

Land at Stakehill, east of Manchester Road, Rochdale.



Source: Google Earth

Crime Impact Statement

v1.0

May 2023

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. Rochdale Borough Council – Places for Everyone plan	
2.7. Secured by Design (SBD)	
3. Environmental Visual Audit	8
4. Crime Statistics and Analysis	15
5. Proposed Site Use	21
6. Risk Assessment	22
7. Security Strategy	22
7.4. Full planning application - Phase 1	
7.5. Outline planning application - Crime prevention measures for future consideration on further phases	
8. Conclusion	27

1. Introduction

- 1.1.** This Crime Impact Statement (CIS) (or Crime Prevention Plan, or Crime Impact Assessment) has been produced by an independent crime prevention design consultant who retired from Merseyside Police after 26+ years' service as a police officer performing a variety of roles from CID, Traffic, Firearms, to Audit and Inspection, including dialogue with criminals to understand how they identify opportunities to commit crime, and also victims of crime to monitor the short and long term effects on them. Throughout the consultant's police service, crime prevention was at the forefront, the last role being that of Force Architectural Liaison Officer (ALO) for over 7 years. The consultant has been producing Crime Impact Statements for over 17 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 Redrow Homes Limited to support a hybrid planning application seeking full planning permission for the erection of residential development (Use Class C3) with associated landscaping, means of access, drainage, and other necessary supporting infrastructure, and outline planning permission for residential development, mixed-use development, landscaping, and supporting infrastructure (all other matters reserved) on land at Stakehill, east of Manchester Road, 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, taking cognizance of National Planning Policy, Local Planning Policy and design guidance such as SBD.
- 1.5.** Each and every building project presents the designers with a unique set of challenges to overcome and solve. This involves seeking an acceptable compromise between the aesthetics of the architectural design and landscaping, and the need for security requirements which should be robust but subtle rather than overtly offensive and perhaps creating a 'fortress type' appearance which may increase the fear of crime.
- 1.6.** Timely crime statistics from Police.UK are not currently being published due to Greater Manchester Police IT issues dating back to 2019, so assumptions have been made based on a 'worst case scenario' basis.

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

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

- Context – enhances the surroundings.
- Identity – attractive and distinctive.
- Built Form – a coherent pattern of development.
- Movement – accessible and easy to move around.

- Nature – enhanced and optimised.
- Public Spaces – safe, social and inclusive
- Uses – mixed and integrated.
- Homes and Buildings – functional, healthy and sustainable.
- Resources – efficient and resilient.
- Lifespan – made to last.

2.4. Rochdale Metropolitan Borough Council Local Plan – Core Strategy

The Core Strategy is 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. Rochdale Borough Council – Places for Everyone plan

The Places for Everyone plan aims to:

- Manage land development up until 2037.
- Plan new homes, employment space and infrastructure.
- Cater for growing populations.
- Boost the prosperity of Greater Manchester and make it one of the best places in the world to live and work.
- Ensure housing and employment opportunities are spread more evenly across Greater Manchester so boroughs like Rochdale do not lag behind.

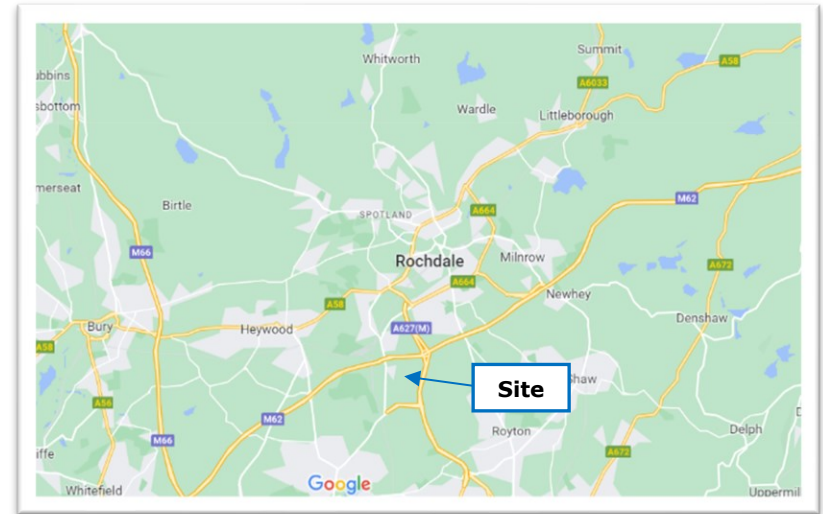
The proposed development site benefits from a draft allocation for mixed-use development under the emerging Places for Everyone draft Policy JP Allocation 2.

