

Land at George Street, Prestwich.



Source: Google Earth

Crime Impact Statement

v1.0
January 2024

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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 McCarthy Stone to support a planning application for a retirement living scheme of 52 new apartments on land at George Street, Prestwich, 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 and businesses, 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.

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–December 2023

Section 8 – Promoting healthy and safe communities

Para 96 - Planning policies and decisions should aim to achieve healthy, inclusive, and safe places and beautiful buildings 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 beautiful, 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 101 - 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 104 - 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.

Section 9 - Promoting sustainable transport

Para 110 - Planning policies should:

- c) provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans).

Para 112 - Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe, and secure, alongside measures to promote accessibility for pedestrians and cyclists.

Para 114 - In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- b) safe and suitable access to the site can be achieved for all users.

Para 116 - Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport.
- c) 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.
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles.
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible, and convenient locations.

Section 12 – Achieving well-designed and beautiful places

Para 135 - Planning policies and decisions should ensure that developments:

- e) 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 users⁵²; 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. Adopted Bury Unitary Development Plan (UDP)

The Bury Unitary Development Plan (UDP) acts as a guide for the future development or protection of land in the Borough and its policies and proposals currently form the basis for the Council's decisions on planning applications.

The current Bury UDP was adopted by the Council on 29 August 1997. The Council is now working to replace the adopted UDP with a new document called the Bury Local Plan. Until the new Local Plan is produced the UDP will continue to be used to make planning decisions.

2.5. Bury Council Supplementary Planning Guidance (adopted July 2001)

Development Control Policy Guidance Note 3 – Planning Out Crime in New Development - This gives advice to all those involved in the planning process, including developers, architects and builders on measures which can be incorporated into the design of new developments to reduce the fear of crime and lessen future opportunities for crime in Bury.

With regard to new housing, and relevant to this application, it states:

- Develop a mixture of housing types on any one site where possible.
- Consider the grouping of houses where appropriate.
- Definitive boundary treatment of a development should be considered, as open plan frontages can sometimes encourage misuse.
- Avoid landscaping which creates hiding places.
- Avoid landscaping which obscures the house frontage.
- Provide remote pedestrian routes only where they are essential and, if possible, where they are overlooked.
- Avoid communal car parking areas where possible or make provision to incorporate security measures.
- Ensure that rear gardens of properties adjoin each other where possible.
- Control access to the rear of properties from the frontage by a strong lockable gate.
- Ensure play areas are highly visible from surrounding housing.
- Developers should be familiar with the main principles of target hardening.
- Clear signage and numbering on housing estates avoids confusion.

2.6. Places for Everyone (PfE)

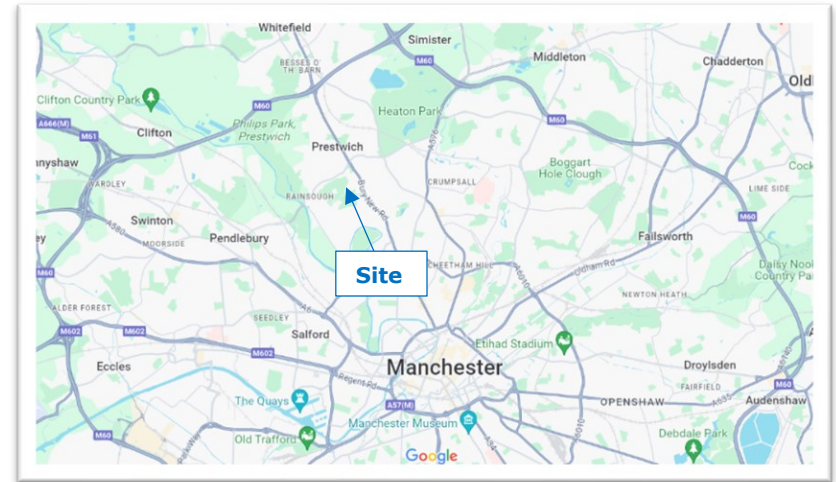
The Places for Everyone (PfE) plan of nine Greater Manchester local authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford, and Wigan) is a long-term plan for jobs, new homes, and sustainable growth. Once adopted, the "Places for Everyone" plan will become part of the statutory development plan for each of the nine Greater Manchester authorities, including Bury.

