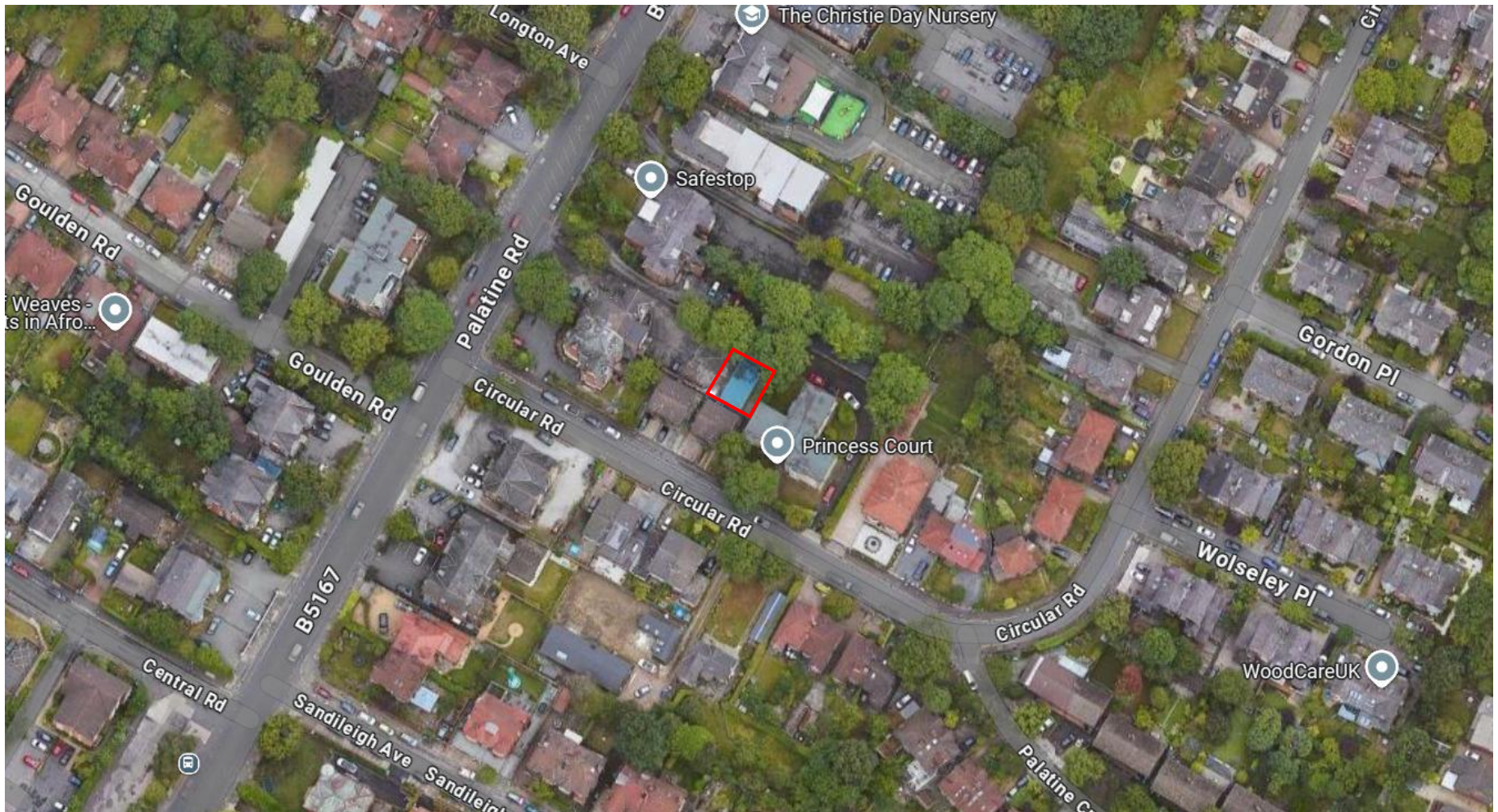


73a Palatine Road, Manchester.



Source: Google Earth

Crime Impact Statement

v1.0

January 2025

Contents

1. Introduction	3
2. Planning Policy and Design Guidance	4
2.1. Ministry of Housing, Communities & Local Government–National Planning Policy Framework–Dec 2024	
2.2. National Planning Practice Guidance (NPPG)	
2.3. National Design Guide	
2.4. Manchester’s Local Development Framework – Core Strategy Development Plan Document (Adopted July 2012)	
2.5. Places for Everyone (PfE)	
2.6. Secured by Design (SBD)	
3. Environmental Visual Audit	8
4. Crime Statistics and Analysis To follow as an addendum	10
5. Proposed Site Use	15
6. Risk Assessment	16
7. Security Strategy	16
8. Conclusion	18

