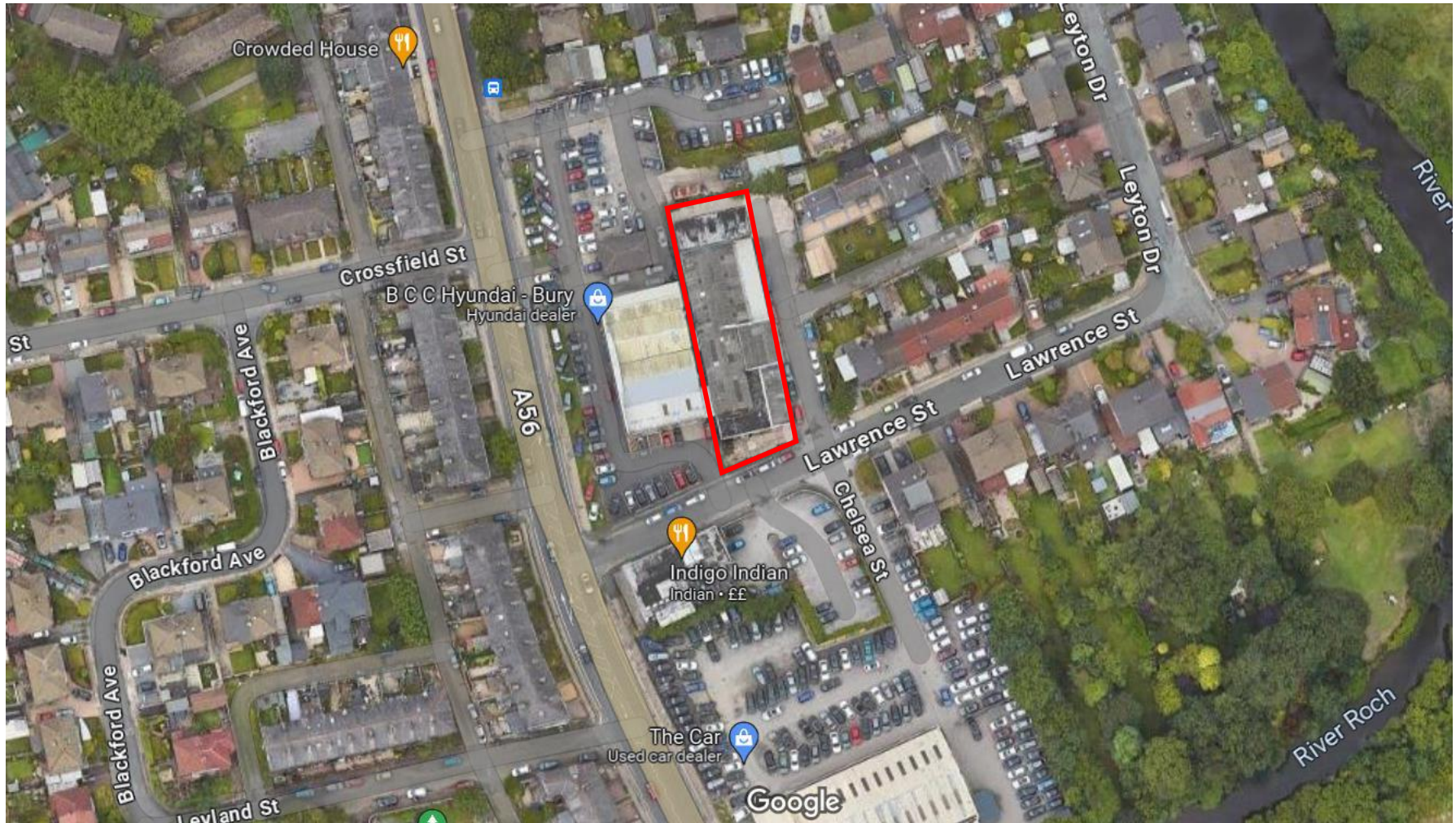


Land at Lawrence Street/Chelsea Street, Bury.



