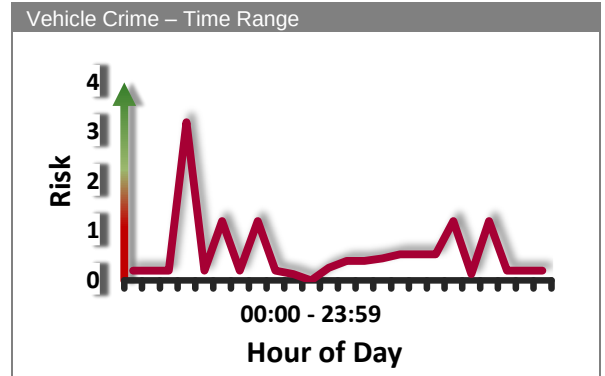
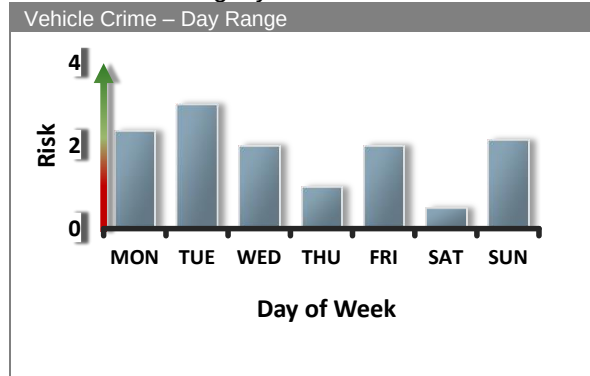
2.1.6 There were just 7 burglaries committed within the neighbourhood during the period analysed. The risk of burglary is low with offences concentrated on a few days of the week, i.e., Wednesday and at the

weekend. The most common times for offences to be committed are around mid-day and at night. The rate is much lower than the Rochdale average for neighbourhoods of the same size and, also, similarly lower than rates across the conurbation and the country. Properties on Fairway were most likely to be targeted.

- 2.1.7 Offenders have targeted the front and rear doors of homes as a means to gain entry on 5 occasions, using force to a door open or a tool to damage the lock. There were 2 burglaries where offenders were likely to have entered a property via an unlocked door or window.

Vehicle crime

There were just 13 vehicle-related crimes in the area during the period analysed. Theft of a vehicle occurred more slightly more than theft from a vehicle.

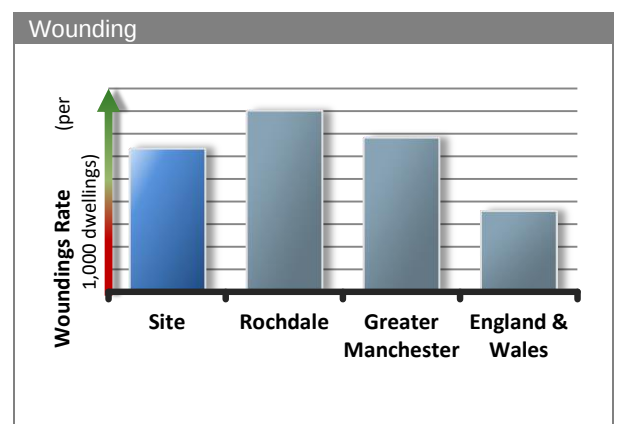
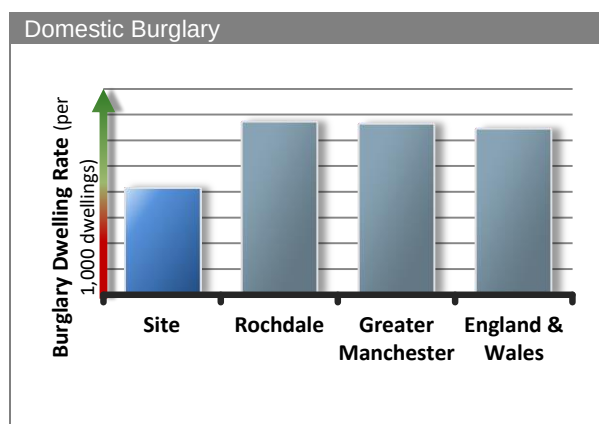


- 2.1.8 The risk of vehicle crime fluctuates through the week with less offences taking place on a Thursday and Saturday. The most common time for crime to be committed is through the night.