1. Introduction

- 1.1.** This desk based 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 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 Mr Muhammed Arshad Ali (Cheshire Homes Group) to support resubmission of a retrospective planning application submitted to Manchester City Council in September 2024, to convert an outbuilding to a 2 no. bed detached dwelling at 73A Palatine Road, Manchester. The outbuilding is sited in the rear car park area at no. 73 Palatine Road, a property converted into 9 no. separate apartments. The retrospective application was subsequently refused on the grounds that it failed to provide adequate levels of gross internal amenity space afforded for two-bed three persons dwelling (as recommended in Manchester's Emerging Space Standards), which in turn considered in conjunction with the poor outlook of habitable room windows provided, lack of external amenity space proposed and insufficient natural surveillance of the property due to its backland setting, would give rise to a poor and unsafe standard of living accommodation for future occupiers and inadequate residential accommodation contrary to saved policy DC6 of the Unitary Development Plan, policies DM1, SP1, H1, H6 and EN1 of the Manchester Core Strategy, guidance within the Manchester Residential Quality Guidance and Section 12 of the National Planning Policy Framework.
- 1.5.** This 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 reassess the scheme submitted for approval in this context. It will help to allay public fears about the development that could be brought about by lack of information, by providing an overview of crime levels at the site location and also in the surrounding area and outlining the strategy which it is hoped will provide for a safe, secure and non-threatening environment both for new residents and also the existing neighbouring residents and businesses, taking cognizance of National Planning Policy, Local Planning Policy and design guidance such as SBD.

- 1.6.** 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 2024

8. Promoting healthy and safe communities

Para 96 - 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 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 lives, through both promoting good health and preventing ill-health, especially where this would address identified local health and well-being needs and reduce health inequalities between the most and least deprived communities – 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 102 - 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 other hazards (whether natural or man-made), 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. The safety of children and other vulnerable users in proximity to open water, railways and other potential hazards should be considered in planning and assessing proposals for development.
- 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 105 - 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.

9. Promoting sustainable transport

Para 109 - Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable, and popular places. This should involve:

- b) Ensuring patterns of movement, streets, parking, and other transport considerations are integral to the design of schemes and contribute to making high quality places.

Para 111 - Planning policies should:

- d) 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 113 - 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 115 - 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 117 - 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.

11. Making effective use of land

Para 124 - Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously developed or 'brownfield' land.

12. Achieving well-designed places

Para 135 - 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. Manchester's Local Development Framework – Core Strategy Development Plan Document (Adopted July 2012)

Policy DM1 – Development Management

All developments should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:

- Community safety and crime prevention.

Policy SP1 – Spatial Principles

Core Development Principles - Development in all parts of the City should:

- Make a positive contribution to neighbourhoods of choice including:
 - Creating well designed places that enhance or create character.
 - Making a positive contribution to the health, safety and wellbeing of residents considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
 - Protect and enhance the built and natural environment.

2.5. Places for Everyone (PfE)

Places for Everyone is a long-term plan of nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford, and Wigan) for jobs, new homes, and sustainable growth. It has been prepared by the GMCA on behalf of the nine districts.

The plan determines the kind of development that takes place across the city-region, maximising the use of brownfield land and urban spaces while protecting green belt land from the risk of unplanned development. It also ensures all new developments are sustainably integrated into Greater Manchester's transport network or supported by new infrastructure.

PfE Policy JP-P1 (Sustainable Places)

Part 8 of the policy refers to safety and crime.

PfE Policy JP-C8 (Transport Requirements of New Development)

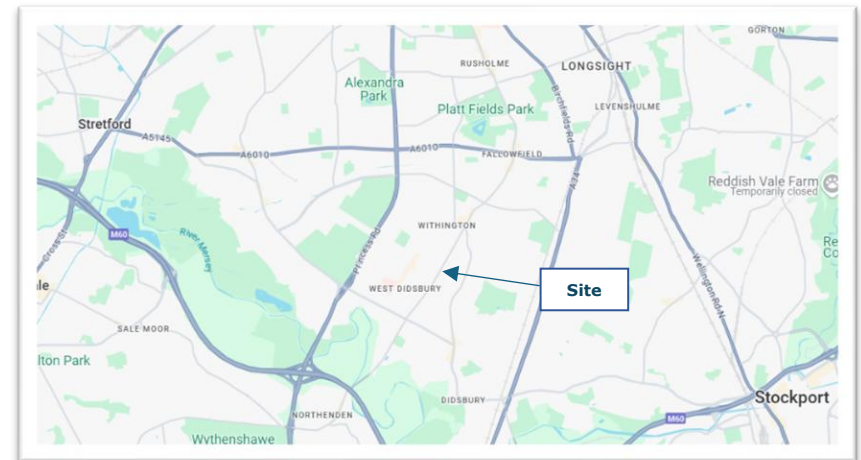
Part 1 of the policy refers to safe and secure access.