Source: Google Earth

Crime Impact Statement

v1.0
April 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 over 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 18 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 Ecoscape UK Limited to support a planning application for 10 new homes on land off Lawrence Street and Chelsea Street, Bury, 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 local planning authority 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 etc., 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 users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

2.2. National Planning Practice Guidance (NPPG)

With the publication of the accompanying National Planning Practice Guidance (NPPG) (Note 7.5) the government has reiterated that designing out crime and designing in community safety should be central to the planning and delivery of new development. Specifically, the Planning Practice Guidance on Design reminds practitioners that local authorities are duty bound to adhere to Section 17 of the Crime and Disorder Act 1998 and exercise their functions with due regard to their likely effect on crime and disorder and do all that they reasonably can to prevent crime and disorder. Furthermore, practitioners are also reminded that the prevention of crime and the enhancement of community safety are matters that a local authority should consider when exercising its planning functions under the Town and Country Planning legislation.

2.3. National Design Guide

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

- Context – enhances the surroundings.
- Identity – attractive and distinctive.
- Built Form – a coherent pattern of development.
- Movement – accessible and easy to move around.
- Nature – enhanced and optimised.
- Public Spaces – safe, social and inclusive
- Uses – mixed and integrated.
- Homes and Buildings – functional, healthy and sustainable.
- Resources – efficient and resilient.
- Lifespan – made to last.

2.4. 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)

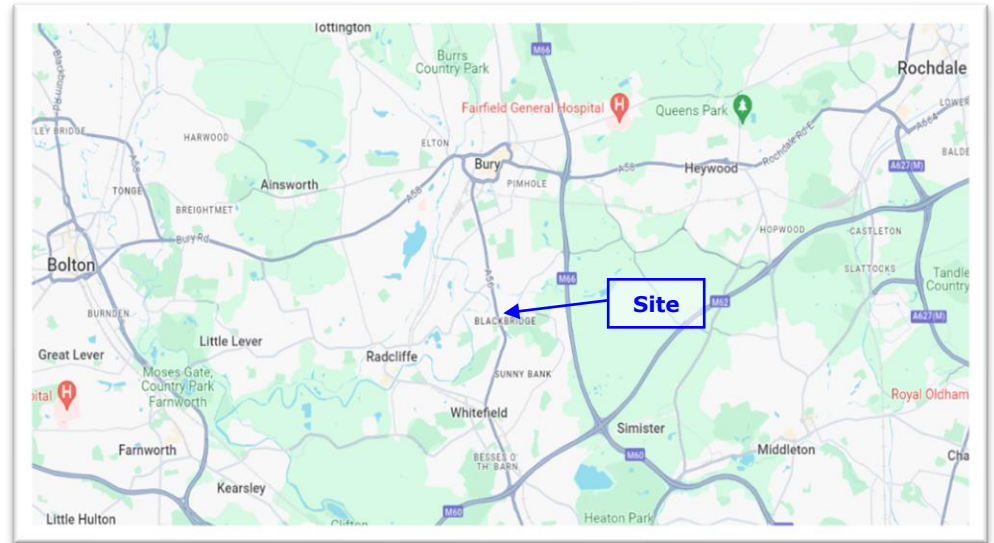
The Places for Everyone (PfE) plan of nine Greater Manchester local authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford, and Wigan) is a long-term plan for jobs, new homes, and sustainable growth. Once adopted, the “Places for Everyone” plan will become part of the statutory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