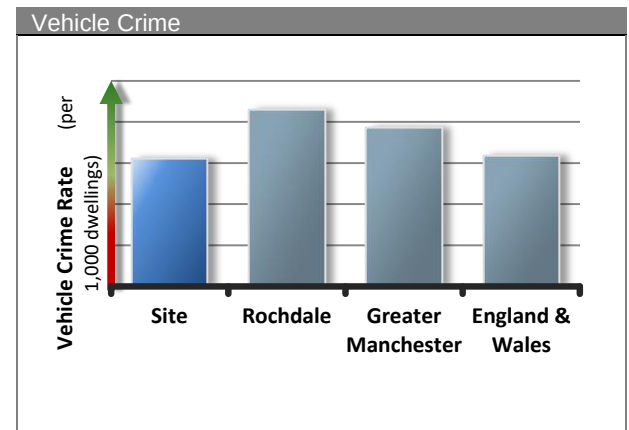
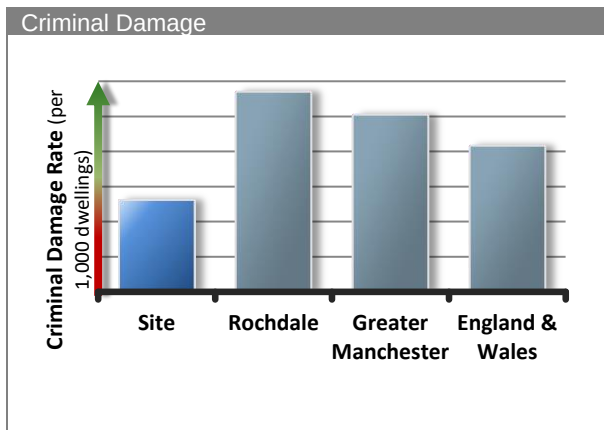
2.2 Crime rate comparison

Comparing crime rates in the neighbourhood around the site to those in Rochdale, Greater Manchester, and England & Wales

The rates below relate to crime committed within 500m of the site. England & Wales data was last recorded for January – December 2021.



- 2.2.1 The rate of domestic burglaries per 1000 dwellings in the neighbourhood around the site is **38% lower** than the rate for Rochdale, **37% lower** than the Greater Manchester rate and **36% lower** than the rate for England & Wales.
- 2.2.2 The rate of wounding per 1000 dwellings in the neighbourhood around the site is **21% lower** than the rate for Rochdale, **7% lower** than the Greater Manchester rate and **78% higher** than the rate for England & Wales.



2.2.3 The rate of criminal damage per 1000 dwellings in the neighbourhood around the site is **54% lower** than the Manchester rate, **48% lower** than the Greater Manchester rate and **37% lower** than the rate for England & Wales.

2.2.4 The rate of vehicle crime per 1000 dwellings in the neighbourhood around the site is **28% lower** than the Manchester rate, **20% lower** than the Greater Manchester rate and **3% lower** than the rate for England & Wales.

2.3 Typical modus operandi used in committing burglary, theft, criminal damage, and vehicle related crimes in Rochdale, & measures to reduce vulnerabilities

2.3.1 Doors have been targeted when left insecure

To minimise the risk of 'walk-in' burglaries:

- front doors to houses should be fitted with a fixed handle or a 'split spindle', so that the only way in is with a key;
- where this can be balanced with the design of a development and its ability to fit the context of the local area, defensible space should be provided between dwellings and the 'street', i.e., a small, front garden enclosed with a suitably high fence. Separation of the passing public from a property can also help to reduce the risk of criminal damage; and,
- dusk-to-dawn lighting should be fitted to all external doors.

2.3.2 Doors have been forced open with tools and bodily pressure

To minimise the risk of offenders forcing doors:

- all external doors should be certified to PAS 24 security standard;
- front doors should be visible to neighbouring properties and from the 'street' rather than set within recesses or on more secluded elevations;
- side or rear gardens should be enclosed with appropriately high fencing and locking gates so that rear doors are only accessible to residents; and,
- secluded passageways to the sides and rear of properties should be avoided wherever possible as such routes can facilitate offender access to rear gardens, as well as attract anti-social behaviours such as graffiti, fly-tipping, and damage to fencing.