2.6. Secured by Design (SBD)

Established in 1989, SBD was previously owned by the Association of Chief Police Officers (ACPO) and is a police initiative to guide and encourage those engaged within the specification, design and build of, amongst other things, new homes, commercial premises, schools, and car parks to adopt crime prevention measures in their new development. Following the demise of ACPO, the Mayor's Office for Policing and Crime (MOPAC) took the opportunity to provide a home to Police Crime Prevention Initiatives (PCPI) on behalf of the National Police Service. Being a police organisation, they have close working links with the National Police Chief's Council (NPCC) and Police and Crime Commissioners. The advice has been proven to reduce the opportunity for crime and the fear of crime, whilst creating safer, more secure, and sustainable environments. SBD also acknowledges and licenses quality security products.

3. Environmental Visual Audit

- 3.1. The development site, indicated approximately on the map opposite (*Source: Google*), lies within the Metropolitan Borough of Manchester, approximately 6km south of Manchester city centre, and 5km north west of Stockport town centre.
- 3.2. The development site has good road transport links with the A5103 Princess Road to the west and the A34 Kingsway to the east, along with Palatine Road itself all providing links into Manchester city centre to the north, and the M60 Manchester Orbital motorway to the south. West Didsbury Metrolink tram stop is to the south and Palatine Road is a bus route with a stop directly outside no. 73 Palatine Road.
- 3.3. The development site sits at the rear of no.73 Palatine Road, a large semi-detached house split into apartments, adjacent to the parking area for the apartments. The site is bounded by another large semi-detached residential property to the north, also split into apartments, Palatine Road with further apartments to the west, Princess Court apartment building to the east, and two semi-detached residential properties to the south on Circular Road.
- 3.4. Photographs from both the Manchester City Council Planning Case Officers report, and Claxton Planning and Development Ltd., are included along with an aerial view (Google) to show other nearby landmarks and features.





Pic 1 shows the view looking south east from within the rear parking area of 73 Palatine Road towards the residential property subject of this planning appeal.



Pic 2 shows the view looking south west from the western façade of the residential property subject of this planning appeal towards nos. 44&46 Circular Road, and the rear of 73&75 Palatine Road.



Pic 3 shows the view looking south west along the rear of the residential property subject of this planning appeal towards Princess Court residential apartments.

4. Crime Statistics and Analysis

- 4.1.** Greater Manchester Police (GMP) provides policing service to the metropolitan area of Greater Manchester. The police force area covers 493 square miles in the north west of England. Although there are areas of great affluence, Greater Manchester has a high level of poverty. Around 2.8 million people live in an urban setting. This major conurbation includes Manchester and Salford, as well as the large surrounding towns. The residential population is ethnically diverse, with 16 percent from black, Asian and minority ethnic communities, and is increased by very large numbers of university students and the large numbers who visit, socialise in, commute into, or travel through the region. The transport infrastructure includes major rail stations and a major airport.

4.2. Crime covers a wide range of offences, from the most harmful such as murder and rape through to relatively minor incidents of criminal damage or petty theft.

4.3. Crime Categories

- **Anti-social behaviour (ASB)** - Includes personal, environmental and nuisance anti-social behaviour.
- **All crime** - Total for all categories.
- **Bicycle theft** - Includes the taking without consent or theft of a pedal cycle.
- **Burglary** - Includes offences where a person enters a house or other building with the intention of stealing.
- **Criminal damage and arson** - Includes damage to buildings and vehicles, and deliberate damage by fire.
- **Drugs** - Includes offences related to possession, supply and production.
- **Other crime** - Includes forgery, perjury and other miscellaneous crime.
- **Other theft** - Includes theft by an employee, blackmail and making off without payment.
- **Possession of weapons** - Includes possession of a weapon, such as a firearm or knife.
- **Public disorder and weapons** - Includes offences which cause fear, alarm, distress or possession of a weapon such as a firearm.
- **Public order** - Includes offences which cause fear, alarm or distress.
- **Robbery** - Includes offences where a person uses force or threat of force to steal.
- **Shoplifting** - Includes theft from shops or stalls.
- **Theft from the person** - Includes crimes that involve theft directly from the victim (including handbag, wallet, cash, and mobile phones) but without the use or threat of physical force.
- **Vehicle crime** - Includes theft from or of a vehicle or interference with a vehicle.
- **Violence and sexual offences** - Includes offences against the person such as common assaults, Grievous Bodily Harm and sexual offences.

