



CRIME IMPACT STATEMENT

Elizabeth Street and Herbert Street

14 Houses

FOR: Studio Tashkeel Ltd

VERSION A: 1st September 2020

REFERENCE: 2020/0462/CIS/01

Greater Manchester Police

design**for**security

Elizabeth Street and Herbert Street

2020/0462/CIS/01

EXECUTIVE SUMMARY

Recommendations made

This development has been assessed against the principles of 'Crime Prevention Through Environmental Design' (CPTED - <http://designforsecurity.org/about/crime-prevention-through-environmental-design/>), in order to reduce the opportunities for crime and the fear of crime.

The proposed residential development is acceptable in general; however recommendations made in section 3.3 of this report should be implemented to enhance the security of the development. It is also recommended that the development is built to Secured by Design standards.



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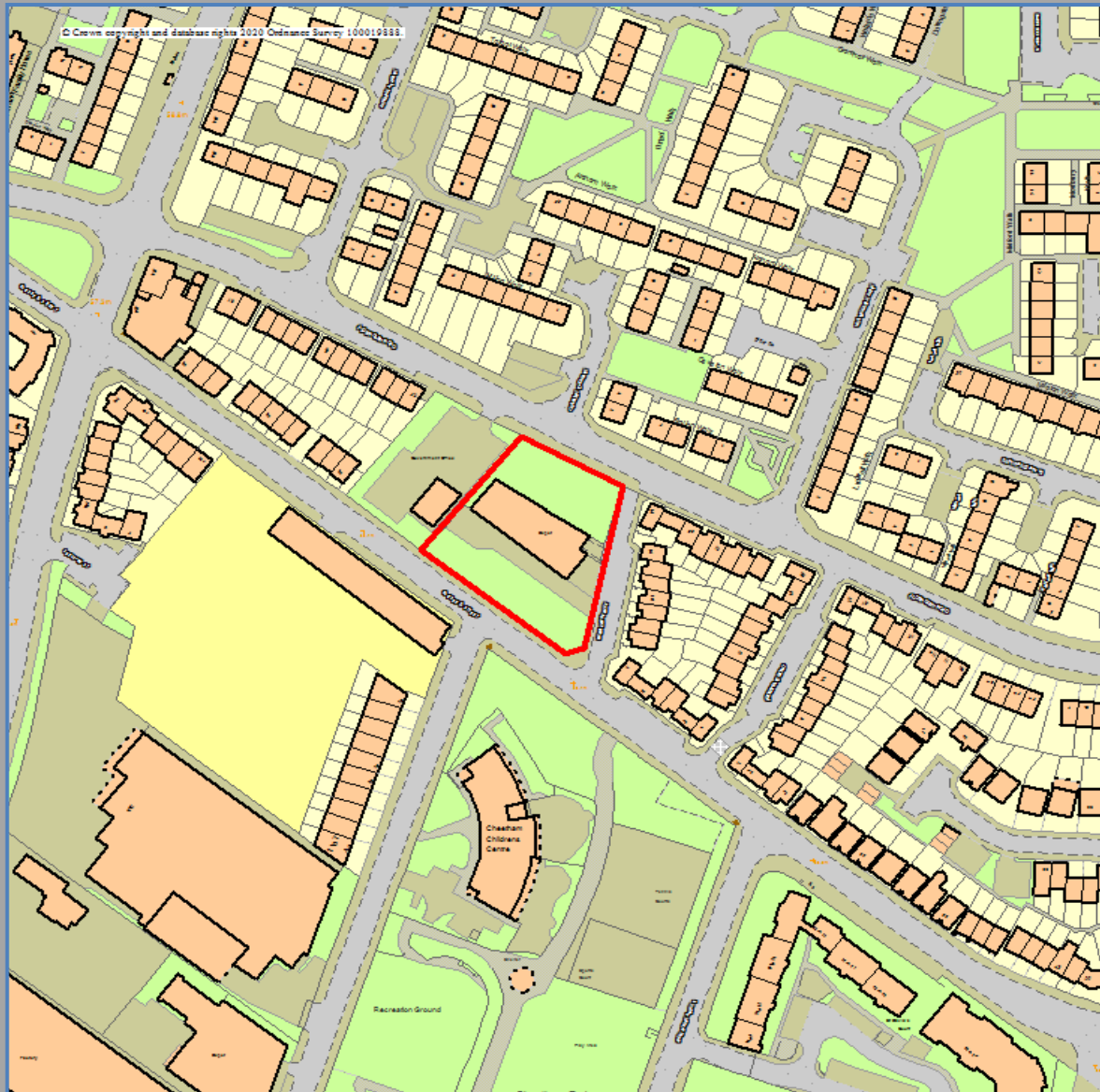
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1 Visual Audit

