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## Crime Impact Statement

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|----------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Site/Project:        | The construction of 75 self-contained apartments (Use Class C3), with extra care light facilities, residents' facilities, associated landscaping, parking and access roads. |
| Location:            | Royle Road, Sudden, Castleton, Rochdale, OL11 3QL.                                                                                                                          |
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| Report Prepared for: | BMC Rochdale Ltd.                                                                                                                                                           |
| Date:                | 16 <sup>th</sup> April 2026 (v1.2)<br>22 <sup>nd</sup> February 2026 (v1.1)<br>2 <sup>nd</sup> September 2025 (v1.0)                                                        |

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## 1: Introduction

This Crime Impact Statement:

- Has been produced by Dobson Owens Security Consultants, an independent consultancy who have not been involved in the design process prior to this instruction.
- Analyses the existing crime and disorder in the surrounding areas to the site and any potential impacting factors.
- Assesses the proposed development against the principles of CPTED (Crime Prevention through Environment Design) to offer proposals to reduce opportunities and the negative perception or fear of crime.
- Provides recommendations to reduce the proposed development's and the surrounding area's vulnerability to crime.
- Provides physical security standards based upon the Secured by Design test standards and British Standards/PAS.
- Will assist in reducing resistance to the development from the local communities and help maintain positive links between the developer and the affected stakeholders.

## 2: Executive Summary

This application has been assessed against the existing crime environment and the potential concerns created by project activity and proposed residential use.

A crime analysis in the immediate vicinity of the proposed site and broader neighbourhood area has been conducted in line with the anticipated use and controls from the proposal. Based on this intelligence, the current vacant and aesthetically poor condition of the site, and the similar residential developments/population in the surrounding area, it is concluded that there is no enhanced crime risk presented. Indeed, the provision of a formal and well-cared-for property will likely have a positive influence on the neighbourhood and fear of crime, as well as reducing opportunities for crime.

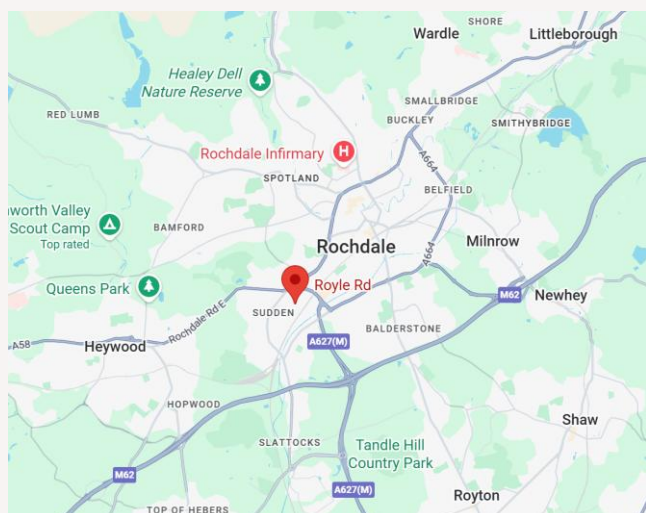
Recommendations have been made to increase resilience and address any poor perceptions of crime.

### 3: Proposal Overview

The proposal is to construct 75 self-contained apartments comprising 38 one-bedroom apartments and 37 two-bedroom apartments, with extra care light facilities, residents' facilities, associated landscaping, parking, a new access and internal access road. The location is the land adjacent to Royle Road, Rochdale, OL11 3QL. The use is Class C3, but the units have been designed to cater for 'light' extra care support when and if required.

The site lies just southeast of the intersection of the A664 Rochdale Bypass (Edinburgh Way) and the A58 (Edinburgh Road), on the southern outskirts of Rochdale, 1km from the town centre. Transport links are therefore excellent, with easily accessible routes in all directions.

The site falls into the Castleton section of the Rochdale area of P Division within the Greater Manchester Police jurisdiction. This is illustrated in the below-right plan.



The proposal incorporates an area to the northeast of the intersection between Silk Street and Royle Road, immediately east of the Silk Street Tesco Superstore. It is accessed by travelling east along Silk Street or north up Royle Road, with the entrance to the site being at the southwest corner.

The site's footprint is illustrated in yellow below and the access route via the red arrows. There are considerable elevation changes across the site from north to south.



## 4: Site Analysis

The proposed development is located in Sudden, which falls in the area of Castleton, which is part of the borough of Rochdale, lying 1km to the southeast of the town centre. Rochdale is a medium-sized town with a population of 111,261. This extends to 223,773 for the wider borough (2021 census). Rochdale is in the foothills of the South Pennines and lies in the dale valley of the River Roch, 8km northwest of Oldham and 16km northeast of Manchester.

### Transport

Transport links in the immediate area of the proposed site are excellent. It lies immediately adjacent to the Rochdale Bypass (A664) and ring road, with easy access onto the east/west A58 and M62, and the north/south M66. The nearest rail station is Castleton, which is 1km to the south, but the main rail and bus/tram transport hubs of Rochdale are also only 1.6km to the northeast. There are dual-direction bus stops on Edinburgh Way (A58) and on Manchester Road, both 200m from the site. Whilst the excellent transport links provide easy escape opportunities for adversaries, the prevalence of ANPR and associated traffic and public CCTV cameras along these routes will offer additional detection capabilities.

### Surrounding Area

The surrounding area has an urban/suburban feel with expanses of residential housing and commercial/industrial buildings. However, Castleton is sufficiently distanced from Rochdale and the metropolitan reach of Manchester to allow expanses of agricultural and woodland to separate the villages and towns nearby.

To the east of the site is Sandbrook Park, which is a retail park that incorporates wider activities such as a cinema and several restaurants. To the south of this is a large industrial estate/business park that facilitates logistics companies, car sales and garages, and wider domestic products and services. To the south, west and north is largely residential with housing estates creating a more densely populated area. This continues to the northeast as Rochdale town centre is approached.

Housing in the area is a mix of traditional semi, detached and terraced, and more modern executive and link houses. There is a large housing development to the south of the proposed site that is nearing completion. Consequently, the modern apartment block will not stand out or draw unnecessary attention. Despite being in moderately populated area on the outskirts of a medium sized town, there are minimal signs of crime, disorder, litter or graffiti in the area. Some areas appear more industrial than others and grilles, roller shutters and rotating spikes installed on fences suggest that there have been crime issues. However, the homes are generally well cared for and tidy and such attributes are known to deter crime.