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

1. Crime survey for England and Wales (CSEW) from the Office for National Statistics (ONS).

The Crime Survey for England and Wales (CSEW) includes crimes that are not reported to, or recorded by the police, but is limited to crimes against people resident in households and does not cover all crime types. The CSEW is a better indicator of long-term trends for the crime types and population it covers than police recorded crime because it is unaffected by changes in levels of reporting to the police or police recording practices. The CSEW gathers information from a sample rather than from the whole population. The sample is designed to be as accurate as possible given practical limitations such as time and cost constraints. Therefore, the estimates presented contain some uncertainty and are not precise figures, and this can have an impact on how changes in the estimates should be interpreted.

2. Police recorded crime.

Police recorded crime has wider offence coverage and population coverage than the CSEW. It is the primary source of local crime statistics and is a good measure of offences that are well reported to, and well recorded by, the police, including lower-volume crimes (e.g., homicide). In addition, the time lag between occurrence of crime and reporting results tends to be short, providing an indication of emerging trends. Police recorded crime excludes offences that are not reported to or not recorded by the police. Trends can be influenced by changes in recording practices, or police activity and public reporting of crime, making it difficult to make long-term comparisons. There are also concerns about the quality of recording and that crime is not recorded consistently across police forces or over time. Changes in recording practices have, over time, led to discontinuity in police recorded crime figures, with changes having a particularly large impact on the recording of violent crime over the last 10 years. Most recently, conduct crimes such as stalking and harassment, which were until May 2023 recorded in addition to the principal crimes, are now recorded as the principal offence if the conduct crime is considered to be the more impactful offence on the victim. As a result, offences that often occur alongside a conduct crime will no longer be recorded and will lead to a reduction in other offences typically disclosed as part of the conduct crime (e.g., malicious communications for a victim of stalking or harassment).

Victim-based crime has generally decreased over the last 10 years with some notable exceptions, such as sexual assault. Latest estimates from the CSEW showed that there were an estimated 8.8 million incidents of headline crime (which includes theft, robbery, criminal damage, fraud, computer misuse and violence with or without injury) in year ending March 2024. This was 22% lower compared with year ending March 2017 (the earliest comparable year for CSEW headline crime, including fraud and computer misuse).

Looking at the short-term picture, there has been no change across many crime types in the last year. However, there have been falls in fraud while computer misuse and some forms of theft, such as shoplifting and theft from the person, have increased. Notably, shoplifting has continued to see increases and remains at its highest level in 20 years. In addition, robbery, offences involving knives or sharp instruments and offences involving firearms have also increased over the last year while remaining below pre-coronavirus (COVID-19) pandemic levels.

Although the latest data showed there was no statistically significant change in CSEW headline crime compared with year ending March 2023, there were changes in fraud, computer misuse and theft from the person. The data showed that:

- Fraud decreased by 10%, with reductions in bank and credit account fraud (12%), advance fee fraud (23%), and other fraud (39%).
- Computer misuse increased by 37%, mainly because of a 42% rise in unauthorised access to personal information.
- While there were no statistically significant changes in overall theft, there was a 40% increase in the sub-category of theft from the person.

Experiences of domestic abuse, sexual assault and stalking among people aged 16 years and over are presented separately in CSEW statistics as prevalence estimates. While over the last 10 years there has been a gradual decrease in domestic abuse, there has been an increase in sexual assault. Latest estimates from the CSEW for year ending March 2024 showed no statistically significant change compared with the previous year:

- 4.8% (approximately 2.3 million people) had experienced some form of domestic abuse in the last 12 months).
- 3.2% (approximately 1.5 million people) had experienced stalking.
- 2.1% (approximately one million people) had experienced sexual assault.

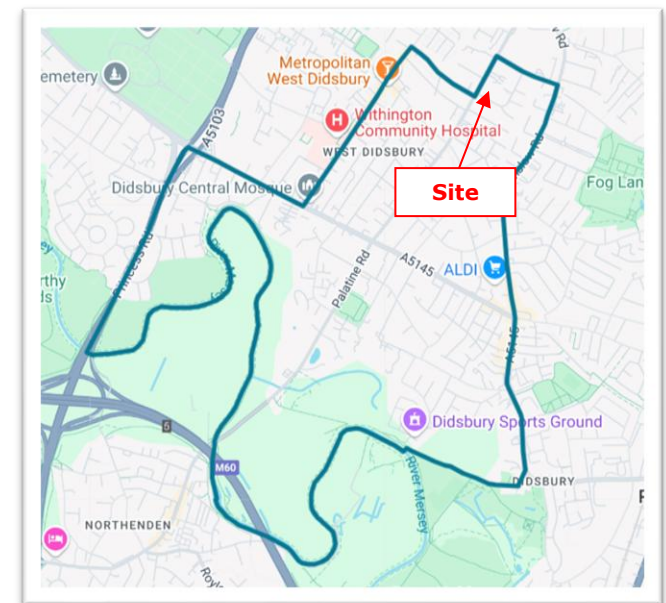
Although police recorded crime does not tend to be a good indicator of general trends in crime, it can give more insight into lower-volume, but higher-harm offences reported to the police, including those that the survey does not cover or capture well. Data for year ending March 2024 showed:

- The number of homicides were similar (583 offences) compared with year ending March 2023 (581 offences).
- Offences involving knives or sharp instruments (excluding Greater Manchester Police) increased by 4% (to 50,510 offences) compared with year ending March 2023 (48,409 offences); this was 3% lower than year ending March 2020 (51,982 offences).
- Offences involving firearms (excluding Devon and Cornwall Police) increased by 6% (to 6,268 offences) compared with year ending March 2023 (5,917 offences), attributed mainly to a 24% increase in imitation firearms.
- Robbery offences increased by 8% (to 81,019 offences) compared with year ending March 2023 (75,012 offences).
- Shoplifting offences rose by 30% (to 443,995 offences) compared with the previous year (342,428 offences).

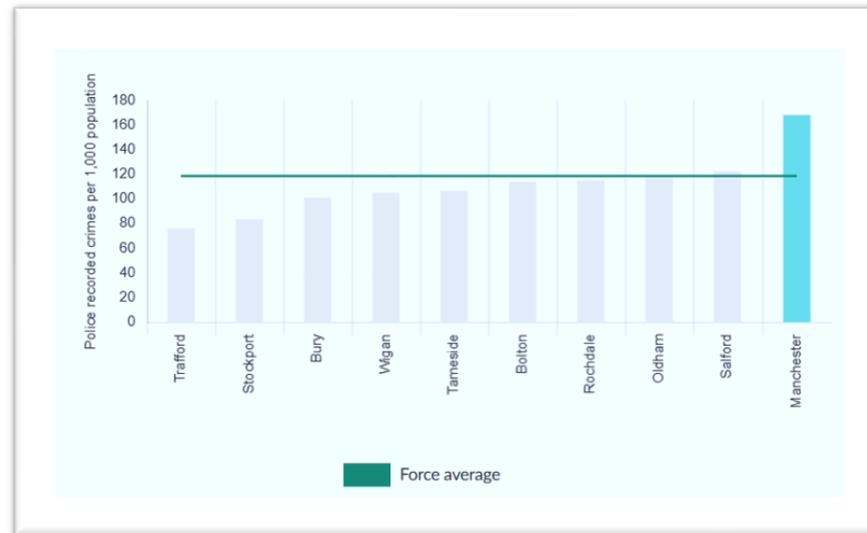
Crime survey and police recorded crime data therefore can be used together to develop a more complete picture of crime.

- 4.5.** The proposed development site lies within the Didsbury West community policing area of the wider Manchester Borough. The map adjacent (Source: police.uk) should show the number of recorded crimes in the Didsbury West community policing area during November 2024; however, the map lacks data due to GMP's crime recording failures and IT issues, this having been ongoing since July 2019. A Freedom of Information request has been submitted to GMP and will follow as an addendum as and when received.