The proposed development site can be seen on the adjacent map, edged in red. The site is located in the Cheetham Hill area within the City of Manchester.

The site is bound to the North by Alderglen Road, to the East by Herbert Street, to the South by Elizabeth Street, and to the West the site is bound by Cheetham Hill Test Centre.

The local area is mostly residential in nature. Opposite the site on Elizabeth Street is a new build apartment building, and opposite the site on Herbert Street are some relatively newly constructed properties. To the North of the site is a very large Radburn-style estate the Waterloo Estate.



2 Crime Statistics & Analysis

All data below is based on crimes recorded between 2018 and 2019.

2.1 Crime Summary

Recorded Crime within 500m of Site									
Domestic Burglary	Non-Domestic Burglary	Criminal Damage	Less Serious Wounding	Theft	Robbery	Serious Wounding	Theft from Motor Vehicle	Theft of Motor Vehicle	Bicycle Theft
39	16	74	166	17	39	<5	35	12	<5

- 2.1.1 The overall crime rate in the local area is below average for the Manchester area. Less serious wounding, criminal damage and vehicle crime have been the highest recorded offences taking place within a 500m radius of the site. These offence types are common in residential areas.
- 2.1.2 Less serious woundings have taken place throughout the local area, with a hotspot of offences taking place to the east of the proposed site, around Cheetham Hill Road. Assaults and public order offences have been the main offence type, with domestic disputes and incidents between known associates most commonly reported. Offences have taken place within private dwellings and residential streets.
- 2.1.3 Criminal damage offences have mostly occurred against dwellings and vehicles, with offences mostly being the result of domestic disputes. Offenders have smashed glazing in windows and doors in both vehicles and dwellings, as well as using bodily pressure in order to cause damage to internal and external doors of dwellings. Offenders have also used implements in order to cause damage to body work and paint work of vehicles.
- 2.1.4 Vehicle offences have occurred throughout the local area, with theft from a motor vehicle being the most commonly reported offence type. Offenders have used tools in order to remove vehicle registration plates and vehicle parts (mostly catalytic converters). Offenders have also smashed glazing in order to gain access to the vehicle as well as targeting insecure vehicles and removing insecure objects from within (mostly mobile phones).

2.2 Common Local M.O.s (Modus Operandi)

- 2.2.1 Forcing open secure windows and doors using bodily pressure and implements in order to gain access to the property.

Possible Solution - All external door sets should be certified to a burglary resistant standard (see section 4.1). Rear doors should be positioned within the secure rear boundary to restrict access to residents. Ground floor and easily accessible windows should be certified to a burglary resistant standard (i.e. BS PAS 24) and be fitted with opening restrictors to prevent them from being opened from the outside if left insecure.

- 2.2.2 Smash glazing in windows and doors using implements (mostly to the rear of the property).

Possible Solution – Glazing should be laminated so that it cannot be smashed easily by offenders.

- 2.2.3 Exploitation of insecure windows and doors (mostly to the front of the property).

Possible Solution - Ground floor windows should have opening restrictors installed so that they cannot be opened from the outside if left insecure.