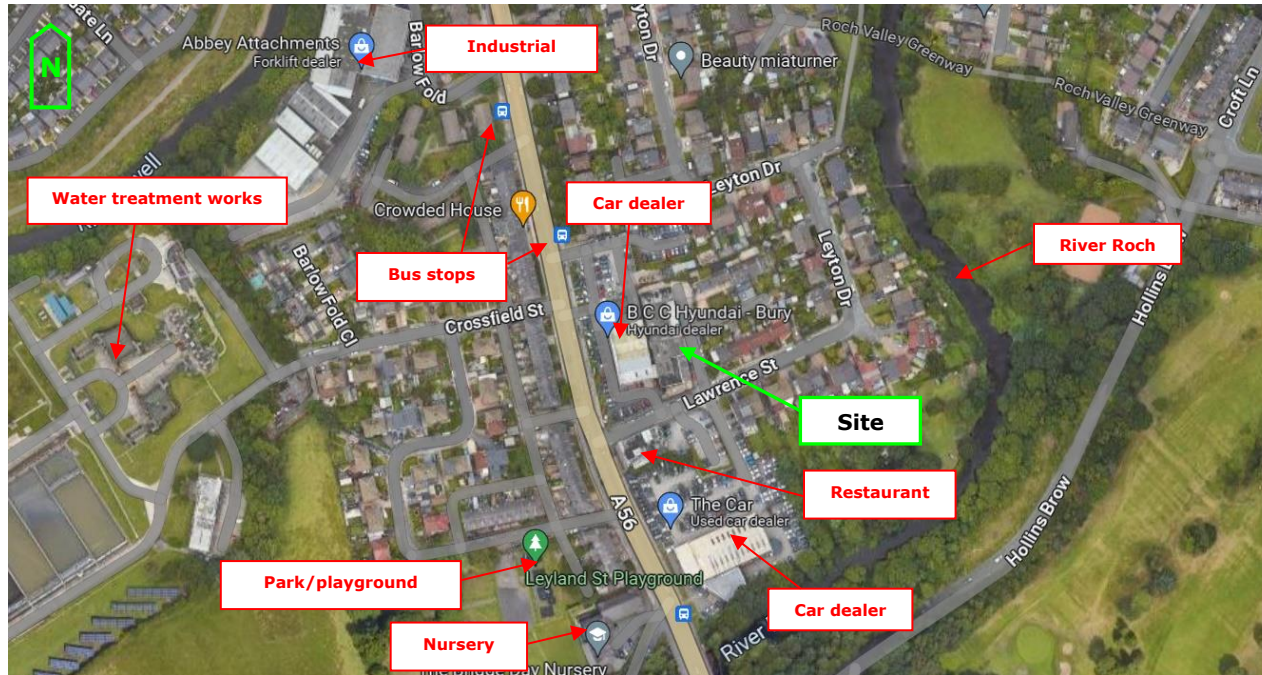
2.7. Secured by Design (SBD)

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 on the map opposite, (Source: Google), lies within the Blackbridge area of Bury, part of the wider Metropolitan Borough of Bury in Greater Manchester, approximately 2.7km south of Bury town centre, 10km south west of Rochdale town centre, and 9km east of Bolton town centre.
- 3.2.** Blackbridge has good road transport links with nearby access to the M60, M62 and M66 motorways, and the site is just off the A56 which runs between Bury town centre to the north, and Manchester city centre to the south. Manchester Road (A56) is also a bus route with stops near to the site.
- 3.3.** The proposed development site, previously a builders' merchant, is bounded by a car dealer to the north and west with established residential properties further afield, a restaurant and car dealer to the south, and established residential properties to the east.
- 3.3.** A site visit has taken place to obtain current photographs of the proposed development site and its surroundings, and an aerial view (Source: Google maps) is also included to show other nearby landmarks and features.





Pic 1 shows the view looking east along Lawrence Street towards the proposed development site indicated by the arrow, with the car dealer on the left of the picture and restaurant on the right.



Pic 2 shows the view looking north across Lawrence Street towards the western and southern perimeters of the proposed development site.



Pic 3 shows the view looking east along Lawrence Street and the southern perimeter of the proposed development site denoted by the black coloured paladin fencing.



Pic 4 shows the view looking north across Lawrence Street to Chelsea Street with the proposed development site centre left of the picture. The proposal is to demolish the building seen.



