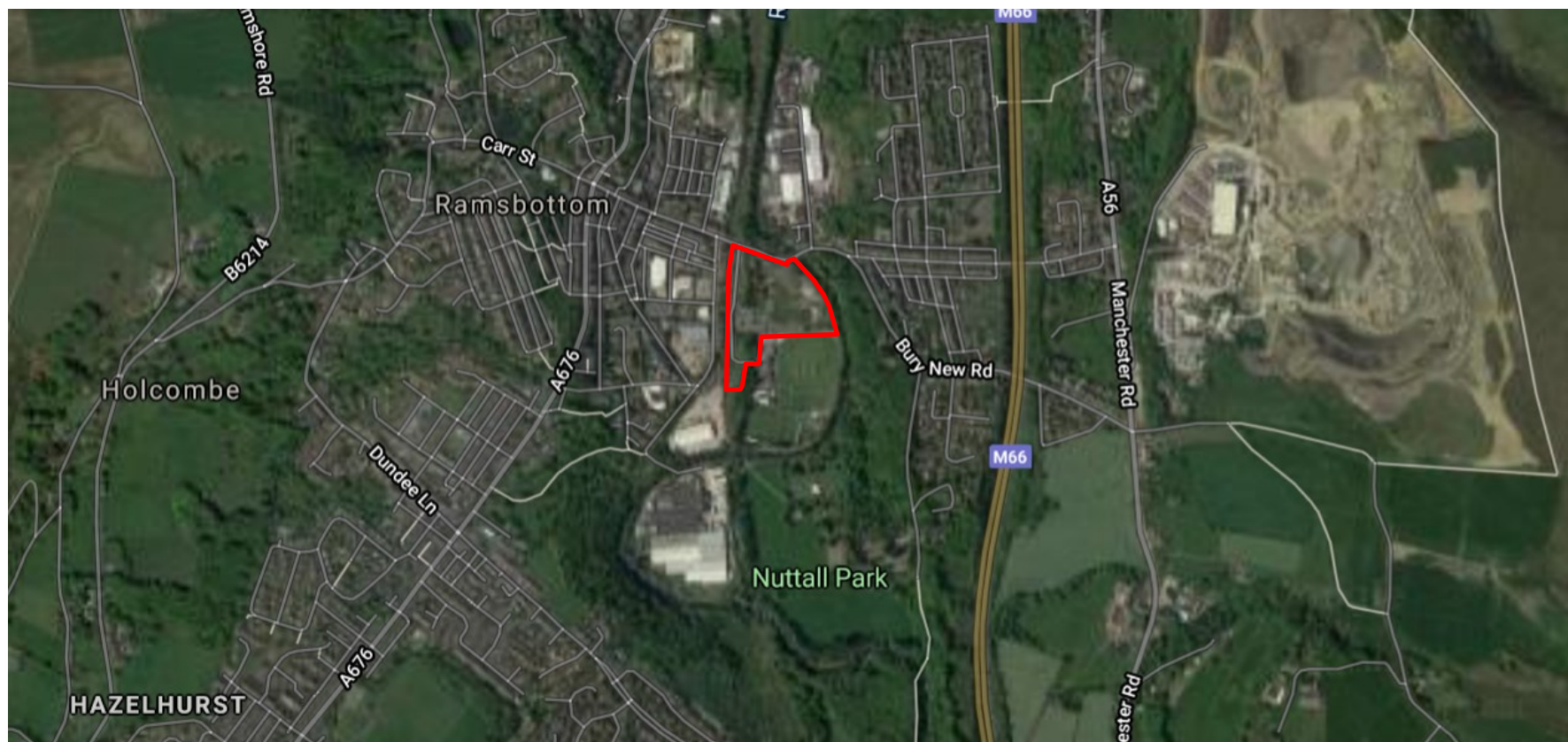


Land at Bridge Street, Ramsbottom.



Source: Google Earth

Crime Impact Statement
V2.0
October 2023

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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 Eccleston Homes to support a planning application for 57 new homes on land at Holcombe Mill, Bridge Street, Ramsbottom, Greater Manchester. The CIS shows how the concept of the scheme reduces its impact on and susceptibility to crime and disorder and can be used by the Council to assess the scheme submitted for approval in this context. It will help to allay public fears about the development that could be brought about by lack of information, by providing an overview of crime levels at the site location and also in the surrounding area and outlining the strategy which it is hoped will provide for a safe, secure and non-threatening environment both for new residents and also the existing neighbouring residents, taking cognizance of National Planning Policy, Local Planning Policy and design guidance such as SBD.
- 1.5.** Each and every building project presents the designers with a unique set of challenges to overcome and solve. This involves seeking an acceptable compromise between the aesthetics of the architectural design and landscaping, and the need for security requirements which should be robust but subtle rather than overtly offensive and perhaps creating a 'fortress type' appearance which may increase the fear of crime.

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–Sept 2023

Section 8 – Promoting healthy and safe communities

Para 92 - Planning policies and decisions should aim to achieve healthy, inclusive and safe places which:

- a) Promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages.
- b) Are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of attractive, well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas.
- c) Enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.

Para 97 - Planning policies and decisions should promote public safety and take into account wider security and defence requirements by:

- a) Anticipating and addressing possible malicious threats and natural hazards, especially in locations where large numbers of people are expected to congregate. Policies for relevant areas (such as town centre and regeneration frameworks), and the layout and design of developments, should be informed by the most up-to-date information available from the police and other agencies about the nature of potential threats and their implications. This includes appropriate and proportionate steps that can be taken to reduce vulnerability, increase resilience and ensure public safety and security.
- b) Recognising and supporting development required for operational defence and security purposes and ensuring that operational sites are not affected adversely by the impact of other development proposed in the area.