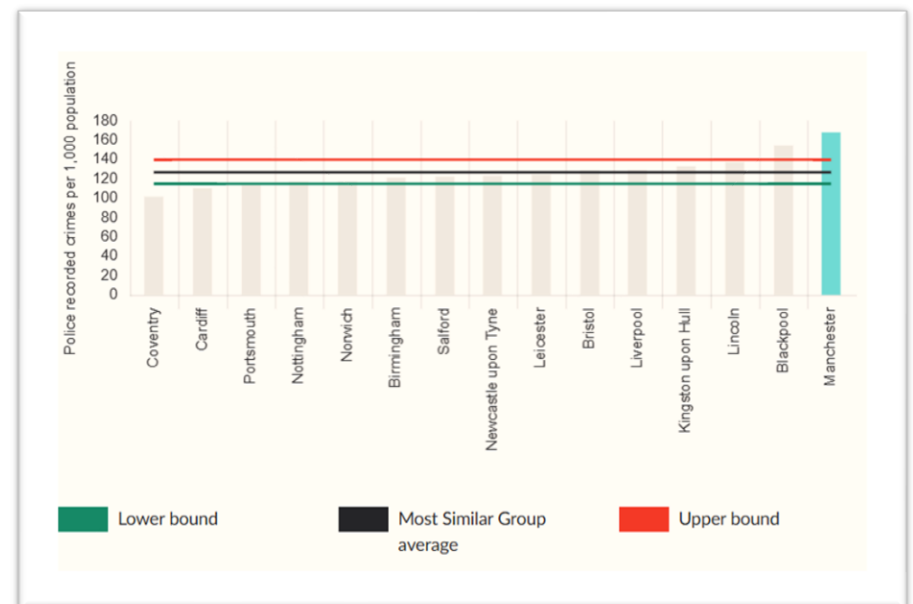
Addendum to follow



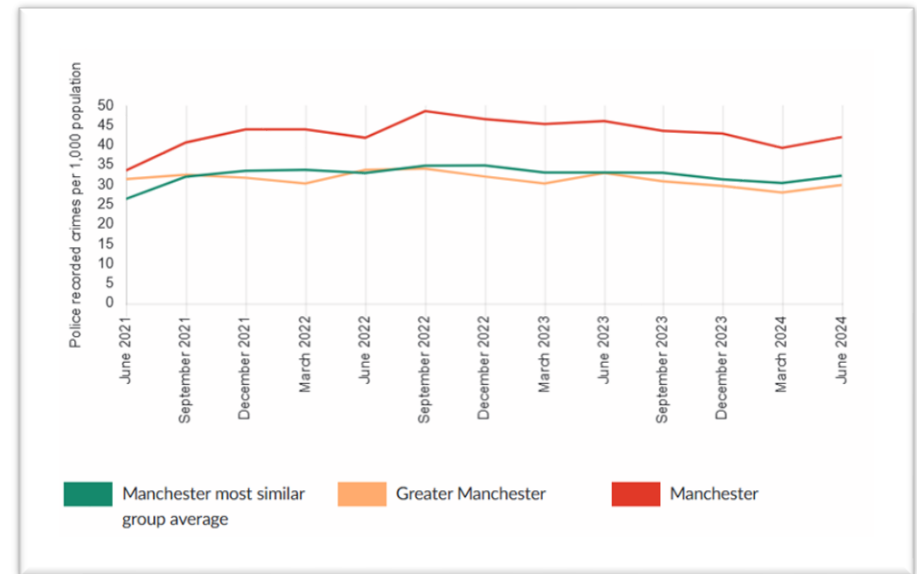
- 4.6.** The chart below shows a comparison of the crime rate in the Manchester Borough to the average crime rate across the GMP force area. It shows the total number of crimes over a twelve month period per thousand residents, for all types of crime in the year ending June 2024 (Source: Office for National Statistics (ONS)). The green line represents the GMP Force average, and it can be seen that Manchester's crime rate was above the Force average and highest of the ten local authority areas, at just over 168 crimes per 1000 of the population.



- 4.7.** The chart opposite compares the crime rate in the Manchester Borough policing area to the average crime rate across similar policing areas in England and Wales in the year ending June 2024. 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. Manchester's rate was higher than the most similar group average, and the worst of those areas. The different areas shown in this chart are those that have been assessed to be most similar to Manchester, however, the circumstances within these areas do still vary and these variations can have an impact on the crime rates observed (Source: ONS).



4.8. The chart opposite shows crime changes over time in Manchester, the GMP Force area and similar areas. In the quarter ending June 2024 crime rates were down in both Manchester and the GMP Force area compared with the corresponding quarter in 2023, although all were showing an upward trend since March 2024. The chart shows the quarterly crimes per thousand residents over a three year period. It should be noted that some crime types have distinct seasonal patterns, and this should be borne in mind when viewing the chart.



4.9. The majority of the crime statistics within this document are from Greater Manchester Police, however, not all the crimes that occurred can be listed because they cannot be mapped to a specific location. The statistics adequately serve the purpose of providing an oversight and overall crime risk assessment of the area surrounding the site; however, 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. 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, so any crime prevention advice provided should always be on a 'worst case scenario' basis in order to cover all eventualities.

4.10. An application under the Freedom of Information Act has been submitted to Greater Manchester Police, requesting crime data for the area around the development site over the past three years. At the time of producing this CIS that information has not yet been received, so an addendum will follow in due course, and this should identify whether there are or have been any particular crime risks near to the development site. Statistics relating to the Manchester Borough as a whole are included in this document and reveal it to have the highest crime rate of the ten local authority areas, and the worst crime rate of similar policing areas across the country, even though levels in the quarter ending June 2024 were lower than the corresponding quarter in 2022.

5. Proposed Site Use

5.1. The previous application sought retrospective planning consent to retain a self-contained dwellinghouse (use class C3) to the rear of no.73 Palatine Road, formerly the ancillary storage outbuilding in the existing resident carpark.

6. Risk Assessment

6.1. The typical security and safety issues for a residential development are:

- Anti-social behaviour and public order incidents inc. neighbour disputes.
- Burglary including bogus callers and distraction burglaries.
- Theft including of/from motor vehicles and of bicycles.
- Criminal damage to dwellings and vehicles.
- Theft, criminal damage and ASB during the construction phases.