There is a Tesco Superstore and petrol station immediately to the west of the site and this is accessed via Silk Street. This likely creates traffic congestion, noise and litter in the area at peak times such as weekends, although given the extensive housing development on the land adjacent, the apartment block is unlikely to have a significant impact on this.

Other influences in the area include the Crown Oil Arena, which lies 2km to the north. This is the home of Rochdale AFC, who play football in the National League (fifth tier of English football) and attract average crowds of 5000 to 6000. Such crowds can create considerable congestion and anti-social behaviour, although it is not anticipated that this will significantly impact the site as it does not provide a thoroughfare.

Rochdale Infirmary is 2.5km to the north, which is an NHS general hospital that offers extensive services, including a 24-hour Urgent Treatment Centre. Hospitals tend to attract crime and anti-social behaviour due to the drugs stored on site and the stressful and emotional situations users tend to find themselves in. This is particularly prevalent when a hospital offers 24-hour accident and emergency services such as this. Whilst this is within easy reach of the proposed site, it is considered sufficiently distanced to minimise such impacts. The Highfield Hospital is also nearby, but this is a private outpatient facility that is less likely to create wider community issues.

Rochdale is the nearest Greater Manchester Police Station and is 1.5km to the north. This is a part-time provision that is open 0800-2000 Monday to Friday and 1000-1800 on a Saturday and Sunday. There are supporting stations in Bury, Whitefield and Oldham.

Given the proximity to Rochdale town centre, there is no High Street as such. There are smatterings of small businesses such as convenience stores, a launderette, a local post office and a sporadic public house/social club, but no concentration of such services. Residents of the area likely travel into the town centre should a more vibrant night-life be sought. Given the location, elevation changes and single-entry point, the site will not be used as a thoroughfare and this reduces the risk of any arising disorder from locals in the surrounding area returning from a night out creating a nuisance.

The surrounding streets have illumination that is converted to LED and the proximity of the Tesco Superstore will offer residual lighting, particularly at the site entrance.

## Existing Site Analysis

The proposed site is currently unmanaged land that has an unkempt feel. It formerly housed an extensive furniture centre, which was demolished circa 2014, and the site has been vacant ever since. It is now a partially grassed area that also has scarring from earlier preparatory building/clearing works that did not come to fruition. It is also serving as access and storage for the neighbouring residential project, which contributes to its condition.



The northeast perimeter runs adjacent to Edinburgh Way and is defined by a line of trees and a 1.8m welded mesh fence. This is in good condition and appears recently installed. The northwest section of the perimeter borders the Tesco rear car park. This is marked by a palisade fence that again, is in a suitable state of repair. Whilst bordering a rear car park of a large supermarket such as this would normally create security concerns, in this instance, it creates minimal vulnerabilities as this lies only adjacent to the proposed access road. There would consequently be minimal benefit to an adversary scaling this fence.

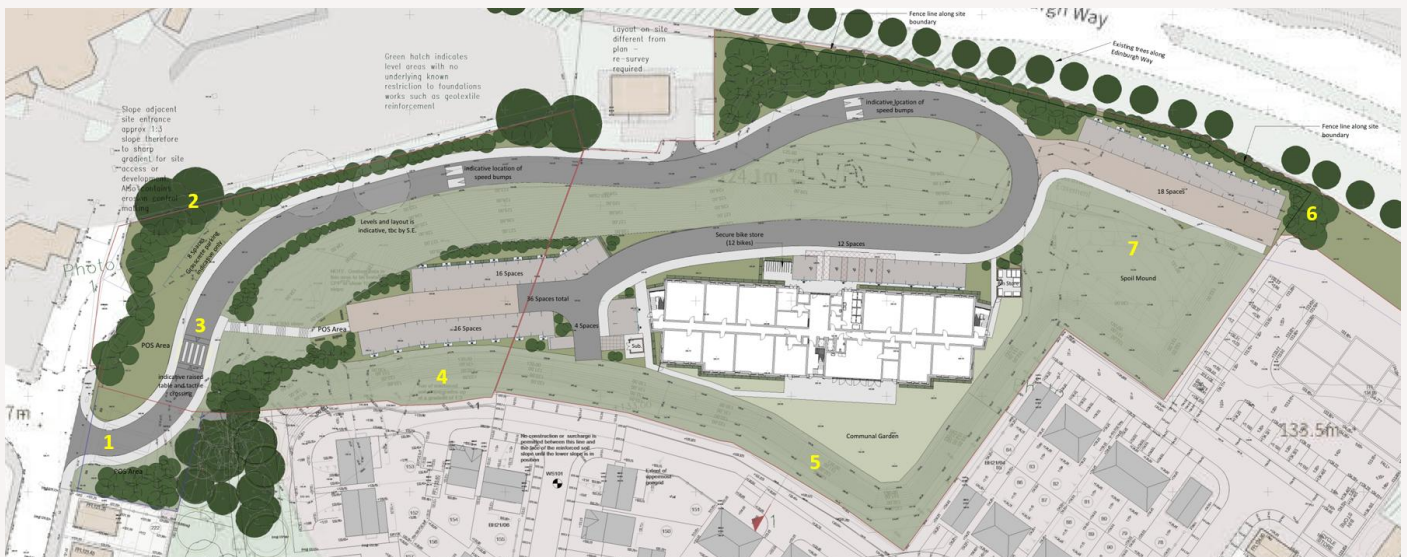


The eastern and southern perimeters run adjacent to the new housing development. This is separated by wooden fencing to delineate each space, some of which is site-based, with other areas being garden fences directly adjacent to houses.

The west perimeter is where Royle Road progresses into the site. This is currently gated off, but this and the adjacent fence are in a very poor state of repair. Some of the adjacent areas have been repaired and now house the site offices for the neighbouring development.

## Proposed Site Design and Footprint

### External Areas



The above plan reflects the footprint of the proposed design. The access points have been designed to minimise the severity of the elevation change. The vehicular entrance is located on the west elevation and lies directly opposite Silk Street, creating a crossroads effect with Royle Road and the entrance to the rear Tesco car park (point 1). Trees will be planted along the border of this car park to help maintain the site's aesthetics and retain privacy (point 2). These will also act as a useful barrier, but it is important that they do not create a climbing aid.