Para 100 - Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails.

Para 110 - In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- c) Safe and suitable access to the site can be achieved for all users.

Para 112 - Within this context, applications for development should:

- d) Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards.

Section 12 – Achieving well-designed places

Para 130 - Planning policies and decisions should ensure that developments:

- d) Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit.
- f) Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

2.2. National Planning Practice Guidance (NPPG)

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

2.3. National Design Guide

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

- Context – enhances the surroundings.
- Identity – attractive and distinctive.
- Built Form – a coherent pattern of development.
- Movement – accessible and easy to move around.
- Nature – enhanced and optimised.
- Public Spaces – safe, social and inclusive

- Uses – mixed and integrated.
- Homes and Buildings – functional, healthy and sustainable.
- Resources – efficient and resilient.
- Lifespan – made to last.

2.4. 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 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. Secured by Design (SBD)

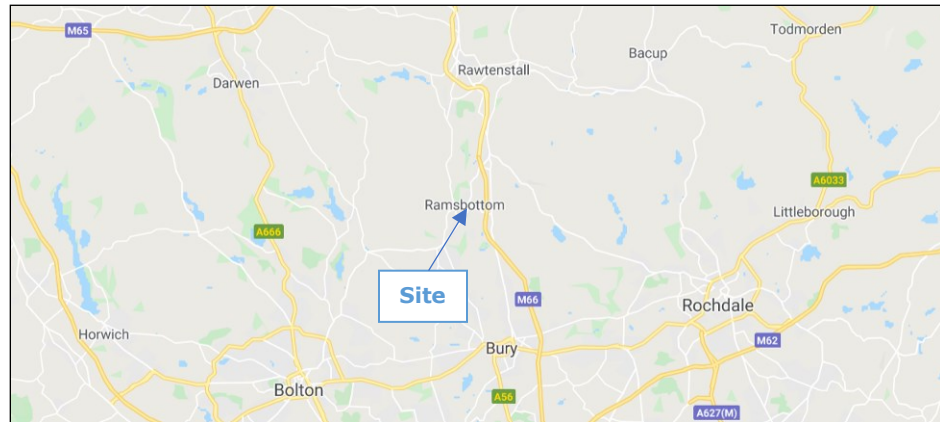
Established in 1989, Secured by Design (SBD) is the title for a group of national police projects focusing on the design and security for new and refurbished homes, commercial premises and car parks as well as the acknowledgement of quality security products and crime prevention projects. It supports the principles of 'designing out crime' through physical security and processes. The principles of the scheme have been proven to reduce the risk of crime and the fear of crime.

3. Environmental Visual Audit

3.1. The development site (*indicated approximately on the map opposite, Source: Google*), is located in Ramsbottom, a town in the Metropolitan Borough of Bury, Greater Manchester, approximately 6km north of Bury, 10km north east of Bolton and 19km north of Manchester.

3.2. The 2011 census showed a population of just fewer than 18,000.

3.3. Ramsbottom has good transport links, with the M66 motorway nearby to the east giving access to the wider national motorway network.



3.4. The proposed development site, formerly Holcombe Mill, with some of the buildings still in situ, is bounded to the north by Bridge Street, with the River Irwell and an industrial estate further afield. To the east is the River Irwell, with heavy woodland and established residential housing further afield. Ramsbottom Cricket Club and Ramsbottom United Football Club lie to the south, with the River Irwell again further afield. Directly to the west is the East Lancashire Heritage Railway with shops, supermarkets and a large goods distribution centre further afield on the western side of the railway line.

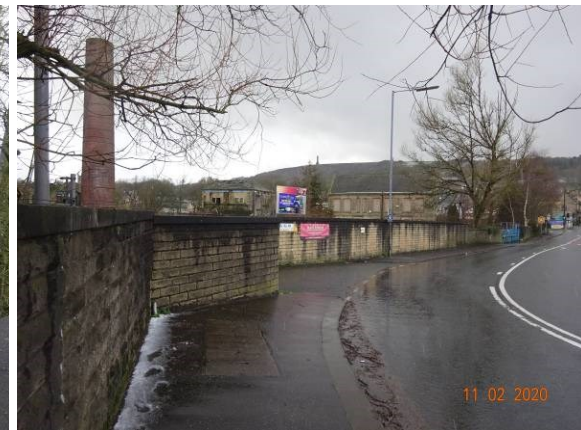
3.5. A site visit has taken place to obtain current photographs of the proposed development site and its surroundings, and an aerial view (Source: Google maps) is also included to show other nearby landmarks and features.



Pic 1 shows the view looking south across Bridge Street towards the main access road for the proposed development site, which is on the left of the picture.



Pic 2 shows the view looking south west from Bridge Street towards the north eastern corner of the proposed development site on the right of the picture, and with the River Irwell on the left.



Pic 3 shows the view looking west along Bridge Street and the northern perimeter of the proposed development site.



Pic 4 again shows the northern perimeter of the proposed development site looking west from inside the site.



Pic 5 shows the view looking north west along the eastern perimeter towards its north eastern corner. The bank down to the River Irwell can also be seen on the right of the picture.



Pic 6 shows the view looking west across the proposed development site from the eastern perimeter. The two existing buildings and chimney which are to remain on site can be seen across the centre of the picture.



Pics 7 & 8 show more of the eastern perimeter and the south eastern corner of the proposed development site respectively.