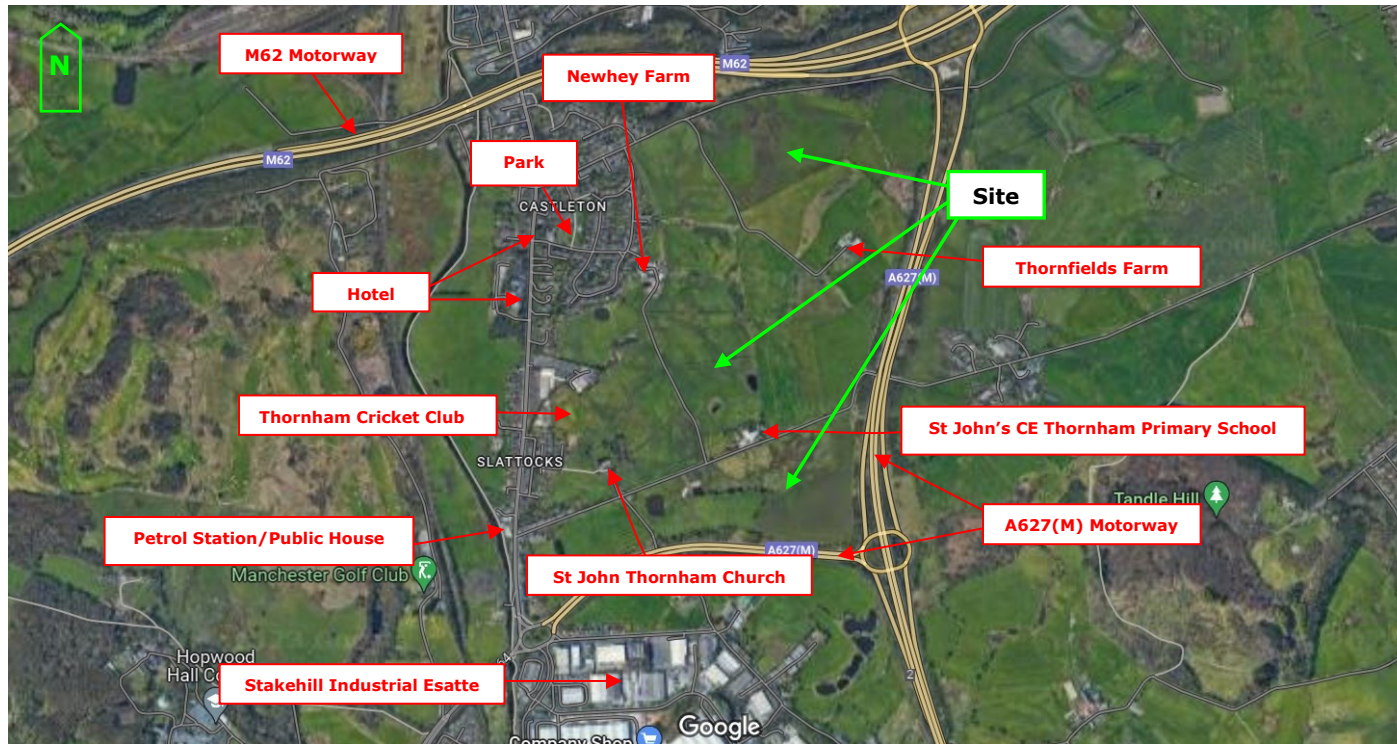
2.7. Secured by Design (SBD)

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.

3. Environmental Visual Audit

- 3.1.** The proposed development site, indicated on the map opposite (*Source: Google*), is located in the communities of Slattocks and Castleton, part of the town of Middleton in the larger metropolitan borough of Rochdale in Greater Manchester, approximately 3.5km south of Rochdale town centre. The village is located 3.5km north east of Rochdale town centre, 5.5km north west of Oldham, and 12km north east of Manchester city centre.
- 3.2.** The site has good transport links, the M62 and A627(M) motorways adjacent to the north, and east/south respectively. Manchester Road is also a bus route.
- 3.3.** The proposed development site extends to approximately 88.5 hectares and largely comprises irregular shaped agricultural field parcels associated with Newhey and Thornfields farms. Field boundaries comprise of broken hedgerows and occasional mature tree belts. To the north of the site is the aforementioned M62 motorway, with established residential properties near to the north west corner of the site. To the west are established residential properties and Thornham Cricket Club with a hotel, public house, and a petrol station further afield. St. John Thornham church and St. John's CE Thornham Primary school sit within the southern portion of the wider site and are not part of the proposed development. The southern and eastern perimeters are effectively the A627(M).
- 3.4.** A site visit took place to obtain photographs of the proposed development site and its surroundings, and an aerial image (*Source: Google maps*) is also included to show other nearby landmarks and features, and areas of the site which were inaccessible.