2.3 Risk Factors

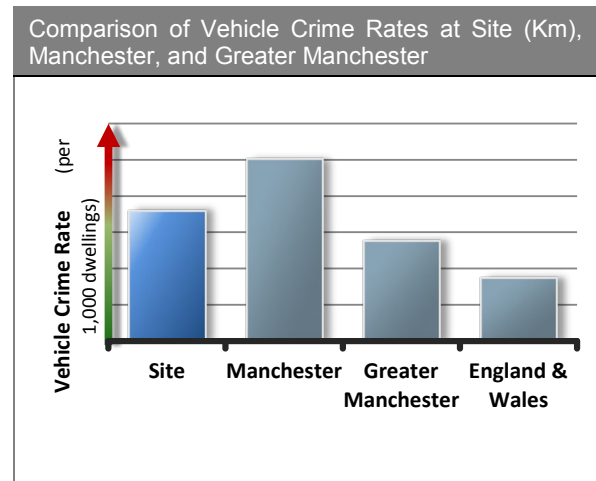
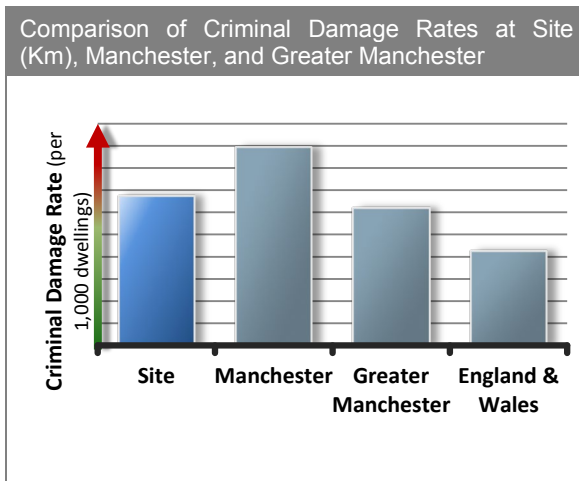
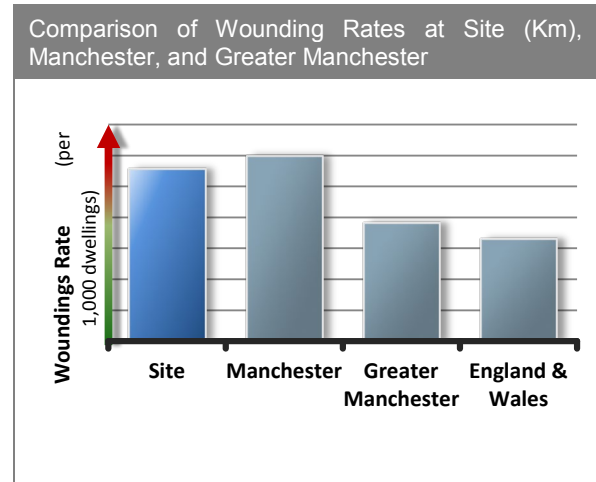
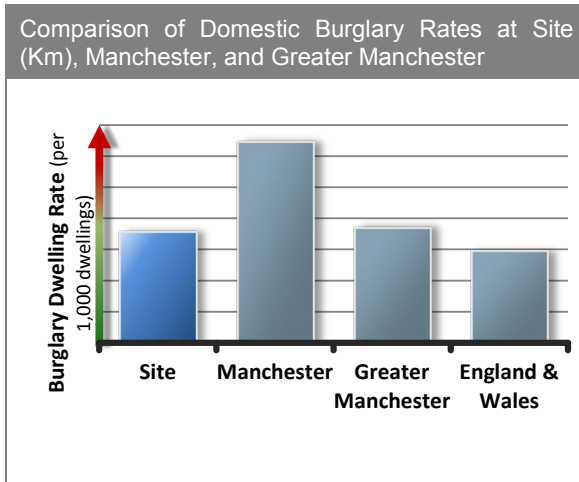
The typical security risks for a development of this nature are:

- Domestic burglary
- Theft from gardens, sheds or garages
- Criminal damage to dwellings and vehicles
- Theft of, or from, vehicles

-
- Bogus callers and distraction burglary
 - Anti-social behaviour
 - Neighbour disputes
 - Theft and criminal damage during the construction period
 - Unauthorised access to private spaces
 - Poor maintenance of access control systems

2.4 Crime Rate Comparison

The rates below relates to crime committed within 500m of the site. England & Wales data was last recorded for January – December 2019.