Pic 9 shows part of the southern perimeter of the proposed development site along its boundary with Ramsbottom Cricket Club.



Pic 10 shows the view looking south from the southern perimeter of the proposed development site, towards Ramsbottom Cricket Club.



Pic 11 shows the view looking south east towards the proposed development site from the junction of Bridge Street and the site access road. The building and chimney on the left and centre of the picture are to remain and will be subject of refurbishment in the future.



Pic 12 shows the view looking north along the main access road from the approximate position of where the access road will enter the proposed development site.



Pic 13 taken from the same location as the previous picture, shows the view looking south along the access road to the cricket club and football ground, with the East Lancashire railway line on the right of the picture.



Pic 14 shows the continuation of the access road to the cricket club looking east. This road will remain, but the western junction will be widened.



Pic 15 shows the view looking north along the watercourse running north to south through the proposed development site, with the grassed area being the southernmost part of the site.



Pic 16 shows the view looking south west along the watercourse running north to south through the proposed development site, with the grassed area again being the southernmost part of the site.



Pics 17 and 18 show views from the existing raised ground seen on the left of Pic 15, looking south towards the raised ground seen in Pic 16 and north across the proposed development site towards Bridge Street.



Pic 19 shows the view from the existing raised ground seen on the left of Pic 15, looking east across the site and showing the southern perimeter in the centre of the picture.

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, and mobile phones) but without the use or threat of physical force.
- **Vehicle crime** - Includes theft from or of a vehicle or interference with a vehicle.
- **Violence and sexual offences** - Includes offences against the person such as common assaults, Grievous Bodily Harm and sexual offences.

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

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

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

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

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

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

- Burglary (down 28%)
- Robbery (down 23%)
- Vehicle offences (down 19%)
- Theft (down 19%)
- Offences involving firearms (down 10%)
- Knife-enabled crime (down 9%)
- Violent crime (down 7%)
- Homicide (down 5%)

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

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

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

Likelihood of victimisation

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

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

- 4.5.** The proposed development site lies within the Ramsbottom local policing area of the wider Bury Borough. The policing team was prioritising residential burglary offences in June 2019, but it is not known if this is still the case.
- 4.6.** Unfortunately, it is not possible to provide current police recorded crime data for the local policing areas due to GMP's claimed IT issues, which have been ongoing since July 2019. The following maps show the overall level of reported crime within the Ramsbottom Neighbourhood policing area and nearer to the proposed development site reported in June 2019 (*all data from Police.uk website - July 2019 data onwards not available at present*). The total of 56 incidents was for the entire Ramsbottom local policing area and it can be seen that the majority of incidents were to the south west and near to the site around the town centre. Nearer to the proposed development site itself (area as defined in Fig. B); the 27 recorded incidents in the main occurred in and around the town centre to the west.