Pics 1 and 2 show the view looking west and east respectively along Thornham Lane, part of the southern perimeter of the proposed development site, from its junction with Stakehill Lane.

Pic 3 shows the south west parcel of the proposed development site adjacent to the west of St. John's Church.



Pics 4 and 5 show the view looking north towards St. John's Church from Thornham Lane, with the road in Pic 5 being the vehicular access to the church.



Pic 6 shows the view looking south from Thornham Lane towards stables and across the southernmost parcel of the proposed development site inside the A627(M).



Pics 7 and 8 show the views looking south east and east respectively across the southernmost parcel of the proposed development site inside the A627(M).



Pic 9 shows the view looking west from Thornham Lane/the track to Newhey Farm across the proposed development site towards St. John's Church.



Pic 10 shows the view looking north from Thornham Lane along the track to Newhey Farm with the perimeter of St. John's Primary School denoted by the hedgerow on the right of the picture.



Pics 11 and 12 show the south west corner of the school site near Thornham Lane/farm track and the view looking west along Thornham Lane towards the school respectively.



Pics 13 and 14 show the views looking north along the public footpath running alongside the residential property adjacent to the eastern side of the school, and north east across the proposed development site respectively, with Thornham Lane on the right of Pic 14.



Pic 15 shows the view looking south west across the southern parcel of the proposed development site on the southern side of Thornham Lane.



Pics 16 and 17 show the views looking south east across the southern parcel of the proposed development site on the southern side of Thornham Lane, and south along the eastern perimeter of this land with the A627(M) respectively.

Pic 18 shows the view looking west along Thornham Lane from the eastern perimeter of the proposed development site.



Pics 19 and 20 show the views looking west and north west respectively from the eastern perimeter on Thornham Lane, across the central parcel of the proposed development site.

Pic 21 shows the view looking north along the eastern perimeter of the proposed development site where it borders the A627(M).



Pic 22 again shows the view looking north, along the inside of the eastern perimeter of the proposed development site.



Pic 23 shows the view looking south from the footpath leading to St. John's Church at the eastern end of Church Avenue. This parcel of the proposed development site is also seen in Pics 3 and 4.



Pic 24 shows the aforementioned footpath to the church crossing the south west parcel of the proposed development site.



Pic 25 shows the view looking north from the footpath across the proposed development site towards Thornham Cricket Club.



Pics 26 and 27 show the view looking south east and north east respectively across Rochdale Road towards the previous garden centre site which is where the new site entrance road is proposed.





Pic 28 shows the view looking north east along Thornham New Road with the proposed development site on the right of the picture.



Pic 29 shows the view looking south from Thornham New Road towards the perimeter with the residential properties on Chatham Avenue/Square.



Pic 30 shows the view looking north across the northernmost parcel of the proposed development site towards the M62 motorway.



Pic 31 shows the continuation of Thornham New Road, this section forming part of the proposed development site.



Pics 32 and 33 show the view looking south east and south west respectively across the proposed development site from where the farm track leading to Thornfields Farm meets Thornham New Road.



4. Crime Statistics and Analysis

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

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

4.3. Crime Categories

- **Anti-social behaviour (ASB)** - Includes personal, environmental and nuisance anti-social behaviour.
- **All crime** - Total for all categories.
- **Bicycle theft** - Includes the taking without consent or theft of a pedal cycle.
- **Burglary** - Includes offences where a person enters a house or other building with the intention of stealing.
- **Criminal damage and arson** - Includes damage to buildings and vehicles, and deliberate damage by fire.
- **Drugs** - Includes offences related to possession, supply and production.
- **Other crime** - Includes forgery, perjury and other miscellaneous crime.
- **Other theft** - Includes theft by an employee, blackmail and making off without payment.
- **Possession of weapons** - Includes possession of a weapon, such as a firearm or knife.
- **Public disorder and weapons** - Includes offences which cause fear, alarm, distress or possession of a weapon such as a firearm.
- **Public order** - Includes offences which cause fear, alarm or distress.
- **Robbery** - Includes offences where a person uses force or threat of force to steal.
- **Shoplifting** - Includes theft from shops or stalls.
- **Theft from the person** - Includes crimes that involve theft directly from the victim (including handbag, wallet, cash, and mobile phones) but without the use or threat of physical force.
- **Vehicle crime** - Includes theft from or of a vehicle or interference with a vehicle.
- **Violence and sexual offences** - Includes offences against the person such as common assaults, Grievous Bodily Harm and sexual offences.