2.3.3 Glazing in doors and windows has been smashed to gain entry or commit criminal damage

To minimise the risk of offender smashing glazing in doors and windows:

- laminate glass should be fitted to all external doors and to all windows on the ground floor of the development;
- windows should be fitted with locks and opening restrictors; and,

- access to gardens should be restricted by installing appropriately high fencing and locking gates.

2.3.4 Vehicles were targeted when parked on driveways, in unsecured car parks or on the 'street'

To minimise the risk of vehicle-related crime:

- car parking should be located within the boundaries of the property, within an area that is both very secure and well overlooked by residents or monitored by an effective CCTV system.

2.3.5 Offenders have stolen bicycles

To minimise the risk of offenders targeting bicycles:

- a cycle store or a wall/floor anchor should be provided; and,
- rear garden gates should be robust, tall, self-closing and self-locking.

2.3.6 Offenders have damaged boundary fencing

To minimise the risk of offenders targeting fencing:

- rear garden boundaries should avoid being exposed to the public realm;
- communal pathways providing access to rear gardens should be secured with self-closing, self-locking gates; and,
- fencing should be especially robust when unavoidably exposed to the public realm.

2.3.7 Theft of plant and machinery, and criminal damage during the construction period.

To minimise the risk of offenders targeting the construction site:

- a secure boundary should be erected around the site;
- access should be restricted to contractors and authorised visitors;
- security staff should patrol during non-working hours;
- lighting and CCTV should be installed to illuminate the site and record activity;
- at the end of the working day, plant and machinery should be arranged to prevent forced access onto the site; and,
- plant and machinery should be fitted with a tracking device.

2.4 Environmental features of the site and surroundings that may influence crime patterns

2.4.1 Features of the physical environment can influence patterns criminal and anti-social behaviour. They affect a potential offenders' perceptions about a possible crime site, their evaluations of the circumstances surrounding a potential crime site, and the availability and visibility of one or more witnesses, who might intervene, at or near a site. Offenders may decide whether or not to commit a crime in a location after they determine the following:

- How easy will it be to enter the area?
- How visible, attractive, or vulnerable do targets appear?
- What are the chances of being seen?
- If seen, will the people in the area do something about it?
- Is there a quick, direct route for leaving the location after the crime is committed?

2.4.2 Aspects of the local environment that might help to reduce the risk of crime and disorder at the site are as follows:

- the site is located in a neighbourhood with a moderate volume of crime;
- with the exception of the residential area to the north-western of the site, it is largely isolated from centres of population and is hidden from the view of passing pedestrians and traffic. Heavily trafficked routes often can act as a conduit for crime, with criminals identifying opportunities for crime and committing crime opportunities as they travel along them;

- the active railway lines to the east and south of the site deter access to the site;
- the rear gardens of houses that face Fairway and neighbouring streets help to secure large parts of the site's north-western boundary;
- the boundary fencing and hedges of Castle Hawk Golf Club restrict access to the site;
- the Rochdale Canal and M62 motorway also act as barriers to movement towards the site;
- the parts of the site that the public may gain access, i.e., off Fairway and from the northern part of Heywood Road, are secured with appropriately tall and robust fencing and locked gates;
- the potential for access to the site on Fairway is clearly visible to residents who live in the adjacent houses. The casual supervision of residents is likely to deter some criminal activity;
- the quality of the environment on Fairway is very good. Residents of well-maintained streets tend to be less tolerant of anti-social and criminal behaviour;
- signs mounted at the site entrance gate off Heywood Road inform the public that the railway line is live and that trespassers will be prosecuted; and,
- there is little on the site that might attract offenders.

2.4.3 There are also some features that might facilitate crime and disorder, and these include:

- opening up the site will allow access to live railway lines, which could lead to health and safety issues if the tracks are not suitably secured with appropriately high and robust fencing;
- though not currently an issue, secluded sites can become focal points for anti-social behaviour, including fly-tipping, which can affect the quality of life of neighbouring residents;
- some rear garden boundaries of houses that face Fairway are likely to become more accessible to the public, including offenders, as a result of the development of the site, which might compromise the security of these properties unless measures are installed to maintain security and privacy; and,
- during the construction phase of any development, the presence of the site compound can be an attraction for offenders, who may also target property in the vicinity of the compound.

