

Crime Impact Statement Addendum – November 2023

Introduction

1. WYG Environment Planning Transport Limited (WYG) previously prepared a Crime Impact Statement (CIS) to support an outline planning application submitted by Homes England and Bury Council for a residential development on the site of the Former East Lancashire Paper Mill, Radcliffe, Greater Manchester. The applicants owned approximately two-thirds and a third of the Application site respectively at the time of submission.
2. The CIS produced by WYG is dated June 2018, Reference: Job No. A105838, Issue: V1, and was approved by the Local Planning Authority, Application ref: 62969, for which Outline Consent was granted on 19th December 2018.
3. Morris Homes is now submitting a Reserved Matters Application pursuant to s73, Application ref: 67597, the scheme design having evolved since the Outline application.
4. As an agreed Suitably Qualified Security Consultant (SQSC), and having previously produced 8 no. CISs, all of which have been accepted by Bury Council, I have now received a request to review the previous CIS and its suitability as part of this planning application.

Assessment

1. The CIS is a well-written, researched, and easy to understand document, undoubtedly prepared with reasonable skill, care and diligence.
2. All the salient points and information required for a CIS are present.
3. The description of the site and its surroundings is sufficiently detailed and has provided a clear understanding of the proposed development site and any issues present in the area at the time the CIS was prepared.
4. Data in the previous CIS, which was obtained from UK Crime Stats website, revealed crime within a quarter of a mile of the proposed development site to average 16 crimes per 1000 residents between May 2017 and April 2018, with violent crime and anti-social behaviour being the main issues, and crime in the vicinity of the site described as 'comparatively low'.
5. Timely analysis of street level crime (Radcliffe East local policing area) has not been possible due to the police.uk website having not been updated, due to Greater Manchester Police (GMP) having had IT issues since June 2019.
6. Data is available from the Office for National statistics (ONS), however, in the main this can only provide an overview of crime levels at a boroughwide level (i.e., Bury Council area) when compared against the GMP Force level and other similar areas across the country (MSG). In the year ending March 2023, this data showed Bury to have a crime rate lower than the Force average at just over 110 crimes per thousand residents, sitting third best of the ten local authority areas, and with a crime rate which was normal amongst its MSG. In the quarter ending March 2023, crime rates were up in Bury, and up in the Greater Manchester force area compared with the corresponding quarter in 2022.
7. The crime data in the previous CIS informed the 'Physical Security' section of the report, based on the illustrative masterplan, and listed interventions and measures

along with Secured by Design (SBD) principles and standards, which would be utilised in the final designs of the proposed development.

8. Secured by Design (SBD) is a police initiative to guide and encourage those engaged within the specification, design and build of new homes to adopt crime prevention measures, and the LPA usually recommend that developments comply with the principles of SBD.
9. Analysis of current crime levels would normally have informed either an updated CIS, or in this case, an addendum to the originally approved CIS, allowing for more detailed recommendations relative to the present potential risks to the proposed development. Due to the lack of street level crime data, the proposed crime prevention measures are now based on a 'worst case scenario', specifically, residential burglary, theft from person, theft of and from motor vehicle, criminal damage, and anti-social behaviour, however, this does not produce any cause for concern as to the recommendations already made.
10. The measures now proposed are based on the hypothetical risks identified and are acceptable for a development of this type i.e., a residential scheme on the outskirts of a busy town centre:
 - The development will not be compromised by excessive permeability caused by the inclusion of too many routes.
 - Vehicle, pedestrian, and cycle routes will be visually open, direct, well-used and not segregated.
 - Footpath design and location will minimise the opportunity for crime and disorder.
 - Footpath seating and planting will avoid the creation of inappropriate loitering places and opportunities for crime and disorder.
 - Appropriate lighting will be provided for footpaths.
 - Communal areas have been 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 properties.
 - Dwellings in the main will 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, will 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 will secure rear boundaries.
 - Where rear or side gardens abut the highway, they will be enclosed behind 1.8m high brick walling and pillars.
 - Sub-divisional fencing between rear gardens will be 0.45m high timber knee rail.
 - Blank gable end walls will be avoided or designed to mitigate crime and disorder problems that they might generate.
 - Access paths to the sides of dwellings will 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, will be clearly displayed.
 - Aids to climbing will 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 have been 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 will be surrounded by 1.8m high brick walling and consideration should be given to the fitting of an electric access-controlled gate. Historical vehicle crime levels were fairly high, but if this is no longer the case then the need for a gate is reduced as all entrances are well overlooked by regularly inhabited rooms both outside and inside the courtyards.
 - Planting (soft landscaping) arrangements will be appropriate, not impede natural surveillance and not create hiding places.

- Any trees at the front of properties will 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 will 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. will comply with Approved Document Q (ADQ) as a minimum.
- All easily accessible windows will comply with ADQ as a minimum.
- Lighting will illuminate each elevation that contains a doorset used by visitors or residents.
- Utility cupboards will 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 will be installed on all ground floor and any basement windows, and those easily accessible above ground floor level.
- Consideration will 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 will comply with BS EN 50131.
- The electricity sub-station should be a brick built pitched roof structure with a locking steel access doorset and it could be further protected by 1.8m high close boarded timber fencing, metal paladin fencing, or 'defensive' shrubbery.

Conclusion

1. The previously submitted and approved Crime Impact Statement covers the key points of national and local planning policy and guidance.
2. Detailed analysis of crime has not been possible; however, I feel that the CIS author's exploration of crime and disorder types usually associated with such developments, has allowed the potential risks to be addressed appropriately in the design and layout of the development, utilising proven Secured by Design principles. The detailed measures now proposed take into account those listed in the CIS and are now enhanced by further detail, based on the final proposed layout.
3. The Crime Impact Statement submitted by WYG, and the further enhanced crime prevention measures therefore:
 - Assists the applicant to construct the proposed development to reduce or prevent opportunities for crime and disorder.
 - Allows Bury Council to assess the information contained within the previous CIS and listed above in relation to the overall impact of the proposed development on the local and surrounding area, whilst also discharging their duty under Section 17 of The Crime and Disorder Act 1998.
 - Helps to allay any public concerns about the proposed development which are often brought about by a lack of information.
4. Determination of the planning application is therefore recommended on the basis of the information set out in this CIS, which is more than fit for purpose, and the enhanced details listed.



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