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

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

Patterns of crime over recent years have been substantially affected by the coronavirus (COVID-19) pandemic and government restrictions on social contact. During the coronavirus pandemic, the ONS mode for collecting survey data changed to the Telephone-operated Crime Survey for England and Wales (TCSEW). Data collection has now returned to using face-to-face Crime Survey for England and Wales (CSEW) estimates across all crime types. These estimates are directly comparable with pre-coronavirus pandemic estimates, which improves the ability to evaluate whether there are sustained impacts of coronavirus on levels of crime.

The CSEW statistics presented in this year ending June 2022 release are based on nine months of data collection between October 2021 and June 2022, rather than the normal 12 month interview period, and on a lower response rate, which may impact on the quality of the estimates. The latest figures from the CSEW for the year ending June 2022 show that compared with the pre-coronavirus pandemic year ending March 2020, total crime has decreased by 8%. Focusing on individual crime types:

- Theft significantly decreased during the coronavirus pandemic, and in the year ending June 2022, estimates showed that theft has decreased by 19% compared with year ending March 2020; while it is too early to say whether this represents a new long-term trend, it does suggest a sustained impact of coronavirus.
- Fraud significantly increased during the coronavirus pandemic because of behavioural changes, and in the year ending June 2022, estimates showed that fraud has returned to pre-coronavirus pandemic levels (no change compared with the year ending March 2020); this suggests increases were specific to the coronavirus pandemic, rather than a sustained change in trends.
- Estimates from the TCSEW showed an increase in computer misuse offences during the coronavirus pandemic, while some of this increase was likely to be genuine, comparability analysis shows the different mode and methodology of the TCSEW may have also contributed to a rise in the figures; year ending June 2022 estimates showed a 27% decrease compared with pre-coronavirus pandemic levels, suggesting that any real increase was likely specific to the coronavirus pandemic.

Police recorded crime data give insight into lower-volume but higher-harm crimes that the survey does not cover or does not capture well. It can also provide insight into crimes that are well reported to and recorded by the police. Compared with the pre-coronavirus pandemic year ending March 2020, there have been decreases in such crime types for the year ending June 2022, specifically:

- Burglary (down 28%)
- Robbery (down 23%)

- Vehicle offences (down 19%)
- Theft (down 19%)
- Offences involving firearms (down 10%)
- Knife-enabled crime (down 9%)
- Violent crime (down 7%)
- Homicide (down 5%)

It is too early to say whether these decreases represent a change in long-term trends.

Police recorded crime in England and Wales in the year ending June 2022 exceeded pre-coronavirus pandemic levels. The 6.5 million crimes recorded was 7% higher compared with the year ending March 2020 (6.1 million offences). This overall increase was largely driven by increases in the offence categories that are most subject to changes in reporting and recording practices.

In the year ending June 2021, police recorded crime fell to 5.8 million offences driven by national lockdowns and restrictions to social contact during this period. Since the year ending June 2021, police recorded crime has increased by 12% in the year ending June 2022.

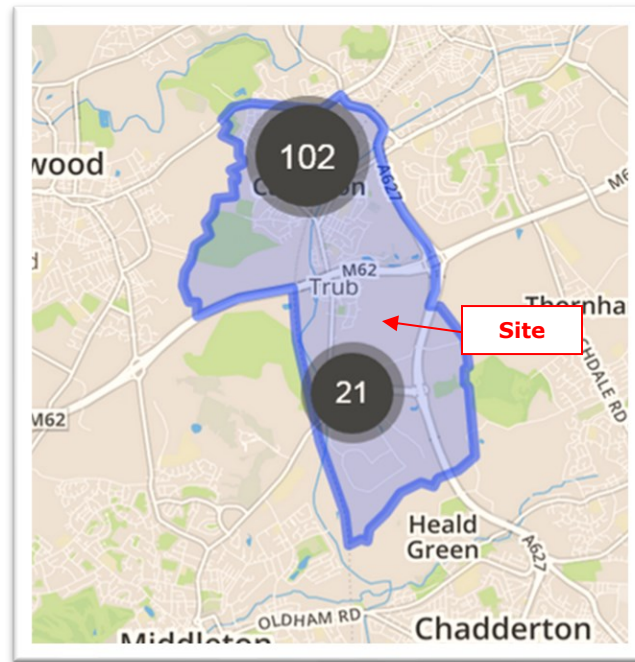
Likelihood of victimisation

The latest CSEW estimates show that for the year ending June 2022, approximately 8 in 10 adults did not experience any of the crimes asked about in the CSEW. The likelihood of being a victim of crime varied by crime type, with fraud having the highest likelihood of victimisation (7%). In relation to property crimes the likelihood was:

- Domestic burglary (1%)
- Bicycle theft (2%)
- Criminal damage (3%)
- Vehicle related theft (3%)

- 4.5.** The proposed development site lies within the Castleton local policing area of the wider Rochdale Borough.
- 4.6.** A daytime weekday site visit revealed the general area to be a relatively quiet, safe, and non-threatening environment.
- 4.7.** Unfortunately, it is not possible to provide current police recorded crime data for the Castleton local policing area due to GMP's claimed IT issues, this having been ongoing since July 2019, and with no end date available. In view of this, historical data from a previous CIS by this consultant for a nearby application has been used in order to give a 'flavour' of past issues.

- 4.8.** The following map shows the overall level of reported crime within the wider Castleton policing area 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 key issues.



Crime types

Anti-social behaviour	- 18
Bicycle theft	- 0
Burglary	- 13
Criminal damage and arson	- 25
Drugs	- 3
Other crime	- 6
Other theft	- 8
Possession of weapons	- 1
Public Order	- 12
Robbery	- 0
Shoplifting	- 2
Theft from the person	- 0
Vehicle crime	- 7
Violence and sexual offences	- 28

- 4.9.** Violent crime was previously the main issue in the area, however, ASB incidents were and are still likely to be an issue in the Castleton local policing area, as is the case in other parts of the GMP area, and in fact other parts of the country. ASB is recorded and made up of 3 elements:

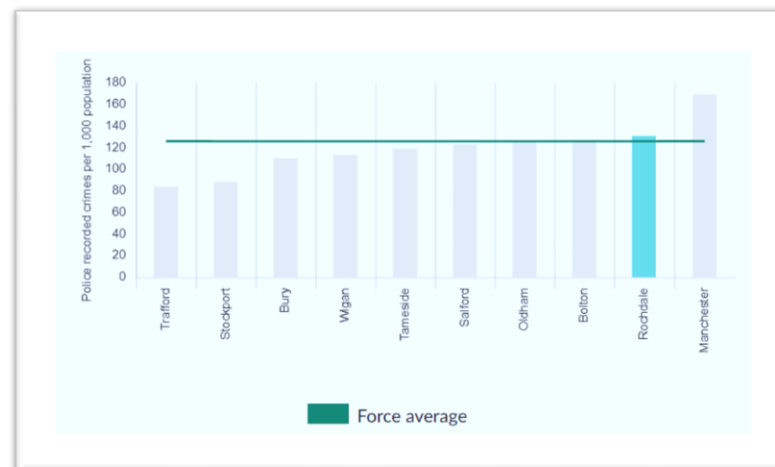
- Personal
- Nuisance
- Environmental

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.

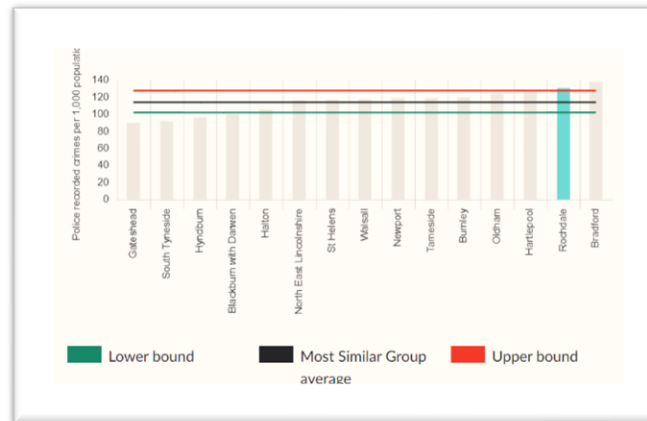
Nuisance ASB captures those incidents where an individual or group causes trouble, annoyance, inconvenience, offence or suffering to people in the local community in general rather than being deliberately targeted at specific individuals or groups. It includes incidents where behaviour goes beyond the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