3 Development Appraisal

3.1 The proposed development

3.1.1 The proposed development involves;

- the retention of some of the trees and shrubs, principally along the northern and western boundaries of the site, and clearance of others, removal of temporary structures and clearance of redundant rail tracks
- erection of 191 houses
- construction of access roads that connect with two of the Fairway culs-de-sac
- associated infrastructure, including landscaping, ecological mitigation, and drainage.

3.1.2 The house building will be restricted to the widest, central band of the site. Fifteen different house types are proposed, a mix of 29 two-bedroom houses, 142 three-bed houses, and 20 four-bedroom houses. The houses will be 2 and 2.5-storey high, and include detached, semi-detached properties and short terraces of 3 or 4 houses.

3.1.3 The houses will be arranged along a series of inter-connecting streets and access-ways, generally in an urban block layout. Houses at the northern end of the site will adjoin the garden boundaries of houses the face one of the Fairway culs-de-sac or the boundary with Castle Hawk Golf Club. A landscaped buffer will separate the houses on the southern edge of the site from the Manchester to Rochdale railway line.

3.1.4 Each house will have driveway parking, most commonly for two cars but in a few cases just one space, whilst some of the larger houses will have three spaces, which includes garage parking. All of the houses will have a modest, front garden and a larger, rear garden.

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- 3.1.5 Landscaping and amenity space will be set out at the edges of the site, principally at the western part of the site but also in the centre.

3.2 Positive aspects of the proposals

- 3.2.1 A residential development is an appropriate use for the site given the surrounding land uses.
- 3.2.2 The proposals will result in the redevelopment of land which, if it remains unused may attract criminal and anti-social activity, for example, fly-tipping, which may affect the quality of life of nearby residents and security of their houses.
- 3.2.3 Developments built around, essentially, a cul-de-sac with limited means of vehicle access tend to attract less crime than those located on 'through' roads that have a greater volume of traffic, including pedestrian traffic, where offenders tend to be less conspicuous.
- 3.2.4 Houses are mostly arranged in perimeter blocks, with defensible to the front and rear of each dwelling.
- 3.2.5 The rear garden boundaries of several of the proposed houses will adjoin those of existing houses reducing the risk of offenders approaching these houses from the rear.
- 3.2.6 The development includes a range of sizes of housing, which helps to diversify the resident population. A broader age range of residents can help to retain a presence throughout the day, e.g., families with young children, working people and retired people.
- 3.2.7 There are a significant number of houses within the development, which increases the likelihood of residents of some of the properties being present throughout the day. The presence of residents or even just visible signs of people present - cars on driveways, lights on, external lighting on at entrance doors, for example - will help to deter offenders.
- 3.2.8 The proposed layout of the dwellings will help to animate the roads and facilitate passive surveillance of the public realm, between houses and across roads towards the amenity spaces.
- 3.2.9 Defensible space is included on the street facing elevations.
- 3.2.10 Rear garden boundaries will be secured with appropriately high fencing and gates.
- 3.2.11 The provision of garage and driveway parking spaces will reduce the risk of vehicles being targeted by offenders.
- 3.2.12 Measures to enhance the appearance of the street in the form of entrance and transitional squares are included on the plans.
- 3.2.13 Private and public amenity space has been included, which will soften the appearance of the development and helps to raise the environmental quality. Well-maintained greenspace not only adds character to a development but also positively impact on residents' behaviours, from both a well-being perspective as well as encouraging care and responsibility of the environment beyond ownership boundaries. The inclusion of social spaces provides an opportunity for residents to meet and build relationships, which can help to develop a sense of community within the scheme and deters crime and anti-social behaviour. Well-used and well-maintained environments tend to attract less crime and anti-social behaviour.

3.3 Recommendations to improve the security of the scheme

THE SITE

Streetscape

- 3.3.1 In order to emphasise ownership, and encourage maintenance of, and play/socialising in, the street, the application of a high-quality surfacing of the accessways and connected street is recommended. The creation of a shared surface/'Home-zone' design for at least parts of the 'street', rather than a standard engineering solution will emphasise 'territoriality', promote 'ownership' of the 'street' amongst residents, and encourage play/socialising – all of which adds to the overall supervision of the public space and deters crime. Particularly at the entrance to these streets, we encourage the inclusion of such measures as distinctive signs and lighting. Such measures suggest that a threshold has been crossed into a space that is more private, where one's actions may be under greater scrutiny.