The pedestrian entrance is slightly further north of the vehicular road and a crossing (point 3) links this to a ramped and stepped access footpath feeds up the hill to the apartment block/car park. This will suitably lit for safety and security during the hours of darkness and planned trees and shrubbery should be thoughtfully planted not to impede this illumination.

The site is separated from the bordering properties to the south by a steep 3.5m embankment. Access from and into the site from this side would be uncomfortable as it is very steep (1:3). This will help mitigate desire paths being created into the adjacent housing estate (points 4 and 5). A boundary fence could usefully be installed to further mitigate this and the potential for children to sledge or cycle down the bank onto the residential road below.

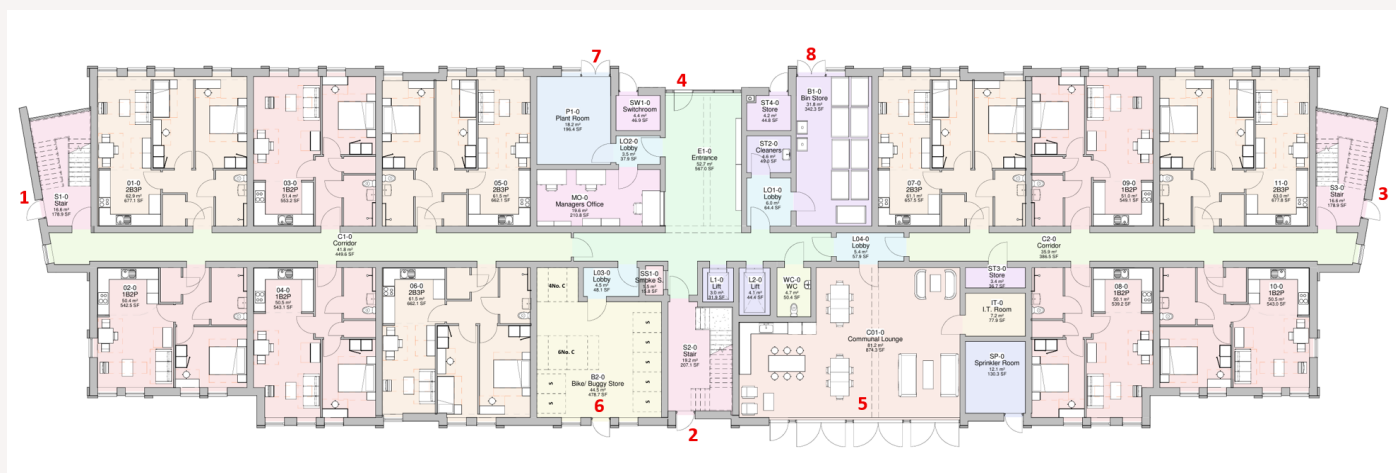
The access road winds around the outside of the site and traffic calming is planned to help minimise speed. Whilst it is appreciated that this is designed to maintain a safe gradient for the road, this also mitigates a rapid exit by a vehicle should an adversary be trying to escape.

Parking offers a full allocation of 75 spaces for 75 apartments. There is a facility for 18 vehicles at the northeastern corner of the site which lies adjacent to Edinburgh Way. The existing separating fence is in a good state of repair and this will be extended to limit any thoroughfare to the northeast (point 6). Defensive planting on the inside of this fence would be beneficial to help further mitigate unauthorised entry and access to parked vehicles.

A central car park immediately to the north of the building incorporates 12 bays, including five accessible bays, and a further 36 spaces are located in a western car park. A secondary parking area is proposed to the north of the spoil mound, connected to the building via a footpath (point 7). This would help mitigate vehicles being parked in a disorderly way and inhibiting view lines and pedestrian access way should overflow be required.

The apartment block lies to the south of the plot, with communal gardens to the rear that are fenced and gated to deter general public access.

## Building Plan



As previously highlighted, the apartment block has five levels and incorporates one- and two-bedroom units to provide 75 residences.

The are main access points on each elevation of the site. The south, east and west access points lead directly into stairwells for access to the upper levels (points 1, 2, and 3). The main entrance on the north side feeds into a lobby area and subsequently into the ground-floor corridors (point 4).

To the south there is a communal area with glazed doors that feed out into the garden (point 5). These are double leaf/bi-folding in style which are inherently weak and should meet minimum security standards with multiple locking points into the frame.

Also located on the south elevation is an internal cycle and buggy storage room (point 6), which is an excellent facility for a building of this type. This area should remain secure from both the external and internal sides and have an electronic latch lock (strike or lockset) and auto-closer. It is also important that relevant signage is installed to maintain vigilance in locking of cycles/buggies to mitigate theft by other residents.

This internal, more secure cycle storage facility rather negates the need for the unprotected external racks. Whilst this is a useful addition, in reality, this would likely be unused by residents with high-value cycles, as they would choose to store these within their apartments or the inner storage area. Consideration of replacing the external rack with additional parking or electric charging bays may be a more useful option.

A further shell entry point lies on the north elevation adjacent to the main entrance (point 7). This leads into a plant area, but there is also access to this room from the lobby area outside of the management office. This provides a potential entry point into the building and management office, which seems unnecessary. However, health and

Safety legislation requires such doors to be robustly and secured and controlled, which will mitigate the vulnerability to some extent.

The bin store is located on the northern side of the building (point 8) and has an external double-leaf access point. This will permit refuse collections without the need to enter main body of the building. However, there is also an inner door to allow residents to deposit their waste from the inside. This provides a through route into the building. It is advised that the outer doors remain locked, with the collection service staff provided with a key. Residents should not require access via this door and this will help to mitigate through access into the building, scrap dealers targeting the site, and vagrants looking for a warm area to sleep. The inner door should then also be kept secure (similar to the cycle store) with an electronic latch lock (strike or lockset) and auto-closer.

Whilst this is a sizable building, having multiple access points does create increased vulnerability that an entrance will be left insecure by a less vigilant resident. If possible and without creating inconvenience for users, reducing the number of access points is desirable. This increases supervision and natural activity and reduces the likelihood of a door being left insecure for an extended period of time. However, it is noted that the entrances do feed logically from the parking areas and residents will likely use the facility that allows the easiest access to their apartment.

Security and convenience do need to be carefully balanced, as frustrated users will create ways to bypass arrangements, increasing vulnerabilities further. All doors should therefore be of solid construction and be access-controlled at all times with auto-closers.