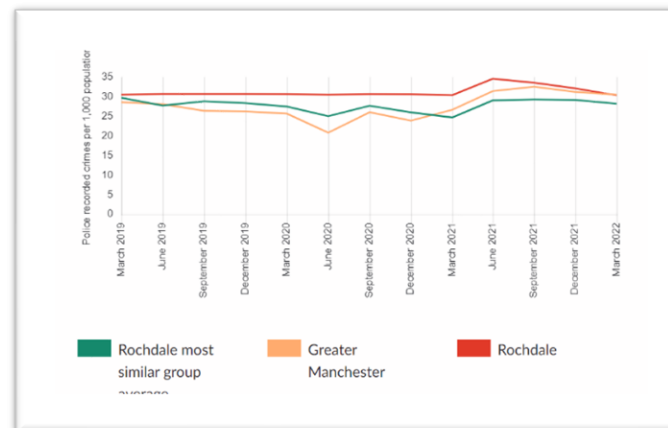
- 4.10.** The chart below shows a comparison of the crime rate in Rochdale to the average crime rate across the GMP force area. It shows the total number of crimes over a twelve-month period per thousand residents, for all types of crime in the year ending March 2022 (Source: Office for National Statistics (ONS)). The green line represents the GMP Force average, and it can be seen that Rochdale was second worst of the ten local authority areas and above the Force average at just under 131 crimes per 1000 of the population.



4.11. The following chart below compares the crime rate in the Rochdale policing area to the average crime rate across similar policing areas in England and Wales in the year ending March 2022. 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).



4.12. 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, in the quarter ending March 2022, Rochdale's crime rate was down, matching the Greater Manchester rate (Source: ONS).



- 4.13.** 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.
- 4.14.** To summarise, during June 2019 the main crime issues in the wider Castleton policing area consisted in the main of violent crime, criminal damage, ASB, burglary and public order incidents. It is currently not known whether such types of offence are continuing or have worsened. The wider Rochdale Borough sat just above the Greater Manchester Force average in March 2022, at the higher end of the ten local authority areas for incidents, but the crime rate was down. Anyone with an interest in the proposed 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 a mixed use residential development would 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. Also, 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.** This application seeks Hybrid Planning Permission for up to 1,380 dwellings, mixed-use development, green infrastructure, and sustainable urban drainage. Of the 1,380 dwellings applied for, details of 233 units are applied for in Full, and 1,147 units in Outline. The description of development is as follows:

'Hybrid planning application seeking: Full Planning permission for the erection of residential development (Use Class C3) with associated landscaping, means of access, drainage, and other necessary supporting infrastructure (Phase 1).

Outline planning permission for residential development, mixed-use development, landscaping, and supporting infrastructure (all other matters reserved) (Phase 2),'

by Redrow Homes Limited and the site owners: Valerie Drake; Robert Allen and John Thomas Allen; June Greenwood, Willie Greenwood and Mark Greenwood; and David Andrew Tetlow and Amanda Jane Tetlow.

- 5.2.** Vehicles and pedestrians would access the site from a newly created junction on Rochdale Road. Further pedestrian links to Phase 1 will exist from the church footpath (see Pic 24), Thornham Lane to the south, and from the existing footpath/farm track (see Pic 22).

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.
- Violent crime.
- 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 2023 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 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 therefore recommended for this scheme comply with the ARC principle in that they are appropriate, realistic, and cost effective.

7.3. Approved Document Q, which SBD has welcomed as it introduces a security element into the Building Regulations, applies to all new dwellings and creates security requirements in relation to doors at the entrance to a building, including garage doors where there is a connecting door to the dwelling; ground floor, basement and other easily accessible windows; and any easily accessible roof-lights. The requirement is that the product must be shown to have been manufactured to a design that has been tested to an acceptable security standard. In this instance, front entrance doors, with multipoint locking systems including anti-bump, anti-pick cylinders, are recommended. This will also apply to rear doors and French/patio doors. Windows should be internally beaded and fitted with lockable handles. Safety glass, laminated or toughened, should be fitted in any glazed window panels below 800mm and glazed door panels within 1.5m of finished floor level. All these measures would be adequate for the crime risk identified.