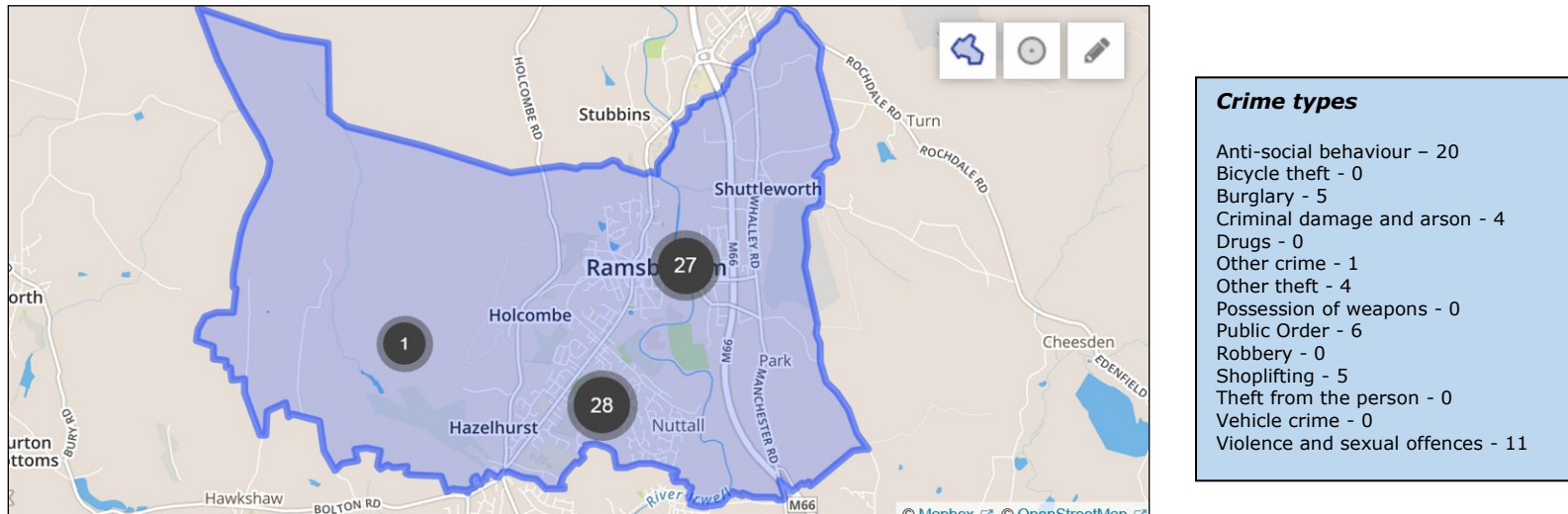


Fig. A

Recorded crimes and incidents for the Ramsbottom local policing area

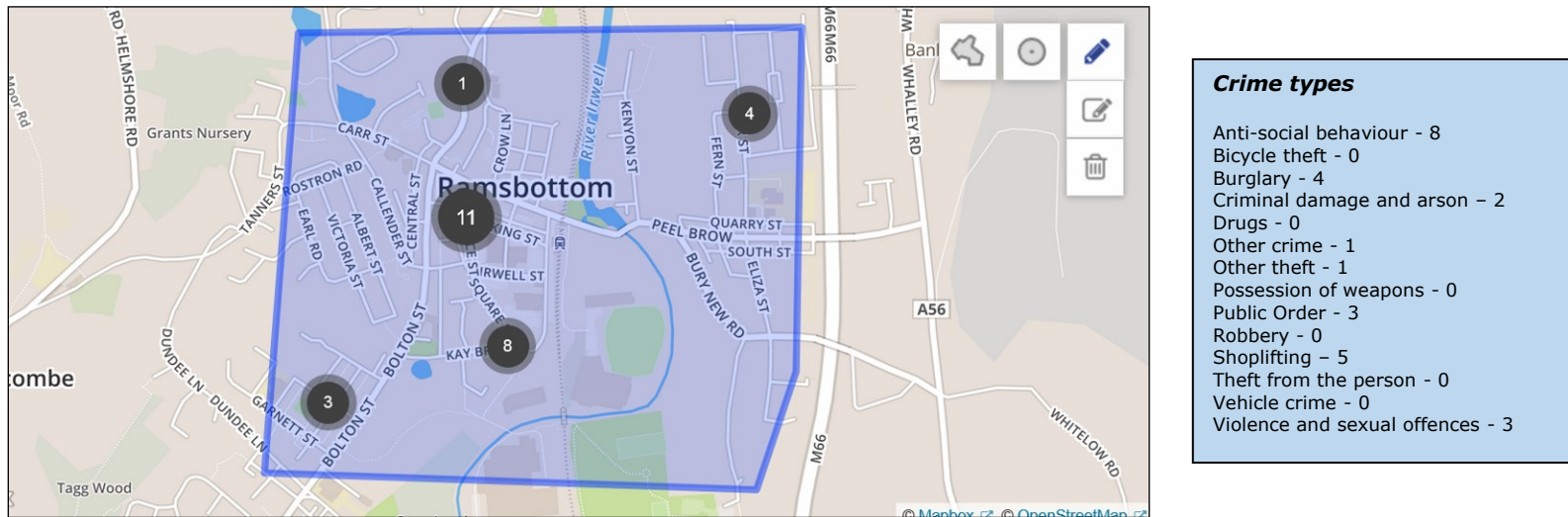
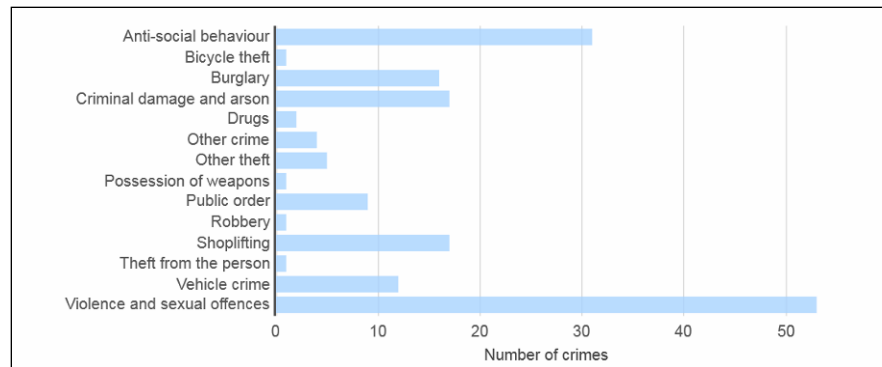


Fig. B

Crimes and incidents nearer to the proposed development site

4.7. The following graph shows a comparison of the crime types and incidents committed in the Ramsbottom local policing area as defined in Fig. B earlier, between January and December 2019.



4.8. Over the period January to June 2019, violence and sexual offences were the main issue, however, anti-social behaviour (ASB), as in other parts of the GMP policing area, and in fact other parts of the country, was also a significant problem in the area. ASB incidents in June 2019 accounted for approximately 30% of the monthly total for the area as defined at Fig. B earlier, as opposed to approximately 36% for the wider Ramsbottom 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.

4.9. The main crime types reported in June 2019 in the Ramsbottom local policing area as defined in Fig. B earlier, were shoplifting offences (approx. 19% of the total), burglary (approx. 15%), public order (approx. 11%), violent crime (approx. 11%) and criminal damage (approx. 7%) .

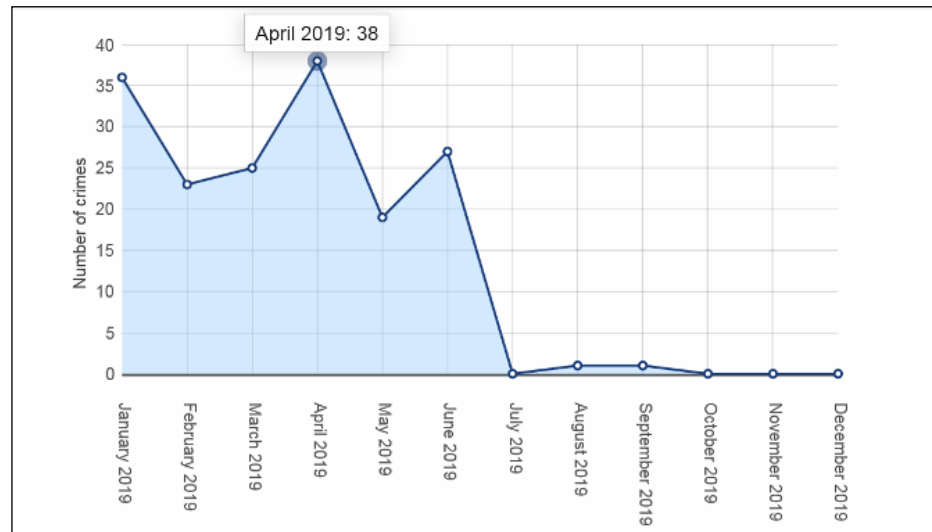
4.10. Between January 2017 and June 2019 on or near the roads in the vicinity of the proposed development site, crime statistics over this period revealed the following:

	ASB	Burglary	Criminal Damage	Vehicle crime	Violent crime	Robbery	Drugs	Other theft	Bicycle theft	Other crime	Public Order	Weapons	Theft from the person	Shoplifting	Totals (no. of crimes)
On or near Bridge Street	3	1	3	0	11	0	0	2	0	1	4	0	0	0	25
On or near Bury New Road															0
On or near Garden Street	3	0	0	0	0	0	0	0	0	0	1	0	0	0	4
On or near Irwell Street	No recorded crimes or incidents														0
On or near Kenyon Street	No recorded crimes or incidents														0
On or near King Street	No recorded crimes or incidents														0
On or near Palatine Street	No recorded crimes or incidents														0
On or near Peel Brow	No recorded crimes or incidents														0
On or near Railway Street	2	1	0	2	3	0	0	5	0	0	3	0	0	40	56
On or Union Street	No recorded crimes or incidents														0
Total (crime types)	8	2	3	2	14	0	0	7	0	1	8	0	0	40	85

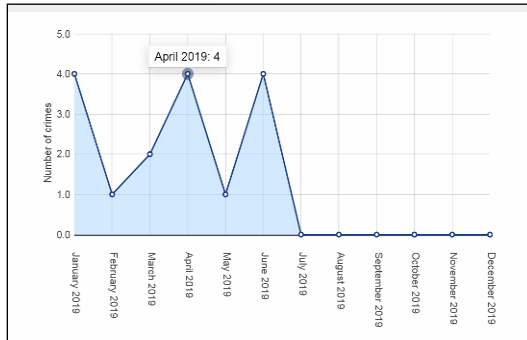
- Railway Street, a road on the western side of the railway line containing supermarkets and car parks, suffered the highest number of incidents by far, with shoplifting and other thefts being the main issues, which is not unexpected.
- Bridge Street, the road off which the proposed development site lies, recorded the second highest number of incidents, with violent crime, public order and ASB being the main issues, which again, is not unexpected for a busy street containing a public house, bar and bookmakers in the sample area close to the site, but which is also on the western side of the railway line.
- The only other road in the sample area which recorded incidents was Garden Street, a mainly residential street to the north west of the proposed development site.
- None of the roads sampled on the eastern side of the River Irwell suffered any incidents of crime and disorder, however, there had been incidents of disorder in some of the residential streets off these roads.
- Ignoring shoplifting offences, violent crime, ASB, and public order incidents were the main issues in the area sampled, which tended to mirror the wider policing area.

4.11. A daytime weekday site visit revealed the general area appearing to be a safe and non-threatening environment.

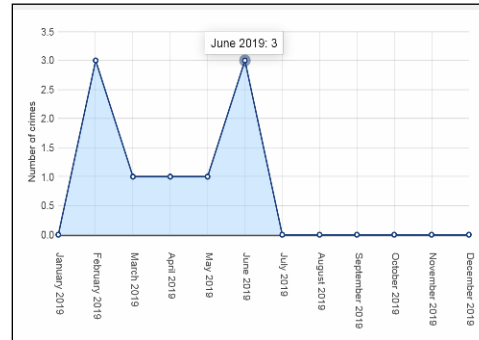
- 4.12.** The following graph shows the crime levels in the Ramsbottom local policing area as defined in Fig. B earlier, between January and December 2019. Levels fell at the start of the year before rising in February and peaking at 38 incidents in March 2019. Levels then decreased by 50% the following month but rose again in June 2019. Unfortunately, due to the lack of information from GMP it is not currently known whether this trend continued.



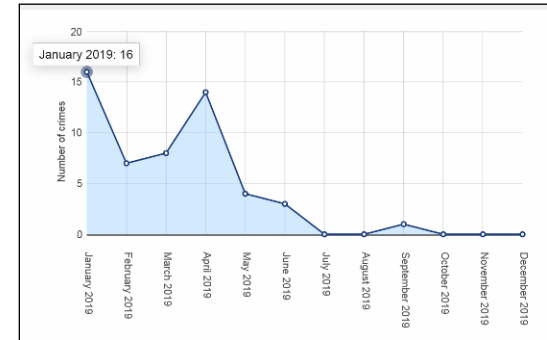
- 4.13.** The following graphs show the prioritised and most problematic crimes and incidents, relative to a proposed residential development, for the area as defined in Fig. B earlier, with statistics from January to December 2019 inclusive. The graphs are all fairly erratic with only violent crimes and criminal damage and arson offences showing any signs of a downward trend up until June 2019. Burglary offences fell at the start of 2019 but then rose in February, peaking at 4 incidents in April 2019. Levels fell again the following month but increased again in June 2019 reaching 4 incidents again. Public Order incidents rose from zero at the start of the year, peaking at 3 incidents before falling again the following month. Levels then remained constant at 1 incident per month between March and May 2019 before rising again to 3 incidents in June 2019. Violent crime fell from a high of 16 incidents at the start of the year, but levels then increased again between February and April 2019. Levels then started to show positive signs of a consistent downward trend from April onwards, falling to 3 incidents in June 2019. Criminal damage offences increased at the start of 2019 before falling then rising again and peaking at a high of 7 incidents in April 2019. Levels then fell again the following month and started to show signs of a downward trend between May and June 2019. ASB incidents too fell at the start of 2019 before rising and then falling to a low of 3 incidents in May 2019. This trend failed to continue, and levels again rose in June 2019 to a high of 8 incidents. Unfortunately, it is not currently known whether these types of incident have remained a problem since June 2019, nor whether some of the positive downward trends continued.