There are further access points from the building shell into plant areas, although this does not facilitate wider building access.



It is also noted that all of the first, second and third floor units will have a balcony. Whilst this is an attractive design feature, these do create security vulnerabilities as they facilitate a bypass of the inner compartmentalisation. However, positively, these are accessed by a single leaf door, which is much easier to secure than a double leaf door. It is important that there are no climbing aids in the area of the balconies, such as trees, door canopies, windowsills, garden furniture, downpipes etc. Vehicle access along the front elevation should be restricted to four metres from the building to mitigate them from being used as a climbing aid.

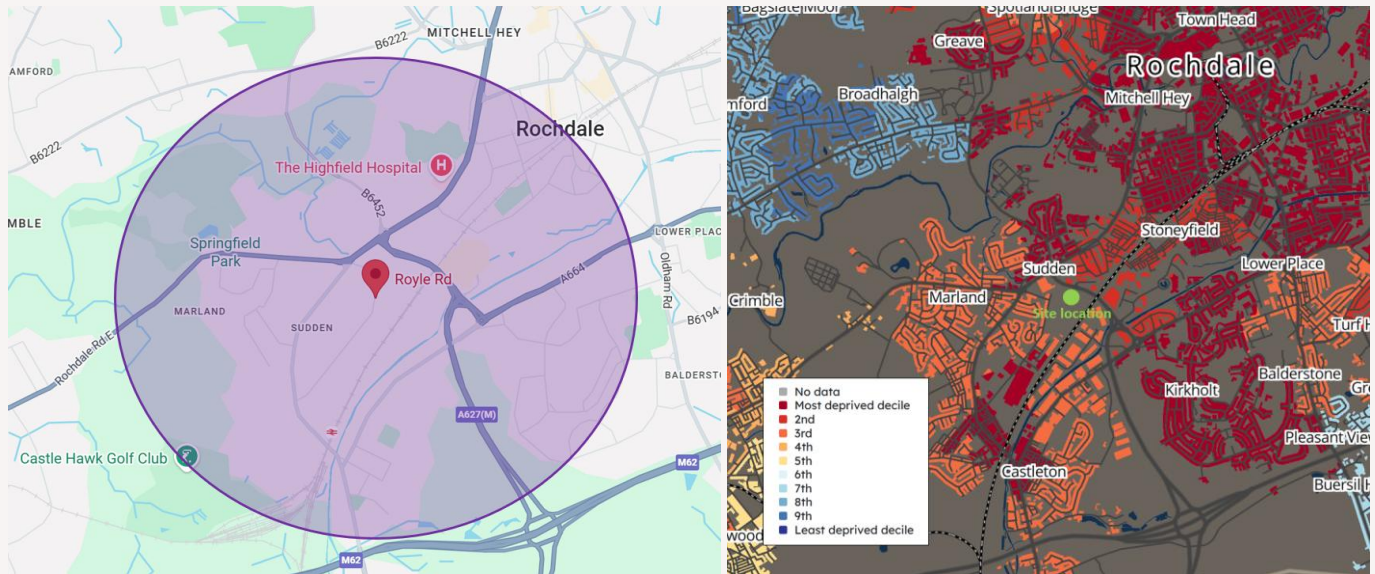
Access doors via the balcony should be of industry standard and have at least three locking points into the frame (preferably six or eight).

## 5: Crime Analysis

### 5.1 Crime Statistics – Immediate site vicinity

A crime analysis of a 1.6-kilometre (one-mile) radius around the Royle Road site has been completed. The map below-left demonstrates the area captured within this.

The plan to the right shows the relative deprivation (English Index of Multiple Deprivation (IMD) 2019) of the area of the proposed site. This shows that the immediate area is in the fourth most deprived decile, with the surrounding area ranging from the seventh to the most deprived decile. Deprivation largely increases to the northeast as the centre of Rochdale is approached. This follows the general pattern of deprivation following higher populated town/city centres. This is an important consideration as most crime and anti-social behaviour are likely to be constrained to built-up areas and are proportionally elevated in deprived areas.



The following crime statistics have been compared from May 2024 to April 2025 and May 2023 to April 2024.

| Crime Type                | Total No. Crimes<br>Aug 24 – July 25 | Total No. Crimes<br>Aug 23- July 24 | +/- %  |
|---------------------------|--------------------------------------|-------------------------------------|--------|
| Anti-social behaviour     | 1,285                                | 1,141                               | +13%   |
| Burglary                  | 181                                  | 138                                 | +31%   |
| Robbery                   | 44                                   | 39                                  | +13%   |
| Vehicle                   | 268                                  | 268                                 | 0      |
| Violent/sexual            | 1,062                                | 1,170                               | -9%    |
| Shoplifting               | 180                                  | 103                                 | +75%   |
| Criminal damage and arson | 284                                  | 336                                 | -15%   |
| Other theft               | 312                                  | 280                                 | +11%   |
| Drugs                     | 176                                  | 209                                 | -16%   |
| Cycle theft               | 17                                   | 15                                  | +13%   |
| Theft from person         | 15                                   | 22                                  | -32%   |
| Weapons                   | 45                                   | 71                                  | -37%   |
| Public order              | 462                                  | 448                                 | +3%    |
| Other                     | 753                                  | 776                                 | -3%    |
| Total                     | 3,799                                | 3,875                               | -2.07% |

(Other crime includes crimes such as fraud, forgery, going equipped and other Home Office notifiable crimes. Other theft includes theft from building and handling crimes). Anti-social behaviour greyed out as this is recorded as an incident as opposed to a crime by Greater Manchester Police. Statistics obtained from Greater Manchester Police.

## 5.2 General Observations

The above statistics show a moderate to high level of crime that has shown a small decrease of 2% or 76 incidents over the reporting period.

In most areas, the crime rates are relatively consistent, although in the lower frequency categories of crime, the statistics show some considerable increases and decreases. For example, shoplifting has increased by 75%, but this relates to only 77 occurrences. Whilst the development will have minimal impact on this category of crime, this should be highlighted.

The data shows violent and sexual crime as the most prevalent category and accounts for 36% of all crime in the area. This has, however, positively reduced by 9% or 108 instances. Whilst this initially appears concerning, this category covers a variety of offences ranging from common assault to murder. This means that the offence does not necessarily need to be physically violent and can be threatening language or gestures that make another person think that they may be about to be attacked.