Pic 5 shows the view looking further east along Lawrence Street from the junction with Chelsea Street showing the existing residential properties near to the proposed development site.



Pic 6 shows the view looking east along Cliff Road from the eastern perimeter of the proposed development site. This is a cul-de-sac off Chelsea Street.



Pic 7 shows the view looking west from Cliff Road towards Chelsea Street and the proposed development site.



Pic 8 shows the view looking west along the northern perimeter of the proposed development site where it borders the car dealer site.



Pic 9 shows the view looking west towards the north west corner of the proposed development site, again where it borders the car dealer site.



Pic 10 shows the view looking south along the western perimeter of the proposed development site and showing the secure perimeter of the car dealer site which is at a higher level at this point.



Pic 11 shows the view looking east along the northern perimeter of the proposed development site. The proposal is to demolish the brick building adjacent to the white container on the right of the picture.



Pic 12 shows the view looking south east from within the car dealer site towards the northern perimeter of the proposed development site and the area seen in Pics 8-11 inclusive.

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** - 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, 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:

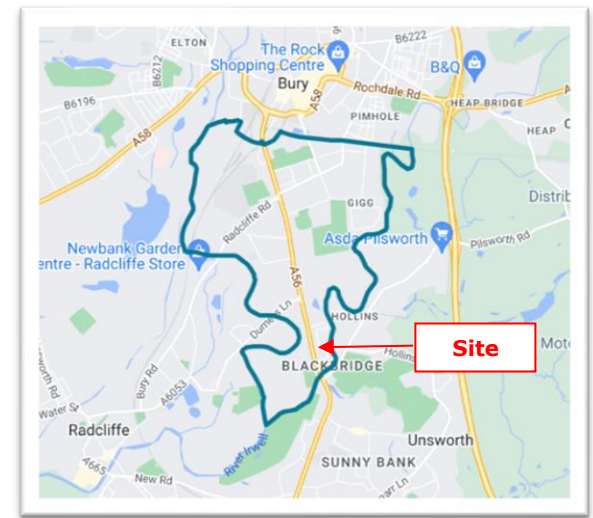
- The number of homicides decreased by 10% to 602 offences compared with the year ending June 2022 (667 offences).
- Police recorded robbery offences increased by 11% to 77,337 offences compared with the year ending June 2022 (69,432 offences), however, they remained 14% lower than the year ending March 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 Redvales local policing area of the wider Metropolitan Borough of Bury. The map opposite (Source: police.uk) should show the number of recorded crimes and incidents in the Redvales local policing area during January 2024; however, it is not possible to provide current police recorded crime data due to GMP's crime recording failures and IT issues, this having been ongoing since July 2019. As a result of a Freedom of Information request some basic data has been provided by GMP which shows the number of recorded incidents between 1st January 2020 and 31st December 2023, with the following caveats:

- *In July 2019, GMP implemented one of the largest IT infrastructure changes in UK policing. The systems are in continual development and the data provided for this request is what the systems currently hold.*
- *This data contains crimes with the beat N1H1 'Redvales' with a created date between 1st January 2020 and 31st December 2023, excluding cancelled crimes. Further information about cancelled crimes can be obtained from the Home Office Counting Rules.*



- We are aware of various system issues affecting committed at locations for new and migrated crimes (see below for details). These issues mean that data for a specific location may include crimes that did not happen in that location and/or exclude crimes that did.
- Some crimes do not have a beat code, which means that they cannot be mapped to other geographies e.g. communities.
- Some crimes have an incorrect beat code, which means that they are mapped to the wrong geographies.
- Some crimes do not have an address because e.g. the address has been recorded in a non-standard format or as map coordinates.

Please note:

- The address recorded may not be where the crime happened e.g. where the crime happened in the street and the address was used as a reference point.

Due to some low returned results, some totals have been replaced with X, as by providing all this information would significantly increase the likelihood of identifying the individual(s) concerned, and as such the exemption under S40(2) – Personal Information, would be engaged and result in information being refused. By replacing this data in this way, it can be provided in its entirety.