6.2. Unfortunately, there are many crimes which occur during the construction phase of a development; the most significant include theft of plant equipment, materials, tools, and diesel fuel. SBD recommend that security should be in place prior and during the construction phase (Further info at [securedbydesign.com](https://www.securedbydesign.com) – Construction Site Security Guide 2021). Site security should include:

- Robust perimeter fencing of the site and a monitored alarm system (by a company or individual who can provide a response) for site cabins and those structures facilitating the storage of materials and fuel.
- The name of the contractor and signage with an emergency contact telephone no. should be displayed at several places on the perimeter fencing which will allow the public to report suspicious circumstances.
- Mobile or part time CCTV systems can be used as an effective aid to the security of a site and can act as a deterrent to criminal activity.
- Control of pedestrian and vehicular access.
- Maintaining a clean and tidy site so as to prevent any accessible debris being used by vandals.
- Contractors who provide site security during the construction phase should be Security Industry Authority (SIA) Approved Contractors Scheme (ACS) compliant.

7. Security Strategy

7.1. Crime Prevention advice has been provided to the applicant by utilising SBD and CPTED principles in conjunction with long term practical policing knowledge and crime pattern analysis. SBD Homes guide 2024 has also been used as a point of reference (see www.securedbydesign.com). The proposed and recommended security measures are based on Proposed GA Site Plan, Drawing No. 24-1281 (03) 001 Rev. PL2 dated 28/11/24.

7.2. The overall aim is to achieve a suitable and sensible level of security for the entire site and to introduce appropriate design features that enable natural surveillance and create a sense of ownership and responsibility for every part of the development, including no. 73, in order to deter criminal and anti-social behaviour. The crime prevention measures therefore recommended for this scheme comply with the ARC principle in that they are appropriate, realistic, and cost effective.

7.3. Approved Document Q (ADQ), which SBD has welcomed as it introduces a security element into the Building Regulations, applies to all new dwellings and creates security requirements in relation to doors at the entrance to a building, including individual apartment entrance doors; 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, the front entrance door should ideally meet SBD standard PAS 24/LPS 1175 or ADQ as a minimum and be fitted with a multipoint locking system including anti-bump, anti-pick cylinders or equivalent. All windows should be internally beaded and fitted with lockable handles and restrictors. 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. In respect of the previous concerns from the Case Officer and Greater Manchester Police, which led to the refusal of planning permission, the applicant has sought to address the reasons through a redesign. The changes include:

- Altering the internal layout to a 1 no. bed two person dwelling, meeting the space standards.
- Facing the dwelling with brick.
- Creating amenity space / garden area fronting the property to improve the outlook and amenity provision.
- The addition of a window in the rear elevation to provide more light into the kitchen / living area.

7.5. Comments and feedback in both the Case Officers report and GMP's response mention that the building itself is only overlooked by the rear of surrounding properties. Realistically, the same could be said for the majority of residential properties across the country, and with the more recent trend of working from home, some of the windows overlooking could actually be home offices, thus providing natural surveillance. The same can also be said of the apartments within no. 73 itself, where regularly habitable rooms overlook both the car park and the proposed dwelling.

7.6. Further measures which should be considered include:

7.6.1. The plan shows electric gates between the northern façade of 73 Palatine Road and the northern perimeter of the wider site, which would prevent casual access to the rear of no. 73, the car park, and no. 73A, but the applicant states this is no longer an option. The fitting of gates, in conjunction with a proximity reader to allow access for all residents, would prevent unauthorised access from Palatine Road. Offenders could still scale the surrounding boundary walls at the rear/side of the wider site, but this is the same risk for the majority of residential and commercial properties throughout Greater Manchester and the country as a whole.

7.6.2. Signage should be affixed to the front façade of no. 73, at the point where the access to the rear car park narrows, identifying the area beyond as private property.

7.6.3. CCTV signage should also be included, even if none were subsequently installed, because this often acts as a deterrent and does not impinge on any CCTV regulations. Inclusion of this signage will place doubt in the mind of a potential offender if they think they could be observed, because criminals like to operate unseen. There is also a considerable distance between entering the grounds of no. 73 and the facades of the proposed dwelling which contain windows or doors, which again may make any potential offender feel exposed.

7.6.4. The inclusion of outdoor amenity space for the new dwelling provides defensible space and a small area for refuse storage, but the proposed hedge planting should be low or ornamental so as not to obstruct views to and from the

dwelling. If outdoor cycle storage is required then it could be as simple as 'Sheffield, style steel hoop(s) placed at the front of the dwelling to allow for surveillance opportunities.