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 development site, indicated approximately on the map opposite (*Source: Google*), lies within the town of Prestwich, part of the wider Metropolitan Borough of Bury in Greater Manchester, approx. 5km north of Manchester city centre, and 7.5km south of Bury.
- 3.2.** Prestwich has good transport links to the north, south, east, and west via the M60 and M61 motorways, national rail and Metrolink tram system. Bury New Road, nearby to the east, is also a bus route.
- 3.3.** The proposed development site, currently Fairways Lodge Hotel, is a flat site within a predominantly residential area and is bounded by established residential properties to the north, a public right of way (PROW) to the west with Prestwich Golf Club further afield, and the recent Bellway residential development to the south and east.
- 3.4.** A site visit took place previously, prior to construction of the adjacent Bellway residential development but a further visit has not been possible on this occasion due to time constraints. Photos from the previous visit are therefore included. An aerial view (Google maps) is also included to show other nearby landmarks and features.





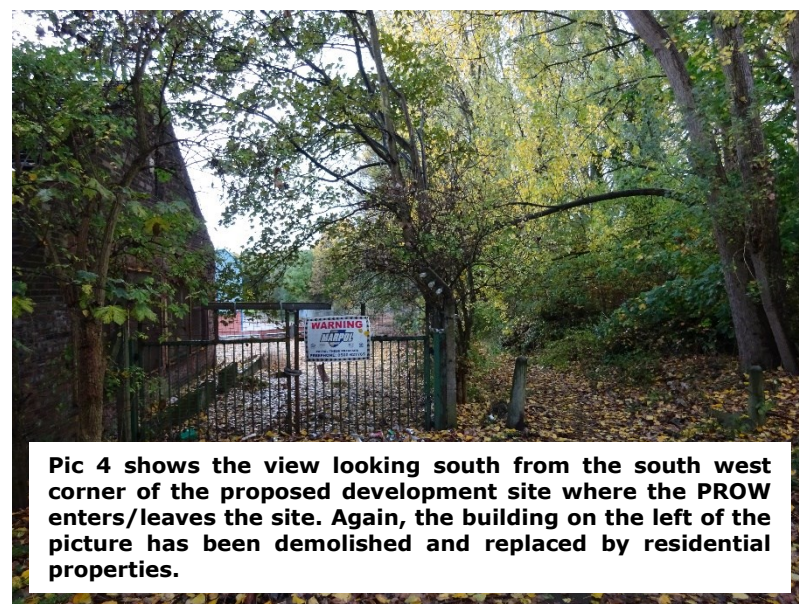
Pic 1 shows the view looking west along George Street towards one of the existing site entrances to the hotel.



Pic 2 shows the view looking south from George Street into the parking area on the eastern side of the hotel.



Pic 3 shows the view looking east at the southern end of the hotel building, the southern perimeter of the proposed development site. The building on the right of the picture has been demolished and replaced by residential properties.

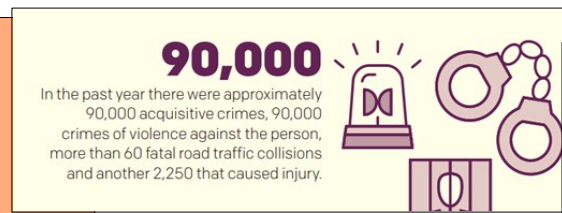


Pic 4 shows the view looking south from the south west corner of the proposed development site where the PROW enters/leaves the site. Again, the building on the left of the picture has been demolished and replaced by residential properties.



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.

The latest figures from the Crime Survey for England and Wales (CSEW) for the year ending June 2023 showed that total crime decreased by 10% (to an estimated 8.4 million offences) compared with the year ending June 2022, mainly caused by decreases in fraud and criminal damage offences. This follows the long-term downward trend and recent falls since the beginning of the coronavirus (COVID-19) pandemic, with total crime 18% lower than the year ending March 2020. Compared with the previous year, estimates for individual crime types showed that:

- Criminal damage decreased by 28%.
- Fraud decreased by 13%.
- Computer misuse increased by 33%.

The CSEW is the most reliable indicator for long-term trends in the more common types of crime experienced by the general population, such as theft. However, police recorded crime data can give reliable indications of trends in some offences involving theft that are well-reported to the police (e.g., burglary) and can provide better insight into emerging short-term trends.