The second most frequent category is other crime. This incorporates wider Home Office notifiable crimes such as information/cybercrime, fraud, going equipped, bigamy, handling crimes, blackmail and employee theft. This has reduced by 3% or 33 incidents.

The third highest crime is public order offences. This relates to a range of criminal behaviours that jeopardise public peace, order or safety. These include actions such as rioting, disorderly conduct, affray, public nuisance, threatening or abusive behaviour. This has increased by 3% or 14 instances.

It is noted that Greater Manchester Police do not record anti-social behaviour as a crime and as such, this is not directly included in the crime data above. These are recorded as incidents and so the data may provide an unrealistic view of frequency due to how this is reported and logged. However, this can still have a considerable impact on communities and neighbourhoods and the perception of safety/levels of crime.

If included, anti-social behaviour is the highest category. This has increased by 13% or 144 incidents. Anti-social behaviours are actions that harm or lack consideration for the well-being of

others, or any type of conduct that violates the basic rights of another person or is considered to be disruptive to others in society. This is a community-based offence indicative of the largely residential surrounding area.

Other notable statistics that may impact this site are criminal damage and arson, which have reduced by 15%; burglary, which has increased by 31%; and vehicle crime, which has remained constant.

Overall, the statistics illustrate a moderate to high prevalence of crime in the surrounding area of the proposed site (if including anti-social behaviour) that is largely typical of an area on the outskirts of a medium-sized town that falls into the most deprived deciles.

## 5.3 Analysis of the Impact of the Proposed Site on Crime

### Violent/Sexual Crime and Robbery

As discussed above, violent/sexual crime is the most prevalent category for the area studied. Robbery has increased by 13%.

The existing site, in its current condition and operation, will have minimal impact on this crime. The creation of a formal residential area with defined boundaries and good illumination will be unlikely to negatively affect violent and sexual crime and the fear of such an incident.

However, it is important to ensure that footpaths and roads leading to the apartment block, as well as access points into the building, are well illuminated. Surrounding shrubbery and planting should be thoughtfully designed to minimise shadowy areas and poor visibility to minimise a negative perception of safety or fear of crime.

### Anti-Soc Behaviour/Public Order/Crim Damage

As previously highlighted, whilst not categorised as crime, anti-social behaviour has significant prevalence in the reporting area, although this is likely more concentrated nearer the Rochdale town centre. The site itself is currently an open area of unsupervised land. There are elements of supervision as the neighbouring developmental work uses the access road, and site cabins are located adjacent to the entrance. However, once this project

is complete, the area will return to being vacant and unoccupied.

Whilst the perimeter is clearly defined, the site is easily accessible. The fencing along Edinburgh Way is easily scaled and the entrance gates appear rather dilapidated and in poor condition. The site being visibly unused may attract anti-social activities, travellers, flytipping, etc. Any such incidents or issues are unlikely to be noticed or addressed, and this will encourage further wrongdoing.

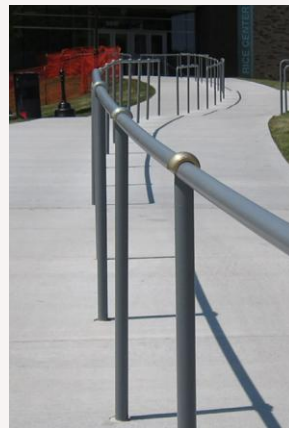
The rising poor aesthetics and subsequent increase of incidents of this nature could negatively impact the local community and the fear of crime.

It is important to break this perception with well-maintained areas and a defined function for the site. The provision of a formal residential space that is clearly defined and well-illuminated can offer additional surveillance and legitimate activity in the area, which would be an active deterrent for such crime.

The site will not provide a thoroughfare to surrounding facilities and infrastructure and so the likelihood of residents or the building being subject to criminal damage or public order issues from non-residents is low. However, supermarkets often attract underage drinking, reckless vehicle driving, youth gatherings, drugs, etc. and being immediately adjacent to a Tesco Superstore may attract such behaviour.

The elevation changes across the site could also attract bikes and skateboarders. It is noted that safety barriers will be installed along sections of the access roads, and these should be thoughtfully designed to deter such activity.

The ramp and steps feeding up to the building may also draw BMX and skateboarding. A common trick for skateboarders is to slide down the handrail of steps (boardslide). This creates damage to the handrail and a safety hazard to legitimate users. It is advised that handrails are designed to counter this. Spherical bolts can be installed to mitigate this whilst not impacting the experience of someone sliding their hand when using the rail legitimately.



## Burglary

As highlighted in the overview section, burglary has increased over the reporting period by 31% or 43 crimes. Whilst this statistic does incorporate commercial burglary, a proportion will also relate to domestic premises.

Burglaries tend to occur during the hours of darkness, when the risk of being noticed or caught is perceived as lower. This also correlates to adversaries anticipating residences to be empty, as they generally do not want a confrontation with an occupant.

Access is primarily made through the rear of properties as there is a lower likelihood of being seen. Back doors and windows are often attacked to gain entry. Climbing points such as fencing, trees, windowsills and flat/sloping roofs may also provide access to upper windows and the balconies included in this design.

Apartment blocks such as the one proposed tend to be less targeted than individual houses due to the community development and increased activity on site; it would be rare for all of the units to be unoccupied at the same time, and this increases the likelihood of an adversary being detected.

Being five storeys high and with all access roads and paths feeding up to the building, visibility and surveillance are good. The design of the building also allows enhanced compartmentalisation by floor

Having four access points potentially creates a vulnerability and aiming to reduce this would be beneficial from a natural access control perspective. The rear glazed double/bi-fold doors similarly create a vulnerability and are often targeted by burglars.

Given the planned illumination, visibility created and consideration that the surrounding area is already largely residential, it is not believed that the development will negatively impact burglary.

### Vehicle Crime and Cycle Theft

Vehicle crime has remained constant, with cycle theft increasing by 13%.

Similarly to burglary, vehicle crime is more likely to occur during the hours of darkness and trends suggest that this is most prevalent during the night and into the early hours of the morning.

The development provides 100% parking for all of the units. Parking is planned and allocated well to maintain visibility and feed users into the entrances of the site with minimal inconvenience.

The car park to the northeast of the site is potentially most vulnerable as it is somewhat detached from the building. However, minimising options of a thoroughfare at this side of the site will assist in providing easy escape routes onto Edinburgh Way.