- 7.6.5.** The fitting of a relatively inexpensive smart technology 'Ring' type doorbell or similar would warn occupants of the proposed dwelling of persons approaching the property, and activation zones can be controlled and limited so that permitted users of the car park do not continually activate a warning. This would act as a capable guardian, allowing residents to access camera coverage when away from the premises, therefore providing formal surveillance. Depending on the level of coverage, this smart technology may have to be registered with the Information Commissioner's Office (ICO).
- 7.6.6.** The fitting of cameras/lighting linked to the doorbell would provide increased security. Registration with the ICO may again be necessary.
- 7.6.7.** Dusk to dawn or movement activated low level LED lighting should be included to cover the front elevation of the dwelling.
- 7.6.8.** A relatively inexpensive wireless intruder alarm could be fitted inside the dwelling and could actually form part of a wider package including a doorbell and cameras. Ideally, any intruder alarm should be a police approved, suitably designed, and fit for purpose monitored system. For a police response, the system must comply with the requirements of the Security Systems policy, which can be found at www.securedbydesign.com
- 7.6.9.** Closed Circuit Television (CCTV) is not a universal solution to security problems. It can help deter vandalism or burglary and assist with the identification of offenders once a crime has been committed, but only if it is fit for purpose i.e., images are of evidential value. However, unless it is monitored continuously, which is unrealistic for a small, standalone residential property such as this, and appropriately recorded, CCTV will be of limited value.
- 7.6.10.** If a CCTV system is installed but is monitored off site, then the local police will likely only respond when a break-in etc., has been corroborated by someone on site.
- 7.6.11.** CCTV systems may have to be registered with the Information Commissioner's Office (ICO) and be compliant with guidelines in respect of Data Protection and Human Rights legislation. Further information is available at www.ico.gov.uk

8. Conclusion

- 8.1.** This development would be consistent with current principles of the National Planning Policy Framework and have adopted the principles of Secured by Design and Crime Prevention through Environmental Design if the recommended crime prevention measures are included because they are appropriate, realistic, cost effective, and adequate for the perceived crime risk, and should satisfy the requirements of Manchester City Council's local planning policies and strategy in respect of safety and crime prevention because they take into account the need to reduce crime, anti-social behaviour, and the fear of it.

- 8.2.** Greater Manchester Police's Design for Security (DfS) claim that they play a key role in assisting Local Authorities to fulfil their duty to do all that is reasonable to reduce crime and disorder in their areas by giving advice on all but the most minor of planning applications, to ensure that the Local Authorities of Greater Manchester know whether a potential development may attract or become a victim to crime. They further claim to provide prompt, reliable input following consultation on planning applications, founded on the in-depth crime information available to them and the principals they work to. Unusually, this does not appear to be the case when looking at their involvement in the retrospective application, due to the size and scale of the development, and the council's validation requirements. Publicly accessible information on Manchester City Council Planning website relating to the retrospective application, reveals that GMP are not mentioned as a consultee, however, they are in the Case Officers report. It would have been useful to have had sight of their rationale for not supporting the application in case there is a particular crime problem in this area which could affect the dwelling. Not supporting the application on the basis that there is no passive surveillance, without providing reasoning and context should not be sufficient to be used by the Case Officer as part of their refusal. It is accepted that the applicant has not contacted DfS or local crime prevention officers, however, it would have been useful for the applicant to be signposted to them so that discussion could have taken place to attempt to overcome their lack of support.
- 8.3.** There are at least two further nearby residential properties which could be described as being in backland settings. One of those, Application no. 127064/FH/2020, admittedly a past application for a single storey extension to form residential accommodation, involved a dwelling that was in such a position as it cannot be seen from the public highway, therefore leaving no passive surveillance opportunities, and it is only overlooked by the rear of the existing dwellings. It would appear that DfS were not consulted on the application, or failed to respond, but by applying the same rationale they used on the retrospective application, this too leaves that approved dwelling vulnerable to potential criminality, whereas part of the dwelling (no. 73A) subject of this resubmission can actually be seen from Palatine Road.
- 8.4.** Recorded crime levels in the community policing area in which the proposed development site is located are to follow by way of an addendum to this report, once received from Greater Manchester Police, and they should hopefully identify if there are any particular issues in the area near to the development.
- 8.5.** If the basic measures recommended, i.e., doorbell camera, lighting, and signage are implemented, then I would not hesitate to support the resubmission from a crime prevention perspective. The fitting of gates would further enhance this support.



Produced by: Mr. A.P. Martin **Ad Cert ED+CP LCGI**
Crime Prevention Design Consultant



© COPYRIGHT of Mr. A.P. MARTIN - 2025

This document is the sole property of Mr. A.P. Martin (T/A Paul Martin) and must not be copied, reproduced, or transmitted in any form or by any means, either in whole or in part, without prior written consent. The information contained in this document has been obtained from sources generally regarded to be reliable, however, no representation is made, or warranty given, in respect of the accuracy of this information. I would like to be informed of any inaccuracies so that I may correct them.

Paul Martin does not accept any liability in negligence or otherwise for any loss or damage suffered by any party resulting from reliance on this document.