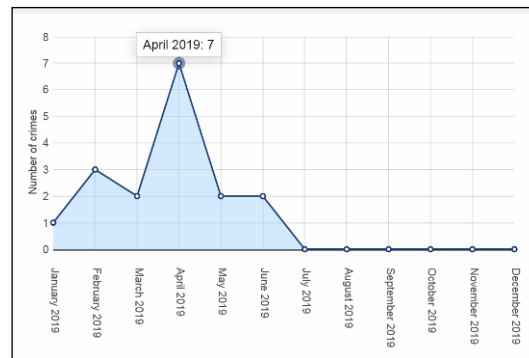
Burglary



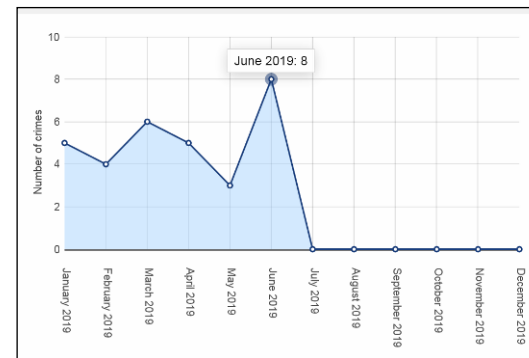
Public Order



Violent crime and sexual offences

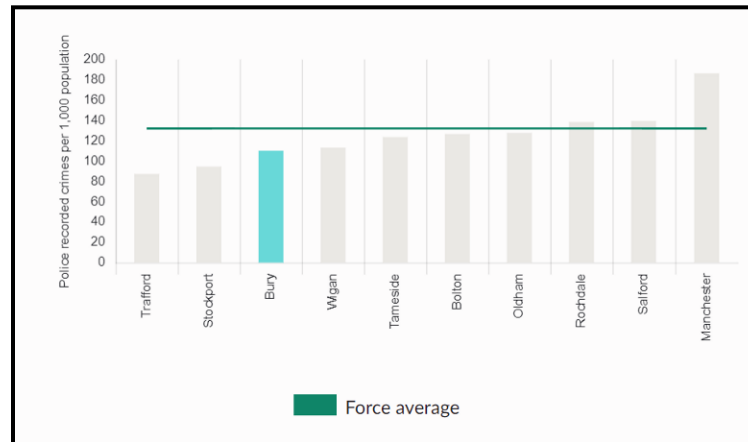


Criminal damage and arson

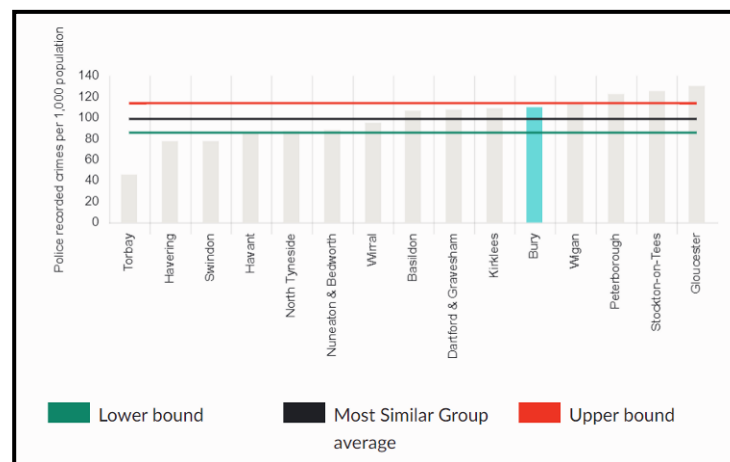


ASB

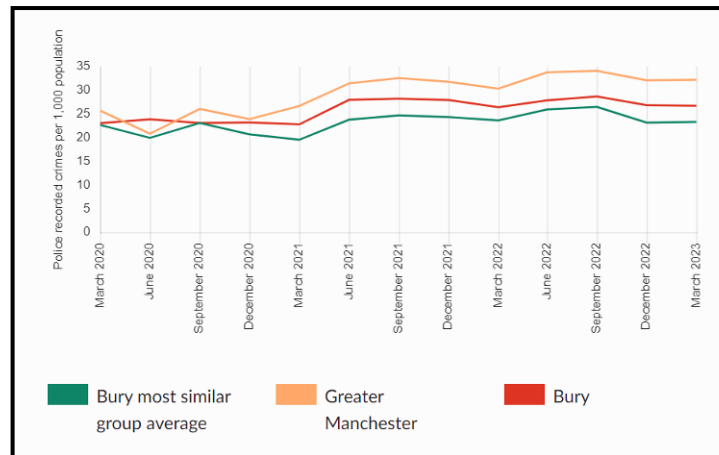
- 4.14.** The following chart shows a comparison of the crime rate in Bury to the average crime rate across the GMP force area. It shows the total number of crimes over a twelve-month period per thousand residents, for all types of crime in the year ending March 2023 (Source: Office for National Statistics (ONS)). The green line represents the GMP Force average, and it can be seen that Bury was third best of the ten local authority areas and below the Force average at 110.22 crimes per 1000 of the local population.