It is anticipated that residents will likely create informal parking areas along the footpaths and access roads nearer the building if no other parking is available. However, given the excellent transport links to the surrounding towns and cities, it is likely that numerous residents will not own a car.

The development plans suggest that trees will be retained/planted across the site and consideration as to future growth and how these may impact surveillance and the effectiveness of the illumination is advised. For example, visibility of the parking immediately adjacent to the east elevation of the site appears blocked by trees.

### Crimes Involving Drugs

Crimes involving drugs have reduced by 16% over the reporting period. Drug dealing and use are prevalent in metropolitan areas, especially where there is nightlife. This is a priority of the local policing team.

Whilst the use of lower-category drugs such as marijuana is becoming more frequent and users are less cautious as to how they use it in public, efforts are still made to conceal the higher-category drug activities.

The site, in its existing condition, is an attractive location for these types of transactions as they will go relatively unnoticed and undetected. This has a considerable impact on the perception and fear of crime. The neighbouring Tesco Superstore is also likely to impact this with some areas of the car park and external buildings being detached from the main activity areas. The wooded pedestrian entrance to the site would be a similarly attractive area that is hidden from view.

Again, the provision of a well-lit and maintained area where there is a legitimate function and activity will deter this type of issue at the site.

### Building Site

During the construction phase of the proposed site there is a risk of burglary, theft (internal and external) and potentially sabotage/protests, especially if the plans have been disputed publicly.

The site should be robustly hoarded with a single point of access and supplementary emergency exits as needed for health and safety. CCTV and security signage should be utilised to provide an active deterrent.

Care should also be taken not to leave facilitators for crime in view and accessible (e.g., tools, ladders, scaffold, pipes, bricks etc.)

### Policing Priorities

The current priorities for the Castleton Neighbourhood Team are:

- Traffic-related offences
- Drug dealing
- Vehicle crime

The local neighbourhood team will also be in and around the Newchurch Street area to target the anti-social behaviour and illegal use of off-road bikes.

Rochdale is also one of the force areas that is operating a knife amnesty, where residents can anonymously dispose of any illegal knives or similar weapons in a dedicated bin.

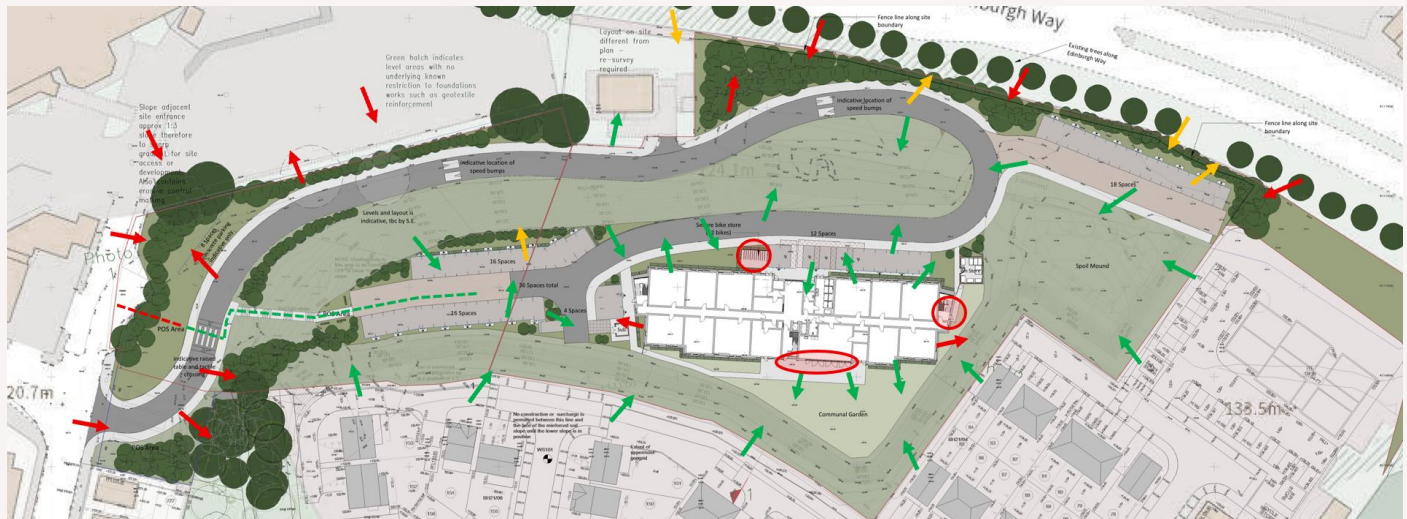
## 6: Crime Prevention Through Environmental Design (CPTED)

The following section will analyse the proposed site in relation to the five core principles of CPTED.

### Natural Surveillance

This principle is about increasing visibility to help ensure that deviant behaviour is noticed and this subsequently provides an active deterrent to potential adversaries. In this instance, creating clear lines of sight and providing visibility of the external areas from windows will increase the feeling of safety for legitimate users of the space.

The image below illustrates the surveillance opportunities in the different areas of the site. Green arrows show good visibility, whereas the red arrows demonstrate where this is restricted. Orange arrows suggest partial sightlines depending on tree growth and time of the year (e.g., fewer leaves on trees in winter).



The entrance into the site offers limited surveillance due to existing trees and additional planned planting. The shrubbery outside of the southeastern part of the site blocks visibility up to the building, and the trees adjacent to the Tesco car park also limit surveillance. However, once beyond this point, the sweeping road around the plot offers useful opportunities for observation. This will be more effective from the apartment block and car parks looking north as opposed to vice versa due to the 4-5metre elevation change, but vehicular movement around the site will create a good level of legitimate activity, and this has a similar deterrent for crime.

The pedestrian access route is reflected by a red/green dashed line. This initiates near the Tesco car park and passes through the area of woodland. This is of concern as the Tesco area would allow adversaries to be present without drawing undue attention, and they could then hide in the wooded area for pedestrians accessing the site. This would also potentially attract underage drinking, drug use and wider anti-social behaviour. A more open and visible pedestrian entrance would be preferable.

Users on foot then pass over a zebra crossing and up the ramp/staired access path where they are generally in view. There is the potential for some blind areas due to the existing trees/planned shrubbery, but this is a much better solution than the previously proposed winding footpath.