There were 2.6 million incidents of theft estimated by the CSEW for the year ending June 2023, no significant change compared with the previous year, but a 20% decrease compared with the pre-coronavirus (COVID-19) pandemic year ending March 2020 (3.3 million offences). This large fall was seen across most subcategories, including theft from the person (21%), "other theft of personal property" (31%), domestic burglary (32%) and vehicle-related theft (18%).

"Neighbourhood" crime, defined in the Home Office's Beating crime plan, includes robbery and selected theft offences (theft from the person, domestic burglary, and vehicle-related theft). The CSEW estimated that there were 1.5 million "neighbourhood crime" incidents in the year ending June 2023, no significant change compared with the previous year, but a 25% decrease compared with the year ending March 2020.

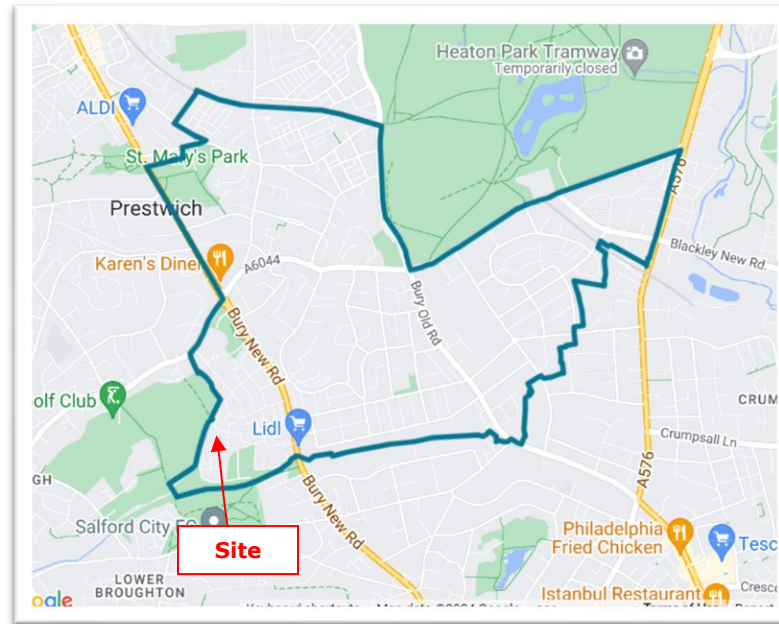
Although police recorded crime does not tend to be a good indicator of general trends in crime, it can give more insight into lower-volume but higher-harm offences, including those that the survey does not cover or capture well. Data for the year ending June 2023 showed:

- The number of homicides decreased by 10% to 602 offences compared with the year ending June 2022 (667 offences).
- Police recorded robbery offences increased by 11% to 77,337 offences compared with the year ending June 2022 (69,432 offences), however, they remained 14% lower than the year ending March 2020 (90,194 offences).
- Offences involving knives or sharp instruments (excluding Devon and Cornwall Police) increased by 3% (to 50,833 offences) compared with the year ending June 2022 (49,435 offences) but remain 7% lower compared with the year ending March 2020 (54,417 offences).
- Offences involving firearms (excluding Devon and Cornwall Police) increased by 13% (to 6,645 offences) compared with the year ending June 2022 (5,860 offences) and are now at a similar level to the year ending March 2020 (6,511 offences).

Police recorded crime in England and Wales in the year ending June 2023 was 4% higher than the previous year with 6.7 million crimes recorded compared with 6.5 million in the year ending June 2022. These increases were predominantly influenced by rises in shoplifting and fraud offences against businesses and other organisations, which are not included in the CSEW.

Crime survey and police recorded crime data therefore can be used together to develop a more complete picture of crime.