Year	Offence crime	No. of recorded incidents	Year	Offence crime	No. of recorded incidents
2020	All other theft offences	135	2021	All other theft offences	71
	Bicycle theft	7		Bicycle theft	10
	Business and community burglary	13		Business and community burglary	11
	Criminal damage and arson	104		Criminal damage and arson	111
	Death or serious injury caused by unlawful driving	0		Death or serious injury caused by unlawful driving	X
	Miscellaneous crimes against society	34		Miscellaneous crimes against society	28
	Other sexual offences	21		Other sexual offences	31
	Possession of drugs	17		Possession of drugs	14
	Possession of a weapon	16		Possession of a weapon	9
	Public order	137		Public order	206
	Rape	13		Rape	21
	Residential burglary	53		Residential burglary	59
	Robbery of business property	X		Robbery of business property	0
	Robbery of personal property	18		Robbery of personal property	16
	Shoplifting	X		Shoplifting	8
	Stalking and harassment	134		Stalking and harassment	242
	Theft from the person	12		Theft from the person	9
	Trafficking of drugs	9		Trafficking of drugs	23
	Vehicle crime	73		Vehicle crime	74
	Violence with injury	101		Violence with injury	116
	Violence without injury	177		Violence without injury	193

Year	Offence crime	No. of recorded incidents	Year	Offence crime	No. of recorded incidents
2022	All other theft offences	85	2023	All other theft offences	79
	Bicycle theft	14		Bicycle theft	15
	Business and community burglary	11		Business and community burglary	10
	Criminal damage and arson	114		Criminal damage and arson	92
	Death or serious injury caused by unlawful driving	0		Death or serious injury caused by unlawful driving	0
	Miscellaneous crimes against society	48		Miscellaneous crimes against society	30
	Other sexual offences	35		Other sexual offences	22
	Possession of drugs	38		Possession of drugs	43
	Possession of a weapon	18		Possession of a weapon	16
	Public order	192		Public order	169
	Rape	13		Rape	14
	Residential burglary	47		Residential burglary	20
	Robbery of business property	X		Robbery of business property	X
	Robbery of personal property	10		Robbery of personal property	10
	Shoplifting	10		Shoplifting	22
	Stalking and harassment	240		Stalking and harassment	236
	Theft from the person	6		Theft from the person	14
	Trafficking of drugs	22		Trafficking of drugs	39
	Vehicle crime	90		Vehicle crime	78
	Violence with injury	140		Violence with injury	106
	Violence without injury	204		Violence without injury	208

Based on the above statistics' violent crime both with or without injury (1245 recorded incidents), stalking and harassment (852), public order (704), criminal damage and arson (421), and all other theft offences (370) have been the main issues. Crimes relating to residential areas such as residential burglary (242), and vehicle crime (315) were also recorded in the area.

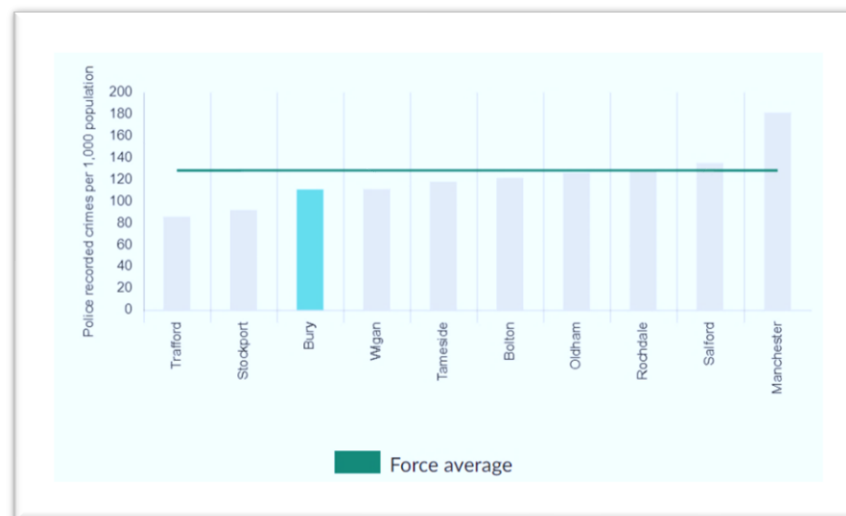
- 4.6.** A daytime weekday site visit revealed the general area appearing to be a quiet, safe and non-threatening environment with legitimate activity around the two car dealers.
- 4.7.** It is likely that anti-social behaviour (ASB), as in other parts of the Greater Manchester policing area, and in fact other parts of the country, is and has been a significant problem in the Redvales local policing area. Anti-social behaviour 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.