7.4. Full planning application - Phase 1

7.4.1. Perimeter security

- SBD New Homes 2023 recommends 1.8m high fencing.
- Proposed boundary treatments to the plots in the north east corner of the Phase 1 site (Plots 39-54 inclusive) are 1.8m high close boarded fencing, however, as it is not yet known how these plots will interact with or fit into the wider proposed development, consideration could be given to increasing the fence heights to 2.1m by way of a timber trellis topping because if these plots back onto POS in the future, then they may not always necessarily benefit from natural surveillance opportunities. The remainder of this perimeter wraps around the south of Newhey Farm and borders existing residential properties and their existing perimeter treatments, the condition of which is not known. If fencing is not proposed at the rear of the existing residential properties on Carnforth Avenue, then at the very least 1.8m high close boarded fencing is recommended to the side of Plot 16, rear of Plot 17, with the area at the front/side/rear of Plot 18 dependent upon the condition and suitability of existing treatments.
- The western perimeter, from Plot 1-16 inclusive should feature 1.8m high close boarded fencing erected just inside the existing treatments to the residential properties on Sautridge Close. 1.8m high stone walling is proposed at the side of Plot 1 reducing to 0.9m and turning the corner into the site at the main entrance. Care should be taken at the transition point between the differing heights, so as not to create a climbing aid into the rear garden. It is assumed that the remainder of this perimeter, skirting the cricket ground, Grange Road, allotments, and the existing residential properties on Thornham Lane, will in its current state.
- The southern perimeter along Thornham Lane, and skirting the church and its grounds, will remain in its current state, i.e., mature hedgerows and shrubbery, with the exception of some newly created openings linking footpaths for the wider scheme and the vehicle turning head between Plots 161 and 169.
- The eastern perimeter will also feature plots backing onto land, the use of which is not yet known. If these are to be back-to-back plots then 1.8m close boarded fencing will suffice, however, as per the plots in the north east corner of the Phase 1 site, consideration could be given to increasing the fence heights to 2.1m by way of a timber trellis topping because if these plots back onto POS in the future, then they may not always necessarily benefit from natural surveillance opportunities.

- All these measures would be adequate for the perceived crime risk.

7.4.2. Layout and Landscaping

- In the main, dwellings will be laid out facing each other, in a block and grid pattern, overlooking the street and parking spaces to aid security and increase surveillance opportunities by way of active frontages to the properties.
- 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.
- Rear and sub-divisional fencing to gardens will be 1.8m high close boarded fencing as per SBD guidelines.
- The front gardens of some of the plots facing onto the proposed Western Greenway (*the existing PROW/farm track seen in Pic 10*) which runs north to south through the site will feature 900mm high Estate railings. The remaining front gardens should ideally be landscaped by way of low evergreen box hedging or similar in order to demarcate defensible private space and allow for dwelling frontages to be open to view as per SBD guidelines.
- Where rear or side gardens abut the highway within the development they will be enclosed behind 1.8m high brick walling, and any long expanses of walling should be further protected by low and wide robust defensive planting to prevent climbing and anti-social behaviour such as the wall being used to play football against.
- 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
- 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.
- Access to rear gardens, including any rear access paths, will 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 unless they restrict access to utility meters, and this includes rear access paths serving a number of plots, which may necessitate the need for a communal locking gate at the entrance to the path. This will remove the likelihood of hiding places being created. Utility 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.
- Where private driveways, vehicle turning heads, and circulatory roads meet POS or footpaths, low timber knee rail or similar should be included to prevent any potential conflict between pedestrians and vehicles.
- The recreational corridors within the site will be well overlooked and landscaped, in order to deter anti-social behaviour and prevent the fear of crime. Planting adjacent to footpaths/cycleways should be low and well maintained

in order to prevent the fear of crime for legitimate users and prevent the creation of hiding places. Attenuation ponds throughout should be surrounded by suitable safety fencing, along with appropriate safety signage.

- Permeability is always a sensitive issue because it should not compromise the security of the overall development or allow criminals legitimate access. There is a desire to retain much of the current greenbelt land by way of areas of POS etc., and a number of footpath/cycleway links and routes are proposed. Though this makes the development highly permeable, it is not unusual for such a setting and the majority of these will be 2-3m wide and well overlooked, which should prevent the fear of crime for legitimate users.
- The LEAPs and POS within this phase of the proposed development all benefit from surveillance opportunities and are located in well overlooked, active locations.

7.4.3. Lighting

- 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 the best spread of light without creating shadows. Lighting should not conflict with landscaping and be resistant to vandalism.
- Lighting should also illuminate all front doors of dwellings, to allow for house number and caller identification in addition to enhancing natural surveillance.

7.4.4. Security systems

- 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. Any installed intruder alarm system should comply with BS EN 50131.

7.4.5. Electricity sub-station

- A proposed primary sub-station will be located inside the eastern perimeter adjacent to the south of Newhey Farm.
- 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, and due to the slightly isolated location, the sub-station itself should ideally be a brick built pitched roof structure with a locking steel access doorset. It is assumed it will be located within a compound area, and this should be protected by way of paladin fencing or similar, with 'defensive' shrubbery planted around the outside.