4.5. The proposed development site lies within the Sedgley local policing area of the wider Bury Borough.



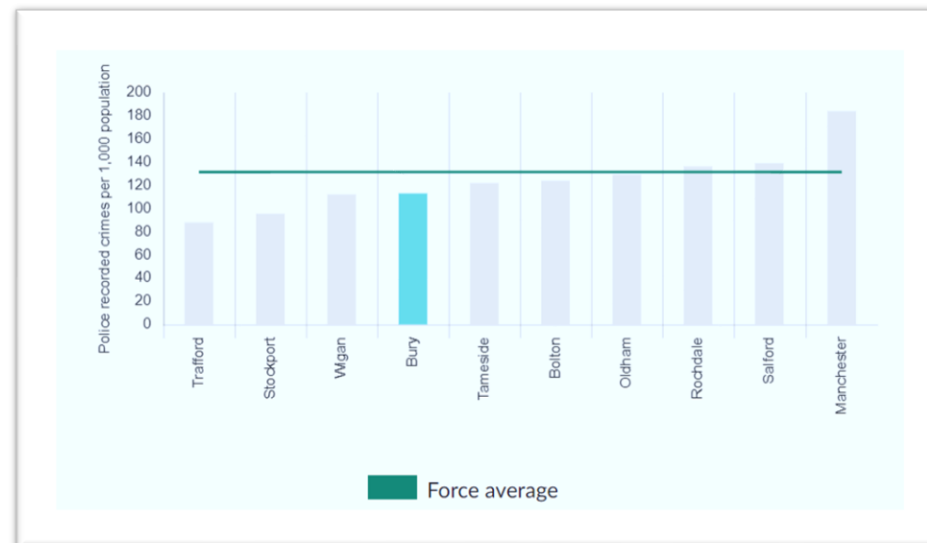
- 4.6.** A previous daytime weekday site visit revealed the general area to be a relatively quiet, safe, and non-threatening environment, but this was prior to the introduction of the new residential properties adjacent to the development site.
- 4.7.** Unfortunately, it is not possible to provide current police recorded crime data for the Sedgley local policing area due to GMP's crime recording failures and IT issues, this having been ongoing since July 2019. However, data from August 2018 revealed violent crime and ASB to be the two main issues in the wider area, with incidents nearer to the proposed development site occurring mainly around Sedgley Park Trading Estate and Bury New Road. Recorded crime and ASB on or near the roads around the proposed development site was a cause for concern at that time because George Street recorded the third highest number of reported crimes and incidents for the wider policing area over the preceding 3 years. Unfortunately, it is not known if this is still the case.
- 4.8.** From the previous analysis around the wider area, ASB incidents were an issue in the Sedgley 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.

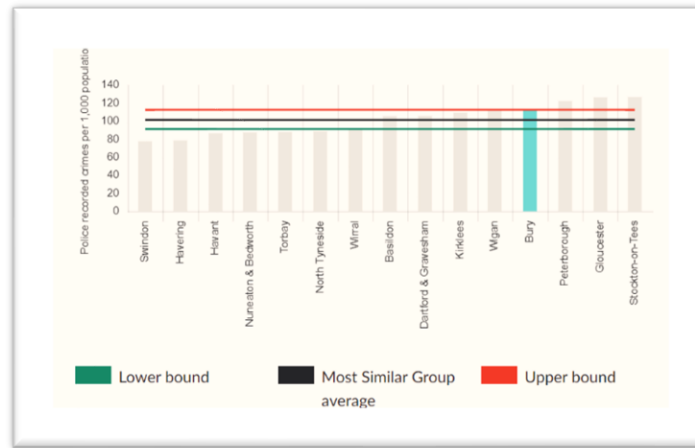
Nuisance ASB captures those incidents where an individual or group causes trouble, annoyance, inconvenience, offence or suffering to people in the local community in general rather than being deliberately targeted at specific individuals or groups. It includes incidents where behaviour goes beyond the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

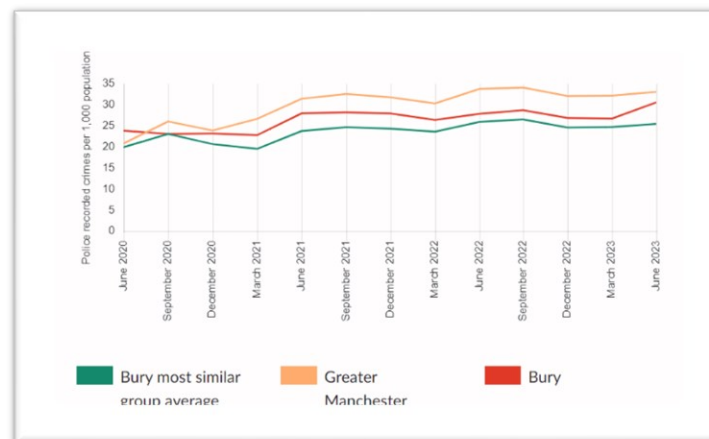
- 4.9.** The timelier chart below shows a comparison of the crime rate in the Bury Borough to the average crime rate across the GMP force area. It shows the total number of crimes over a twelve month period per thousand residents, for all types of crime in the year ending June 2023 (Source: Office for National Statistics (ONS)). The green line represents the GMP Force average, and it can be seen that Bury was fourth best of the ten local authority areas and below the Force average at 113 crimes per 1000 of the population.