Amenity spaces

- 3.3.2 A greenspace management plan should be produced, which includes clear definition of ownership and responsibility for all greenspace within the development as well as a maintenance schedule.

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- 3.3.3 Consider installing measures to restrict access to off-road bikes, and vehicles parking, on amenity spaces and landscaped verges.

Railway boundary

- 3.3.4 Access to operation rail tracks must be restricted. Appropriately high and robust, security-rated, fencing should be installed along the relevant site boundaries.

HOUSES

Front garden boundaries

- 3.3.5 At high-traffic locations, e.g., along the initial sections of road 1 and 2, especially at street corners, front gardens should be defined with 900mm high hedges, railings, or dwarf wall with railing infill.
- 3.3.6 Ownership/management responsibility between plots should be clearly defined with a low railing or hedge.
- 3.3.7 In order to differentiate parking bays where they adjoin those of the neighbouring house, railings or pin kerb should be used to form a dividing line.

Rear garden fencing and gates

- 3.3.8 Gates securing access to rear gardens, including those providing access to mid-terrace properties, should be 1800mm high and installed close to the front building line as is feasible.
- 3.3.9 Rear garden gates should include a lock that can be operated from either side of the gate to allow, for example, motorists (where parking bays are located to the rear) and cyclists to enter and leave without compromising the security of the property. Ideally, the gates should be self-closing and self-locking.
- 3.3.10 Rear gardens should be secured with 1800mm high fences. Where side or rear boundaries adjoin public space add a 300mm panel of trellis to the top of the fence to enhance security.
- 3.3.11 Fencing between neighbouring houses should include an 1800mm high, close-boarded fencing panel (acting as a privacy screen, generally erected perpendicular to the back of the house, it may then be lowered to 1200mm or 1500mm of close-boarded fencing with 600mm or 300mm sections of trellis to create a secure boundary whilst also allowing neighbours to interact.

House security

- 3.3.12 Each house should be fitted with a security-rated entrance door, with number, door viewer and opening limiter. Rear, patio, doors should also be security-rated.
- 3.3.13 The ground floor windows of each house should be security-rated, fitted with key-operable locks, and have opening restrictors fitted. Glazing in all external doors and all accessible windows should include laminate glass.
- 3.3.14 Fit an intruder alarm, or a fuse spur to allow residents to install an alarm system, to each house.
- 3.3.15 Install a dusk-to-dawn light at the front and rear entrance doors of each house.

Garage security

- 3.3.16 Vehicle and pedestrian doors should be security-rated.
- 3.3.17 If any are fitted, windows should be security-rated, and fitted with key-operable locks, and have opening restrictors fitted. Glazing in doors and windows should include laminate glass.
- 3.3.18 Fit an intruder alarm.
- 3.3.19 Install a dusk-to-dawn light at the vehicle and pedestrian doors.

Cycle parking

- 3.3.20 If supplied, garden shed doors should be secured with a Sold Secure™, padlock and hasp and staple, and fitted with a Sold Secure™, ground anchor. Alternatively, a Sold Secure™ ground or wall anchor should be fitted to allow residents to secure their bikes.

4 Physical Security

The following specification should be adopted, which meets the security requirements for this scheme to achieve Secured by Design accreditation.

4.1 Doors

- ☐ Front doors and rear doors) should all be compliant with, and certified to, BS PAS 24, STS 202 BR2, or LPS 1175 SR2.
- ☐ Front doors should have fixed external handles or split spindles, meaning access is only possible with a key when closed.
- ☐ Front doors should have fixed sidelights or a door viewer, as well as an opening limiter fitted, so that residents can identify visitors prior to opening the door fully.
- ☐ Garage vehicle doors should be compliant with, and certified to, LPS 1175 SR1/2.
- ☐ Garage pedestrian doors should be compliant with, and certified to, BS PAS 24 or be 44mm solid core doors fitted with a British Standard 5 lever lock. If any part of the door is glazed, the glass should include a laminate pane.
- ☐ Letter plates should meet the Door Hardware Federation's Technical Standard 008 (TS 008), be fitted with deflector plate, and be located a minimum of 400mm away from the internal handle and locking hardware.
- ☐ Each house should be clearly numbered with the number visible from the street.