7.5. Outline planning application - Crime prevention measures for future consideration on further phases:

- Vehicle, pedestrian, and cycle routes should be visually open, direct, well used and not segregated.
- Footpath design and location should minimise the opportunity for crime and disorder.

- Footpath seating and planting should avoid the creation of inappropriate loitering places and opportunities for crime and disorder.
- Appropriate lighting should be provided for footpaths.
- Communal areas should be designed and located in such a way as to allow natural surveillance, prevent unauthorised vehicle access, reduce the opportunity for crime and disorder and not immediately abut residential buildings.
- Dwellings should be positioned to face each other, overlooking the street and with 'back-to-back' rear gardens so as to maximise surveillance opportunities whilst also providing 'active frontages'.
- Private outdoor space, such as rear gardens, should be secure so as to restrict access to the occupants of the building for which this space has been provided. Fencing a minimum of 1.8m in height is recommended to secure side and rear boundaries, but gardens adjacent to accessible public open space may require an increase in fence height.
- Where plots back onto woodland or embankments, care should be taken so that trees etc. do not provide aids to scaling fencing and accessing rear gardens.
- Where rear or side gardens abut the highway, they should be enclosed behind 1.8m high brick walling or similar.
- Sub-divisional fencing between gardens should be adequate for the crime risk, preferably 1.8m high but no lower than 1.5m in height.
- Blank gable end walls should be avoided or designed to mitigate crime and disorder problems that they might generate.
- Access paths to the sides of dwellings should be securely gated (minimum 1.8m high) on or as near to the front building line as possible, which may necessitate communal/shared locking gates. This is particularly applicable to shared rear access paths.
- Dwelling identification i.e., house numbers, should be clearly displayed.
- Aids to climbing should be avoided, for example, street lights or telecommunications cabinets located next to rear garden fences, or transition points e.g., where lower fencing meets higher.
- Car parking arrangements should be designed to minimise crime opportunity whether this is in a garage, on a driveway or in a well overlooked designated parking space.
- Internal courtyard car parking should ideally be avoided, or if it has to be included then it should be protected by an electric access-controlled gate. If a gate is not installed then other options could include changes to fencing surrounding/overlooking the parking court i.e., 1.8m high fencing, but including timber trellis within this to allow views into the parking area.
- Planting (soft landscaping) arrangements should be appropriate, not impede natural surveillance and not create hiding places.
- Any trees 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.
- All street lighting for adopted highways, footpaths, private estate roads and car parks should comply with BS 5489:2020.
- All doorsets allowing direct access into homes, e.g., front and rear doors, interconnecting garage doorsets, French doors, bi-fold or sliding patio doorsets, dedicated private flat or apartment entrance doorsets, easily accessible balcony doorsets etc. should comply with Approved Document Q (ADQ) as a minimum.
- All easily accessible windows should comply with ADQ as a minimum.
- Lighting should illuminate each elevation that contains a doorset used by visitors or residents.
- Utility cupboards should be located externally as close to the front building line as possible and be overlooked. SMART meters may assist this.
- Laminated glass to BE EN356:2000 class 1A should be installed on all ground floor and any basement windows, and those easily accessible above ground floor level.
- 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. Any installed intruder alarm system should comply with BS EN 50131.

8. Conclusion

- 8.1.** This development will be consistent with current principles of the National Planning Policy Framework and will have adopted the principles of Secured by Design and Crime Prevention through Environmental Design. If the recommended crime prevention measures are incorporated into further phases of the proposed residential development at future stages, then it would again be consistent with current principles of the National Planning Policy Framework and have adopted the principles of Secured by Design and Crime Prevention through Environmental Design.
- 8.2.** Timely analysis of exact crime levels in the area around the vicinity of the proposed development site has not been possible. Historical data from June 2019 revealed the main crime issues in the wider Castleton policing area to be violent crime, criminal damage, ASB, burglary and public order incidents. Statistics for the Rochdale Borough as a whole indicate crime levels to be slightly higher than the Greater Manchester Force average, sitting at the higher end of the ten local authority areas for incidents. It is difficult to predict whether existing crime levels in the area will worsen, reduce, or transfer to the site when the development is completed, and there is currently no evidence to suspect any ongoing crime and disorder will transfer to the proposed development but it is a possibility, so all reasonable efforts to mitigate and discourage it should be 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 proposed and recommended for inclusion in what would be a sustainable development would be appropriate and adequate for the perceived crime risk and should satisfy the requirements of Rochdale Borough Council's local planning policies and strategy because they take into account the need to reduce crime and anti-social behaviour, and the fear of it, and the high quality design of the development would 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.



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