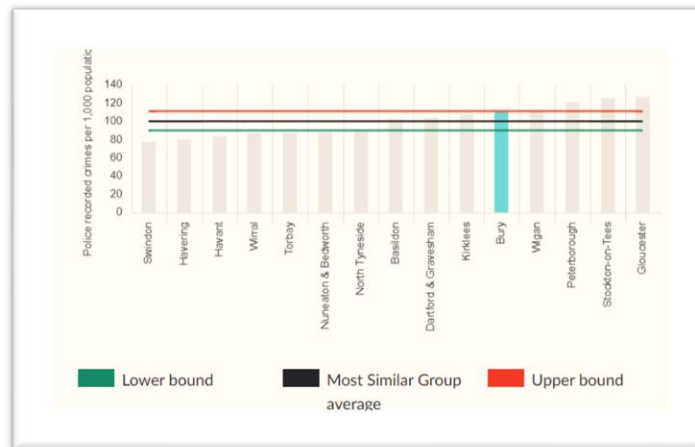
Nuisance ASB captures those incidents where an individual or group causes trouble, annoyance, inconvenience, offence or suffering to people in the local community in general rather than being deliberately targeted at specific individuals or groups. It includes incidents where behaviour goes beyond the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

- 4.8.** The following chart shows a comparison of the crime rate in Bury to the average crime rate across the 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 September 2023 (Source: Office for National Statistics (ONS)). Bury sat below the Force average, third best of the ten local authority areas.



- 4.9.** The chart below compares the crime rate in the Bury policing area to the average crime rate across similar policing areas in England and Wales in the year ending September 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. As Bury lay between the red and green lines, its crime rate was average across similar areas. 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).



- 4.10.** The chart below shows how crime rates in Bury and the GMP force area have changed over time. It also shows how the average crime rates in similar areas to Bury have changed over time. The chart shows the quarterly crimes per thousand residents, for the crime type selected, over a three year period. Note that some crime types have distinct seasonal patterns, and this should be borne in mind when viewing the chart. In the quarter ending September 2023, crime rates were down in Bury, and down in the Greater Manchester force area, compared with the corresponding quarter in 2022 (Source: ONS).



- 4.11.** The majority of the crime statistics within this document are provided by Greater Manchester Police, and adequately serve the purpose of providing an oversight and overall crime risk assessment of the area surrounding the site, although they lack some of the detail of the Force's own statistics due to the Data Protection Act 2018 and the General Data Protection Regulation. Other statistics have been sourced from the Office for National Statistics (ONS). Though the statistics do not document the modus operandi (M.O. - how criminals commit offences), these do in fact tend to change regularly even if the types of crime do not, so what is current in the area at the time of compiling this CIS, for example, burglaries committed by force to a rear door, or criminal damage committed by smashing windows, would not necessarily be the M.O. in the area when the development is completed. Crime patterns change regularly, as can be seen from the previous information, so any crime prevention advice provided should always be on a 'worst case scenario' basis in order to cover all eventualities.
- 4.12.** To summarise, the previous levels of crime and disorder around the Redvales local policing area is not currently known due to GMP's failings, so it is not possible to state whether any issues are continuing, have worsened, or have in fact decreased. The wider Bury Borough appears to be one of the safest in Greater Manchester with crime levels at the lower end of the ten local authority areas and down on the corresponding quarter in 2022. However, all those with an interest in the development and local area should not become complacent because realistically, no crime is acceptable. There is no evidence to suggest that the introduction of these new residential properties to the area 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 efforts to reduce crime and anti-social behaviour. The crime prevention measures intended and recommended for this proposed development will assist in this aim.