4.15. 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 March 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 sat just between the lines, its crime rate was average for the group. 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).



- 4.16.** The chart below shows how crime rates in the Bury area and Greater Manchester police 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 all crime types, over a three-year period, and it should be borne in mind that some crime types are seasonal. It would appear that Bury's rates were below both the force average and that of its most similar group for the entirety of the sample period (Source: ONS).



- 4.17.** As previously stated, street level crime statistics from the Police.UK website are currently unavailable, because GMP have failed to provide any. Statistics prior to June 2019 have been used, along with up-to-date statistics sourced from the Office for National Statistics (ONS), but 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.
- 4.18.** To summarise, crime and ASB around the general area was relatively low prior to June 2019 with the majority attributable to the supermarkets on and around the road on the western side of the railway line and further west along Bridge Street i.e., the town centre. These historical statistics could deem the proposed development low risk if they haven't changed too much in the 4 years after, because there is no reason to believe the existing problems will transfer to the development site. All those with an interest in the 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 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. The types of offence currently committed in the area may continue and 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 a new build residential development of 57 new homes constructed by Ecclestone Homes and consisting of detached, semi-detached, and mews type housing, associated car parking, landscaping and public open space (POS).
- 5.2.** Vehicles will access and leave the site from the existing access road off Bridge Street, which will be upgraded and widened, whilst still allowing access to Ramsbottom Cricket Club. An emergency access route is proposed on the northern perimeter. Pedestrians will also use these routes.
- 5.3.** An electricity sub-station will be located just inside the northern perimeter, adjacent to a car park intended for use by visitors to the town centre.

6. Risk Assessment

- 6.1.** The typical security and safety issues for a development of this nature are:
 - Anti-social behaviour including neighbour disputes.
 - Domestic burglary including bogus callers and distraction burglaries.
 - Theft
 - Criminal damage to dwellings and vehicles.
 - Theft of and from motor vehicles.
 - Theft, criminal damage and ASB during the construction phases.
- 6.2.** Unfortunately, there are many crimes which occur during the construction phase of a development; the most significant include theft of plant equipment, materials, tools and diesel fuel. SBD recommend that security should be in place prior and during the construction phase (Further info at securedbydesign.com – Construction Site Security Guide 2021). Site security should include:
 - Robust perimeter fencing of the site and a monitored alarm system (by a company or individual who can provide a response) for site cabins and those structures facilitating the storage of materials and fuel.
 - The name of the contractor and signage with an emergency contact telephone no. should be displayed at several places on the perimeter fencing which will allow the public to report suspicious circumstances.
 - Mobile or part time CCTV systems can be used as an effective aid to the security of a site and can act as a deterrent to criminal activity.
 - Control of pedestrian and vehicular access.
 - Maintaining a clean and tidy site so as to prevent any accessible debris being used by vandals.
 - Contractors who provide site security during the construction phase should be Security Industry Authority (SIA) Approved Contractors Scheme (ACS) compliant.

7. Security Strategy

- 7.1.** Crime Prevention advice has been provided to the designers of the scheme, in addition to the clients, by utilising SBD principles in conjunction with long term practical policing knowledge and crime pattern analysis. SBD New Homes 2023 has also been used as a point of reference.
- 7.2.** The overall aim is to achieve a suitable and sensible level of security for the entire sites 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, which SBD has welcomed as it introduces a security element into the Building Regulations, applies to all new dwellings and creates security requirements in relation to doors at the entrance to a building, including garage doors where there is a connecting door to the dwelling; ground floor, basement and other easily accessible windows; and any easily accessible roof-lights. The requirement is that the product must be shown to have been manufactured to a design that has been tested to an acceptable security standard. In this instance, front entrance doors, with multipoint locking systems including anti-bump, anti-pick cylinders, are recommended. This will also apply to rear doors and French/patio doors. UPVC 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 recommends 1.8m high fencing.
- 7.4.2.** Part of the existing walling along the northern perimeter will be retained. The proposed town centre car park will form the western half of this perimeter with spaces backing onto the existing footpath and separated by a landscape strip. Inside the remainder of this perimeter will be the electricity sub-station and its access, a 3.5m wide emergency access route with collapsible bollards linking to a shared accessway within the site, and a pedestrian entrance in the north east corner of the site.
- 7.4.3.** The western perimeter is effectively the widened access road and its existing fencing and shrubbery adjacent to the East Lancashire railway line, with some new 1.2m high stock proof fencing with mesh at its southern end. The plots along this perimeter face outwards towards the railway line or are side on to the road and will feature open front gardens with the exception of Plots 1, 7, and 43 which will have a 2.4m high wall where their rear gardens are side on to the public car park and the access road respectively. Low evergreen shrubbery is recommended at the back of footpath, to provide a clear distinction between public and semi-private areas.