- 4.10.** The following chart compares the crime rate in the Bury Borough policing area to the average crime rate across similar policing areas in England and Wales in the year ending June 2023. 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. The area sat above the most similar group average. The different areas shown in this chart are those that have been assessed to be most similar to Bury, however, the circumstances within these areas do still vary and these variations can have an impact on the crime rates observed (Source: ONS).



- 4.11.** The chart below shows crime changes over time in Bury the GMP Force area and similar areas. In the quarter ending June 2023 crime rates were up in Bury but down across the GMP Force area compared with the corresponding quarter in 2022. The chart shows the quarterly crimes per thousand residents over a three year period. It should be noted that some crime types have distinct seasonal patterns, and this should be borne in mind when viewing the chart.



- 4.12.** As previously stated, street level crime statistics from the Police.UK website are currently unavailable. Historical statistics provide an overview; however, these were from 2018. Other statistics have been sourced from the Office for National Statistics (ONS), and these relate to the Bury 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.
- 4.13.** To summarise, from the available data, crime levels over a 3 year period in the wider Bury Borough were higher than the Greater Manchester Force average but sitting fourth lowest of the ten local authority areas for recorded incidents. Crime and disorder was historically an issue near the proposed development site, but it is not known if this is currently still the case. 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 this retirement living development will cause an increase in crime, but it is a possibility, hence the need to plan for this and introduce effective crime prevention measures into the scheme. 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 proposed and recommended for this development will assist in this aim.

5. Proposed Site Use

- 5.1.** The proposal is for a retirement living consisting of 52 retirement living apartments, resident only communal facilities, associated landscaping, and an electricity sub-station.
- 5.2.** Vehicles and pedestrians will access the site via one entrance from George Street. The existing PROW will be retained, running through the site along the western perimeter.

6. Risk Assessment

- 6.1.** The typical security and safety issues for a development of this nature are:

- Anti-social behaviour and public order incidents inc. neighbour disputes.
- Burglary including bogus callers and distraction burglaries.
- Theft including of/from motor vehicles and of bicycles.
- Criminal damage to dwellings and 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](https://www.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 and SBD Specialist and Supported Housing Schemes design guides have also been used as a point of reference (see www.securedbydesign.com).
- 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 developments 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 (ADQ), 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; 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, main front entrance doors should ideally meet SBD standard PAS 24/LPS 1175 or ADQ as a minimum. Individual apartment entrance doors should also meet ADQ standards, and depending on material, be fitted with multipoint locking systems including anti-bump, anti-pick cylinders or equivalent. If care reliant apartments are included then they should also feature the means to be locked, probably with thumb turn cylinders on the inside. All other external doors on the ground floor should meet ADQ standards. 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. Perimeter security

- 7.4.1.** SBD New Homes 2023 and SBD Specialist and Supported Housing Schemes both recommend 1.8m high fencing. In this instance the development perimeter cannot be fully secured, and access controlled, due to the existing PROW running through the site.
- 7.4.2.** The northern perimeter will feature 1.4m metal railings with an opening for vehicular/pedestrian access to the site, and a pedestrian access point where the PROW enters/leaves the site in the north west corner, overlooked by an existing residential property on Norwood.
- 7.4.3.** The western perimeter will feature 1.8m close boarded timber fencing along its length, however, there will be a removable section relating to the easement. This section of fencing should only be removable from within the site.
- 7.4.4.** The eastern perimeter will feature a 1.8m close boarded timber fencing erected just inside existing treatments so as not to create an area of 'no man's land'.
- 7.4.5.** The southern perimeter will feature 1.8m high close boarded timber fencing erected just inside the existing treatment, with a small section of 1.4m high metal railings and an opening where the PROW again enters/leaves the site. This access point is also well overlooked from residential properties on the Bellway Homes development.
- 7.4.6.** The above measures are adequate for the crime risk.