5. Proposed Site Use

- 5.1.** The proposal is for demolition of the existing buildings on the site and replacement with a new build residential development of 10 no. townhouses, with associated access, undercroft car parking and landscaping.
- 5.2.** Vehicles will enter undercroft parking directly from Lawrence Street. Residents will be able to access their homes by way of a dedicated entrance within the parking area, or as with visitors, from Chelsea Street.

6. Risk Assessment

- 6.1.** The typical security and safety issues for a development of this nature are:
- Anti-social behaviour, violent crime and public order incidents including neighbour disputes.
 - Domestic burglary including bogus callers and distraction burglaries.
 - Theft.
 - Criminal damage to dwellings and vehicles.
 - Theft of and from motor vehicles.
 - Theft, criminal damage and ASB during the construction phases.

6.2. Unfortunately, there are many crimes which occur during the construction phase of a development; the most significant include theft of plant equipment, materials, tools and diesel fuel. SBD recommend that security should be in place prior and during the construction phase (*Further info at [securedbydesign.com](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 has also been used as a point of reference.

7.2. The overall aim is to achieve a suitable and sensible level of security for the entire site including the building shell, and to introduce appropriate design features that enable natural surveillance and create a sense of ownership and responsibility for every part of the development in order to deter criminal and anti-social behaviour. The crime prevention measures recommended for this proposal comply with the ARC principle and are appropriate, realistic and cost effective for such a residential scheme.

7.3. Approved Document Q, which SBD has welcomed as it introduces a security element into the Building Regulations, applies to all new dwellings and creates security requirements in relation to doors at the entrance to a building, including garage doors where there is a connecting door to the dwelling; ground floor, basement and other easily accessible windows; and any easily accessible roof-lights. The requirement is that the product must be shown to have been manufactured to a design that has been tested to an acceptable security standard. It is recommended that main front entrance doors, and those from within the undercroft parking area, are fitted with multipoint locking systems including anti-bump, anti-pick cylinders. This should also apply to the French/patio doors at first floor level. 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.** The northern perimeter will remain unaltered and features paladin fencing as seen in the earlier photos i.e., 8,9,11 and 12. As this area will contain a cycle store and a separate refuse store which will block off the majority of the gap between the building and the existing paladin fencing, and will include a gate for resident use only, any other gaps should be closed off either by way of brick walling or suitable fencing such as 2.1m high paladin fencing, because this end of the development site does not particularly benefit from natural surveillance opportunities. The gate should also include a suitable locking mechanism including a self-closing, self-locking facility.
- 7.4.2.** The eastern perimeter will be the eastern façade of the building which will effectively be 'on street' probably with the addition of low hedge planting in order to provide some defensible space to the ground floor bedrooms. Surveillance opportunities for this elevation are again reduced because the existing residential properties on Lawrence Street and Cliff Road are side on and only provide overlooking from first floor windows and a small gable window in number 22 Lawrence Street. It was noted that at the time of the site visit a number of vehicles were parked on both sides of Chelsea Street, some of which appeared to belong to staff of the adjacent car dealers etc.
- 7.4.3.** The southern perimeter will feature two small, landscaped areas either side of the undercroft parking entrance, which will be controlled by way of a key fob access controlled roller shutter.
- 7.4.4.** The western perimeter features paladin fencing and a low brick wall, as seen in Pic 10 earlier. If the western façade of the new building does not directly abut the existing walling/fencing then there will be a need to close off the alleyway which will be created, depending of course on ownership, at the Lawrence Street end. Fixed paladin fencing would allow views along the 'alleyway' from Lawrence Street and would maintain the integrity and security of the car dealers site.
- 7.4.5.** All these measures are adequate for the crime risk.