4.2 Window frames

- ☐ Ground floor windows of the houses and the garages should be compliant with, and certified to, BS PAS 24, be fitted with key-operated locks, and have fixed/lockable opening restrictors (not releasable from the outside) limiting opening to 100mm.

4.3 Glazing

- ☐ Glazing within, and surrounding, all external doors and all ground floor windows of the houses and garages should incorporate at least one pane of glass rated as P1A under EN 356.

4.4 Intruder alarm

- ☐ It is good practice to fit an alarm to each house and garage. Alarms should be linked to contacts on all external doors, with PIR detectors covering all ground floor rooms that have windows. In the absence of an alarm a 13amp fuse spur should be provided to allow future residents to fit their own alarm.

4.5 Boundary fencing and gates

- ☐ Front gardens should be defined with 900mm high hedges, railings, or dwarf wall with railing infill
- ☐ In order to distinguish parking bays where they adjoin those of the neighbouring house or flat, railings or stone setts should be used to define ownership.
- ☐ Rear garden gates should be a minimum of 1800mm high and include a lock that can be operated from either side of the gate. The gates should be self-closing and self-locking.
- ☐ Where rear gardens of the houses adjoin public space at the southern edge of the site and at the south-western and north-western corners, enclose the garden with 2100mm high fencing, a combination of 1800mm high, close-boarded timber with 300mm trellis, elsewhere 1800 high fencing is adequate.
- ☐ Fencing between neighbouring houses should include an 1800mm high, close-boarded, privacy panel. Fencing may then be lowered to include panels of 1200mm or 1500mm high, close-boarded fencing, finished with 600mm or 300mm sections of trellis.

4.6 Lighting

- ☐ Dusk-to-dawn lighting must be provided to all external front, rear and garage doors of all houses. Lamps should produce a 'white' light and be operated by photoelectric cell/daylight sensor.

4.7 Meter cupboards

- ☐ Unless smart meters are installed, meters should be located in ground level boxes to the front of each house, not with the secure area at the side or rear of the properties.

4.8 Downpipes

- ☐ Wherever possible, downpipes should be square in profile and fixed back to the brickwork to prevent climbing to upper floor windows.

5 Management & Maintenance

- ☐ A plan should be drawn up to address maintenance issues associated the landscaped areas within the site.

6 Construction

- ☐ The developer should take appropriate measures to secure their site during construction, and control pedestrian and vehicular access in and out.
- ☐ Site security contractors should be Security Industry Authority (SIA) approved.

7 Secured by Design (SBD)

- ☐ Secured by Design focuses on crime prevention at the design, layout, and construction stages of homes and promotes the use of security standards for a wide range of applications and products. To apply for Secured by Design certification for your development, visit our online application form at: <http://www.designforsecurity.org/secured-by-design/sbd-accreditation/>

A Contact Register

Date	Contact	Summary of Contact
24.01.23	Ray Collins, Kellen Homes	Request for Crime Impact Statement
31.03.23	Ray Collins, Kellen Homes	Additional plans and comments received
03.04.23		Site visited
14.04.23	Ray Collins, Kellen Homes	Report issued
22.11.23	Ray Collins, Kellen Homes	Housing numbers revised
22.11.23	Ray Collins, Kellen Homes	Report re-issued
17.04.24	Megan Turner, WSP	Change to development description, mix of houses and area of red edge
17.04.24	Megan Turner, WSP	Report re-issued

B Associated Documents

This report is based on the following:

Drawing No.	Drawing Title	Date	Rev
KH003-A-100	Site Layout	13/01/22	D
P.1733.22.03	Landscape Layout (Sheets 1-4)	20/12/22	
	House type Pack	March 2023	

In the event of any changes to the scheme, it may be necessary for Design for Security to review the recommendations made in this report.

C CIS Version History

Version	Revisions	Date
A		14.04.23
B	Number of units reduced from 193 to 191	22.11.23
C	Change to development description, mix of houses and area of red edge	17.04.24