Visibility from the south and east into the area is good due to the elevation change and resident windows in adjacent properties. A similar apartment block is located to the east with upper-level windows and car park, which will have a clear view of this side of the site.

Due to the building being five storeys and the addition of balconies on the second, third and fourth levels, the surveillance from the apartments will be very good. However, the east and west elevations do not have any windows aside from the corridor ends and stairwells, which provide a more part-time level of coverage.

Key areas of concern are circled and these include:

- The east access door, which is largely out of view from all other areas of the site and is hidden behind the bin store.
- The southern main access door and glazed double/bi-fold doors. This is again hidden from the main access routes into the site and building. However, the communal space will create legitimate activity and a useable area for residents, especially during the summer months. The communal garden and adjacent embankment are fenced off to provide a private space for residents, which blocks visibility, but facilitates a useful extra layer of security and deterrence. If residents on this façade are using their balconies, this will also provide additional surveillance.
- The external cycle rack is completely hidden from view by hedging. This facility is unlikely to be used by residents due to there being a more secure internal store, and should likely be removed.
- It is also important to plan the site planting carefully to ensure that the visibility of ground-floor windows is not blocked. These are the most vulnerable to burglary, and improved surveillance and illumination will help to deter adversaries.

## Natural Access Control

This is the control of vehicles and pedestrians through structures such as physical barriers, lighting or landscaping. Where possible, access routes should be clearly delineated.

The proposed site provides only one vehicular entrance into the site for vehicles, which effectively funnels users around the plot to enhance surveillance. The long winding entrance road, with the application of traffic calming, helps to mitigate rapid escape routes, which limits the crime facilitation value of a vehicle.

There is similarly only one pedestrian route into the site, although footpaths are provided along the full length of the entrance road. The use of the northeast corner of the site as a shortcut/desire path to Edinburgh Way is deterred by a perimeter fence and this will help minimise unnecessary access through the site to Tesco and other nearby facilities. Such access is undesirable as it would amplify the vulnerabilities previously highlighted, create opportunist crime and make it more difficult to identify strangers or unusual activity.

The building itself has a formal access point on each elevation. Whilst this creates user convenience, it is potentially excessive in terms of natural access control. The east entrance creates the most concern as it is hidden almost entirely from view. This could usefully be converted to be solely an emergency exit.

The south entrance to the rear will likely be used least often as it offers minimal additional convenience to the east or main entrances. It will likely be primarily used to access the communal gardens. The west and front entrances are the most preferable for use from a security perspective. The fewer entrances there are, the more effective surveillance of access events will be.

There is a fifth access point where the inner bin store creates a through route into the building; this should be carefully managed.

## Management and Maintenance

On completion of the project, the physical environment should be maintained to give the impression of care. Markers such as graffiti, litter or abandoned personal belongings can lead to an impression that this type of behaviour is tolerated and encourage further and elevated levels of criminal activity.

As a modern residential area, this is less likely to occur as in a commercial site, as occupants will take pride in their new homes and develop a community feel.

## Natural Territorial Reinforcement

There are two parts to Natural Territorial Reinforcement:

- Creation of a sense of ownership and security culture within the site
- Create a sense of owned space where space is clearly defined and strangers stand out

As mentioned above, a modern residential development such as the proposed site will generally create a community, and this helps with the identification of unusual activity.

The perimeter will have clear demarcation through a perimeter fence, hedging and shrubbery/trees/defensive planting. There is a nice mix of different pavement/road textures planned to effectively delineate different areas of the site, as well as the carriageway from footpaths and parking. This assists with correct and authorised parking that does not impede surveillance or increase the risk of vehicle crime.

The entrance to the site should be defined with good-quality signage or symbolic gate posts to offer guidance as to the authority to enter. For example, highlighting that there is no vehicular or pedestrian thoroughfare will minimise vehicles driving and people walking through the site looking for one. Such measures help in limiting opportunistic crime.

The provision of traffic calming will also help minimise vehicles travelling, or escaping the area, at speed.

## Compartmentalisation

This is a fundamental security principle that develops concentric layers of protection around assets to delay an adversary and increase the likelihood of detection.

The compartmentalisation of the building is generally good, with each area segregated from the next via formal doors that can be secured. Each building entrance feeds into an entrance lobby, where there is a further door to access the residential corridors at each level. There is subsequently a door into each residential unit. This creates nice layering and opportunities for wider protection.

As this building has more than 26 units, it is advised that the corridor access at each level from the stairwells and lift lobbies is restricted (Secured by Design – New Homes 2024). Residents should be provided access to only their residential corridor. This creates additional compartmentalisation and will help to mitigate anti-social behaviour and unlawful free movement through the building. This can also aid natural access control by facilitating access to only the building entrance doors adjacent to their apartment.

## 7: Recommendations

The following recommendations have been synthesised from the previous analysis and are also based on the standards outlined in Appendix 2.

### Site Perimeter/External Areas

- Installation of effective, uniform lighting with particular attention to be paid to perimeter, entrances and access paths. These should be illuminated at all times during hours of darkness (preferably by time switch or photoelectric cell) and not operated by PIR.  
Bollard lighting should not be utilised as the main illumination source. Downward-facing, controllable LED column-mounted street lighting compliant with BS5489-1:2020 Code of Practice for the Design of Road Lighting is advised in public street areas.
- Perimeter to be fenced to mitigate the creation of desire paths and encouraging thoroughfares past the building.
- Appropriate signage to advertise restricted access arrangements at the perimeter entrance and the lack of a thoroughfare for vehicles or pedestrians.
- Pedestrian site entrance and initial path to be reviewed to improve natural surveillance and perception of safety.
- Installation of spherical bolts on the straight-running handrails on pedestrian ramp and stairwell to mitigate skateboarding and BMX use.
- External cycle rack to be removed. This is unlikely to be used due to the more secure internal facility and is largely hidden from view.
- Consideration as to the future growth of trees and shrubbery to retain surveillance and effective illumination.

### Building Shell

- Entrance doors into the building should meet minimum industry standards for a building of more than 11 dwellings. Doors should be installed with a robust door closer to help ensure they remain secure at all times.
- A door entry system with a vandal-resistant external door entry panel with a linked camera should be provided at the main entrance (north door) to enable audio/visual communication between visitors and residents within their rooms. There should be the ability to display the image of the caller before the call is answered and an automatic release button. The system should comply with the technology outlined in UL 293.
- Tradesperson or timed-release mechanisms should not be installed.
- Access into the building should be via a security-encrypted electronic key (i.e., fob, card, mobile device, etc.). The same locking mechanisms can be used for areas such as the internal bin store.