7.5. Layout and Landscaping

- 7.5.1.** The proposal is for a continuous row of townhouses with front entrances recessed, the concept being to raise the living areas to provide an external decked amenity space at first floor level above the undercroft parking. Further external space will be provided as balconies off the master bedroom at 2nd floor level. Although recesses are advised against because they could create a hiding place, in this instance they are acceptable even though surveillance opportunities are reduced, because the likelihood is that residents will mainly use the rear entrances from the undercroft parking area.
- 7.5.2.** The external decked amenity space at first floor level is of sufficient height to prevent climbing, however, the recommendations in relation to French/patio doors at para 7.3., are still applicable in case 'garden hopping' occurs, i.e., one of the properties is subject to a burglary and the offender could be presented with the opportunity to break into other properties by breaching the sub-divisional boundary treatment between each decked area. The potential for this could be reduced/prevented by a treatment of sufficient height, e.g., minimum 1.5m, which would also provide for privacy. The same would also apply to the second floor external amenity spaces.

- 7.5.3.** The proposed low hedging along the eastern façade should be well maintained so that it does not restrict surveillance opportunities from within the dwellings onto Chelsea Street.
- 7.5.4.** Car parking will be as previously mentioned in the undercroft parking area, with access controlled by way of a key fob activated roller shutter. Ideally this should be a 'fast' shutter in order to prevent 'sneak ins' after a vehicle has entered/left.
- 7.5.5.** Access to the refuse store and cycle store from Chelsea Street will include a gate for resident use only. As previously recommended, the gate should be of sufficient height and material, and also include a suitable locking mechanism including a self-closing, self-locking facility. The cycle store should be lockable, perhaps with a key fob operated access as per the undercroft parking and should contain approved steel racks or ground anchors for two point locking to allow the securing of both wheels and/or the frame.
- 7.5.6.** Permeability is always a sensitive issue because it should not compromise the security of the overall development or allow criminals legitimate access. If the recommendations regarding the refuse/cycle store gate and the undercroft parking roller shutter are implemented then the development should be secure and impermeable, but the recommendations relating to the external amenity spaces should also be seriously considered.

7.6. Lighting

- 7.6.1.** Good street lighting is essential for a number of reasons, not least in order to prevent crime and the fear of crime. There is one existing street light on the south east corner of the site on Lawrence Street, and one at the junction of Cliff Road and Chelsea Street, but it is not known whether this will create sufficient light spillage so as to illuminate Chelsea Street and the eastern façade of the building sufficiently.
- 7.6.2.** Lighting should also illuminate the front doors of dwellings, to allow for house number and caller identification in addition to enhancing natural surveillance and could comprise dusk to dawn lighting on the front elevations of the properties. This is particularly relevant due to the current lack of street lighting.

7.7. Security systems

- 7.7.1.** Even though most home security systems are now wireless technology, a 13amp non-switched fused spur, as recommended by SBD, should also be installed. This will allow purchasers to choose whether or not they have an intruder alarm fitted and where it is located within the property, and effectively removes the standardised location of wired systems within each individual property, frustrating both opportunist criminals and those who may have posed as potential buyers and viewed properties when initially advertised for sale in order to discover where that and other security measures are located.

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.** Although Bury is one of the safest areas in Greater Manchester, crime levels within the local policing area are fairly high and include incidents of residential burglary and vehicle crime. It is difficult to predict whether crime levels in the area have worsened, reduced or whether incidents may transfer to the site when development is completed, but it is unlikely. 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 for this sustainable development are appropriate and adequate for the perceived crime risk, and should satisfy the requirements of Bury 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 will create a sense of place that enables people to identify with their surroundings or locality, to be and feel safe without creating a fortress type development, and maximises natural surveillance opportunities.



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