- 7.4.4.** The eastern perimeter is effectively the River Irwell, its riverbank and POS designated as Environment Agency flood zone. Some plots will face outwards towards the POS and river but be separated from it by private driveways and 450mm high knee rail fencing. Knee rail fencing 450mm high, will be erected at the front side of Plot 8, increasing in height to 2.1m high acoustic screen fencing continuing to the side of Plot 21 where it will reduce again to the knee rail fencing and continue as the boundary between the private driveways/vehicle turning head, and the POS. Care should be taken at the transition points where the lower knee rail fencing meets the higher fencing so as not to provide a climbing aid. The side of the rear garden of Plot 27, although set back behind a private driveway, will feature 1.8m high timber screen fencing with the addition of a 300mm timber trellis topping as this plot does not benefit from surveillance opportunities and criminals do not like timber trellis because it is fragile and can provide DNA recovery possibilities.
- 7.4.5.** The southern perimeter in the main will consist of 1.8m high feather edge timber screen fencing, with 1.2m high metal ball top railings in the section between the rear garden corner of Plot 22 and front garden of Plot 32. This will provide views to and from the development and the cricket club. Where this perimeter turns 90 degrees to the south, 1.8m high feather edge timber screen fencing will be erected up to the entrance road to the cricket club. The portion at the side/rear of Plots 52-57 inclusive, adjacent to the cricket club, will feature 2.4m high acoustic screen fencing to where it meets the western perimeter.
- 7.4.6.** All these measures are adequate for the crime risk.

7.5. Layout and Landscaping

- 7.5.1.** In the main, dwellings will be laid out in a block and grid pattern with some plots back to back and others facing each other and overlooking the street and parking spaces to aid security and increase surveillance opportunities by way of active frontages to the properties.
- 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 to prevent hiding places.
- 7.5.3.** Rear and sub-divisional fencing to gardens will be 1.8m high timber screen fencing as per SBD guidelines.
- 7.5.4.** If the proposal is for front gardens to be turfed to provide the definition between the garden and pavement and in order to demarcate defensible semi-private space and allow for dwelling frontages to be open to view as per SBD guidelines, then consideration could be given to also including low evergreen hedging or shrubbery.
- 7.5.5.** Where rear or side gardens abut the highway within the development i.e., Plots 7, 12, 15, 18, 28, 29, 34 and 38, they will be enclosed behind 1.8m high walling (with the exception of Plot 7 which will have 2.4m high walling). It is further recommended that long expanses of walling should be further protected by low and wide robust defensive planting to prevent climbing and anti-social behaviour such as the wall being used to play football against. Where the rear garden of Plot 51 abuts the cricket club entrance road it will have 2.4m high acoustic fencing.

- 7.5.6.** At the rear of Plots 1-7 inclusive, gardens will be enclosed by 1.8m high screen fencing, with 1.2m high stock proof fencing with mesh surrounding the southern and eastern sides of the existing watercourse. At the side of Plot 42 and rear of Plots 44-51 inclusive., 1.8m high timber screen fencing will be erected with the addition of a 300mm timber trellis topping.
- 7.5.6.** Any trees within the site at the front of properties should be pruned up to a minimum height of 2m thereby maintaining a clear field of vision around the site, and trees should not mask lighting columns nor become climbing aids into rear gardens
- 7.5.7.** Car parking in the main will be within the front or side curtilage of each individual property whether this is in a garage, on a driveway or in a well overlooked designated parking space. The public car park will be open and well overlooked from new properties and users of Bridge Street and will also feature 1.2m high paladin fencing along its eastern perimeter from the electricity sub-station to where it turns 90 degrees to the west towards the rear garden of Plot 4. Consideration should also be given to the inclusion of a first floor gable window to Plots 1 and 12 overlooking the parking area.
- 7.5.8.** Access to rear gardens will all be gated with lockable timber gates a minimum of 1.8m in height, to prevent unlawful access to the rear of properties and allow for storage of refuse/recycling bins at the rear. Where possible, such gates should be level with the front building line (including rear access paths which may necessitate the need for a communal locking gate) in order to prevent a hiding place, unless they restrict access to utility meters. Such meters should ideally be accessible to the utility companies without the need to seek access from the householder as this removes the possibility of bogus official type offences. The fitting of Smart meters also removes the need for access.
- 7.5.9.** The recreational corridors within the site will be well overlooked and landscaped, in order to deter anti-social behaviour.
- 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, pedestrians can access the site via both the access road and the emergency access route, which is short, straight, well overlooked and 'active' on a busy road. The 2m wide footpath in the north east corner of the site giving access from Bridge Street across the POS to the vehicle turning head in front of Plots 18 and 27 is not ideal because it is long and curving and could be used as an escape route by criminals, so first floor gable windows to Plots 8 and 21 are again recommended in order to provide surveillance opportunities and make potential criminals feel uncomfortable.

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. Street lighting levels to adopted highways and footpaths should meet BS 5489-1:2020. Care should be taken when locating street lighting columns so that they do not become climbing aids, and they should be installed to provide best spread of light without creating shadows. Lighting should not conflict with landscaping and be resistant to vandalism.
- 7.6.2.** Lighting should also illuminate all front doors of dwellings to allow for house number and caller identification in addition to enhancing natural surveillance.

7.7. Security systems

- 7.7.1.** Consideration should be given to the installation of an intruder alarm (wireless or wired) or at the very least a 13 amp fused spur in each individual property.

8. Conclusion

- 8.1.** This development will be consistent with current principles of the National Planning Policy Framework and has adopted the principles of Secured by Design and Crime Prevention through Environmental Design.
- 8.2.** At the present time, detailed analysis of current crime in the wider area has not been possible; however, analysis of crime prior to June 2019 showed that crime and ASB around the general area was relatively low with the majority attributable to the supermarkets on and around the road on the western side of the railway line, and further west along Bridge Street i.e., the town centre. It is difficult to predict whether this has or will continue or worsen when this proposed 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 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 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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