### Inner Building Areas

- Residential room entrance doorsets should be to the same standard as an external front door situated on a street and should incorporate a suitable door opening restrictor (for example, door chain/bar). A means whereby residents can observe who is at the door before it is opened, such as a vision panel or fire-rated door viewer, should also be installed.
- Dividing walls between internal dwellings must be to STS 202 Issue 7 BR1 standard or made from solid materials such as concrete blocks or brick. Any internal partition wall made up of non-solid material such as plasterboard and wooden studwork should be reviewed for security purposes.
- Installation of a bank of secure mailboxes located in an area that allows secure mail delivery, accessed via a private dedicated entrance door. This should facilitate the delivery of mail and small packages.

- Access from stairwell and lift lobbies into corridors should be restricted to the designated residents only. This is a Secured by Design recommendation for buildings of over 26 dwellings.
- The provision of an intrusion detection system for each house and individual flat. This will preferably be wired as opposed to the provision of wireless devices.
- Any CCTV installed should have the specific needs and purposes of the system established by a Video Surveillance System (VSS) Operational Requirement completed by a credible contractor (National Security Inspectorate (NSI) or Security Systems and Alarms Inspection Board (SSAIB) accreditation for CCTV systems).

## 8: Conclusion

This application has been assessed against the existing crime environment and the potential concerns created by the proposed site. It is concluded that due to its current vacant and poor aesthetic condition and the similar developments and residential population in the area, this proposal will not negatively impact crime. Indeed, the provision of a formal site containing well-maintained properties will likely have a positive influence on aesthetics and the perception of crime, as well as reducing opportunities for crime.

Recommendations have been made throughout this document to increase resilience to crime and compliance with the relevant Secured by Design standards.

## 9: Appendix 1: References

- [www.ismi.org.uk](http://www.ismi.org.uk)
- [www.police.uk](http://www.police.uk)
- [www.gmp.police.uk](http://www.gmp.police.uk)
- [www.googlemaps.com](http://www.googlemaps.com)
- [www.wiki.com](http://www.wiki.com)
- [www.parkmark.co.uk](http://www.parkmark.co.uk)
- [www.gridreferencefinder.com](http://www.gridreferencefinder.com)
- [www.data.cdrc.ac.uk/dataset/index-multiple-deprivation-imd](http://www.data.cdrc.ac.uk/dataset/index-multiple-deprivation-imd)
- [www.securedbydesign.com](http://www.securedbydesign.com)
- Secured by Design Homes Guide 2024
- Site plans provided by Zerum

## 9: Appendix 2: Standards

The following standards and features are recommended and are required for this development to demonstrate appropriate physical security to meet Secured by Design test standards.

### Doors

- All external doors (including balconies), internal access doors to the individual units (single and double leaf) and windows must be compliant with and certified to BS PAS 24 (2022), LPS 2081: Issue 1.1 B3 rating or higher, LPS 1175: Issue 8 B3 rating or higher.  
*(BS PAS 24 (2022) supersedes PAS 24 (2016) which was withdrawn on 20/09/24)*
- Glazing in doorset and lower-level windows should be compliant with BS EN 356: 2000.
- External doors and access doors into the individual units should have 3 hinges and a 5-lever mortice deadlock (to BS 3621/98) – assumed keyless egress.
- BS EN 1125 (for panic hardware) and BS EN 179 (for emergency exit devices).
- Multipoint locking assemblies equivalent to BS8621, including those on double or folding doors.
- Door viewers to be compliant with DHF TS 002: 2009.
- Door chains and limiters to be compliant with DHF TS 008: 2015.

### Windows

Note that BS7950 (1997) has now been withdrawn. Where stated, BS7950 must be supported by the following performance standards relevant to the material used:

- PAS 24:2022 standard
- STS 204 Issue 6:2016
- LPS 1175 Issue 7.2:2014 Security Rating 1;
- LPS 1175 Issue 8:2018 Security Rating 1/A1;
- STS 202 Issue 7:2016 Burglary Rating 1;
- LPS 2081 Issue 1.1:2016 Security Rating A

### Fencing

- LPS 1175 Issue 7 Security Rating 1, or LPS 1175 Issue 8 Security Rating A1.

### Mail Delivery

Mail delivery via a secure external letter box meeting the requirements of the Door and Hardware Federation standard Technical Standard 009 (TS 009) or delivery through the wall into a secure area of the dwelling.

### Illumination

- External areas of the proposed site should be illuminated to BS5489-1: 2020.

### Access Controls

- AACS should be installed in line with BN EN 60839 – 11-1: 2013 and 11-2: 2015.
- Door entry systems to meet UL 293.

### Video Surveillance (CCTV)

- BS EN 62676-4:2015: Video surveillance systems for use in security applications
- BS EN IEC 62676-5:2018: Video surveillance systems for use in security applications - data specifications and image quality performance for camera devices.

### Building Intruder Detection System

- Each individual unit should have a building intrusion detection system installed in line with BS EN 50131.

## Appendix 3: Assessor/Author Qualifications

### Assessor/Author

This report was completed by Andrea Dobson BSc CSMP® F.ISMI®

### Relevant Qualifications

- Degree of Bachelor of Science in Criminal Justice
- Subsidiary Degree of Bachelor of Science in Sociology
- Certified Security Management Professional (Level 6) (Distinction)
- NEBOSH Certificate (Distinction)
- Level 4 Award in the Internal Quality Assurance of Assessment Processes and Practice (RQF)
- Level 3 Award in Assessing Vocationally Related Achievement

### Professional Memberships

- Fellow of the International Security Management Institute
- Full member of the Association of Security Consultants (ASC) and has achieved Registered Independent Security Consultant (RISC) status

### Experience

- 30 years within the security industry, 18 of which in a management role with direct crime prevention responsibilities

### Ongoing Personal Development

- Attendance at exhibitions, conferences and online training sessions/webinars
- Actively teach and coach crime prevention and security design topics in a Level 6 security programme
- Development of new materials and library sources for students on a Level 6 security management programme

Additional details of the author's qualifications, experience and competencies are available at:

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