7.5. Layout, Landscaping and External issues

- 7.5.1.** The 'L' shape apartment block will sit predominantly where the existing hotel sits on site, with regularly inhabited rooms overlooking the parking areas, PROW, and rear amenity space in order to aid security and increase surveillance opportunities.
- 7.5.2.** Pedestrian and vehicular routes around the development will be well defined by way of pavements and shared surface treatments and be as straight as possible in order to prevent hiding places.
- 7.5.3.** Access within the grounds of the site will be controlled by 1.4m high metal railings and gate running from the southern façade of the building to the southern perimeter. It is recommended consideration be given to increasing the railing/gate height to 1.8m, and that similar should also be included between the south east corner of the refuse store and the eastern perimeter in order to prevent casual intrusion to the amenity space. As these gates will also serve a fire escape route, it is recommended that they be fitted with locking mechanisms making them easily openable from the amenity space side, and self-closing hinges.
- 7.5.4.** Any trees within the site at the front of the apartment block 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 the communal amenity space.

- 7.5.5.** Soft landscaping arrangements should be appropriate, i.e., no higher than 1m and well maintained, and not impede natural surveillance nor create hiding places.
- 7.5.6.** Any external telecommunications and utility access covers should be secured.
- 7.5.7.** A mobility scooter store will be located adjacent to the main entrance/reception area, accessible both from inside and outside the building. The external door should be fitted with an appropriate locking mechanism allowing access only to residents. It is anticipated that this store will also serve as a bicycle store if required.
- 7.5.8.** The external lighting scheme should cover the main entrance, car parking area, footpaths and all fire exits/routes.
- 7.5.10.** Permeability is always a sensitive issue because it should not compromise the security of the overall development or allow criminals legitimate access. In this case, the existing PROW prevents the entire site from being secured and access controlled, however, the route is well overlooked from regularly inhabited rooms on all levels.

7.6. Internal issues

- 7.6.1.** The main entrance door(s) should be fitted with an automatic door closer and include access control with visual or audio verification linked to each individual apartment/reception.
- 7.6.2.** Internal (and external) communal areas will be designed and located in such a way as to allow natural surveillance and reduce the opportunity for crime.
- 7.6.3.** All doorsets allowing direct access into individual apartments, including any easily accessible balcony doorsets and windows, must comply with Approved Document Q (ADQ) as a minimum.
- 7.6.4.** Any lightweight framed walls installed either side of a secure doorset, or walls providing a partition between two dwellings or a dwelling and a communal shared space, should be robust so as to prevent 'break throughs'.
- 7.6.5.** Loft hatches in communal areas should be secured.
- 7.6.6.** It is anticipated that utility meters will be located within individual apartments.
- 7.6.7.** Mail delivery should be directly to the house manager/reception.
- 7.6.8.** The internal lighting scheme for communal areas should be 24-hour lighting (switched using a photoelectric cell), dimmed during certain hours.
- 7.6.9.** A 24-hour monitored help alarm system will be fitted in each individual apartment, controlled by the Duty house manager and/or an alarm receiving centre.

7.7. Electricity sub-station

- 7.7.1.** An electricity sub-station will be located within the parking area inside the northern perimeter, in an active location well overlooked by regularly inhabited rooms and office.
- 7.7.2.** Historically, sub-stations are 'crime generators' and when left unprotected they can create anti-social behaviour conditions that affect the lives of residents in the long term. To counter this, the sub-station should ideally be a brick built pitched roof structure with a locking steel access doorset. Shrub planting around the outside of the sub-station will also prevent access to its roof.

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.
- 8.2.** Timely analysis of exact crime levels in the area around the vicinity of the proposed development site has not been possible, however, crime levels over a 3-year period in the wider Bury Borough were lower than the Greater Manchester Force average, and actually fourth best of the ten local authority areas. It is difficult to predict whether crime levels in the area will or are continuing at previous levels, or whether they will worsen, reduce, or transfer to the site when development is completed. Without wishing to increase the fear of crime, guarantees cannot be given that the development itself will not suffer incidents of crime and anti-social behaviour, however, all reasonable efforts to mitigate and discourage this have been taken in the design, layout, and proposed landscaping, thus minimising the vulnerability of the development to crime and anti-social behaviour.
- 8.3.** The crime prevention measures recommended and proposed for this sustainable development are appropriate and adequate for the perceived crime risk and should satisfy the requirements of Bury 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 clearly creates a sense of place that enables people to identify with their surroundings or locality, and be and feel safe, without creating a fortress type development.
- 8.4.** The development will also include clearly defined and well-lit public, private and semi-private spaces and well defined routes which benefit from natural surveillance.



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