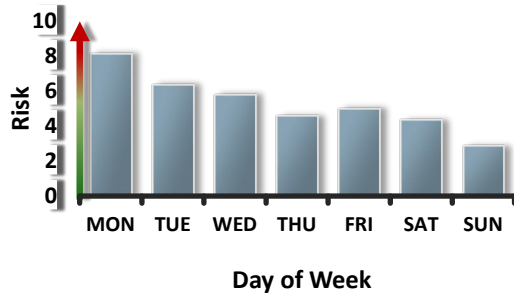


- 2.4.1 The rate of domestic burglaries per 1000 dwellings is **45% lower** than Manchester as a whole, **4% lower** than Greater Manchester and **22% higher** than England & Wales.
- 2.4.2 The rate of woundings per 1000 dwellings is **7% lower** than Manchester as a whole, **45% higher** than Greater Manchester and **68% higher** than England & Wales.
- 2.4.3 The rate of incidents of criminal damage per 1000 dwellings is **25% lower** than Manchester as a whole, **9% higher** than Greater Manchester and **60% higher** than England & Wales.
- 2.4.4 The rate of incidents of vehicle crime per 1000 dwellings is **28% lower** than Manchester as a whole, **31% higher** than Greater Manchester and **107% higher** than England & Wales.

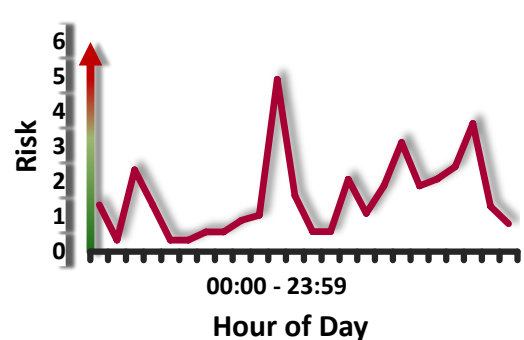
2.5 Burglary Risk Analysis

The data below relates to domestic burglaries committed within 500m of the site.

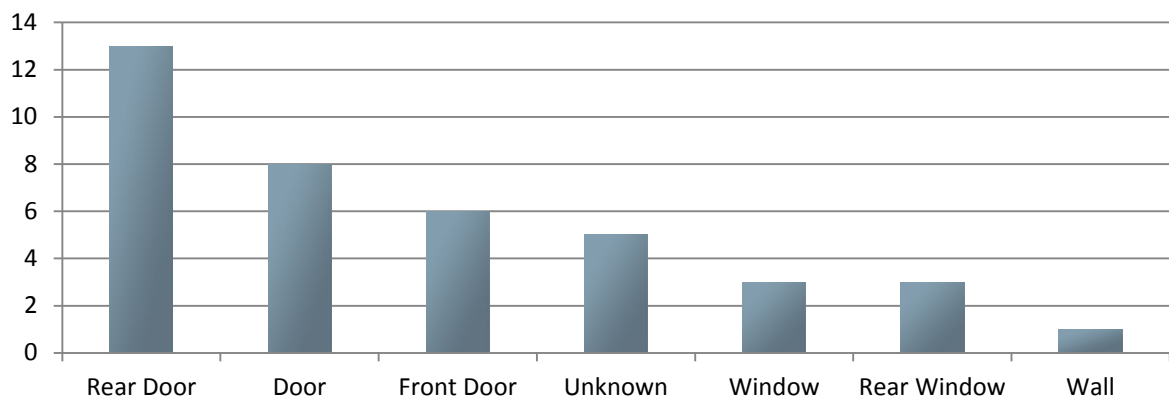
Burglary Dwelling – Day Range



Burglary Dwelling – Time Range



Burglary Dwelling – Point of Entry



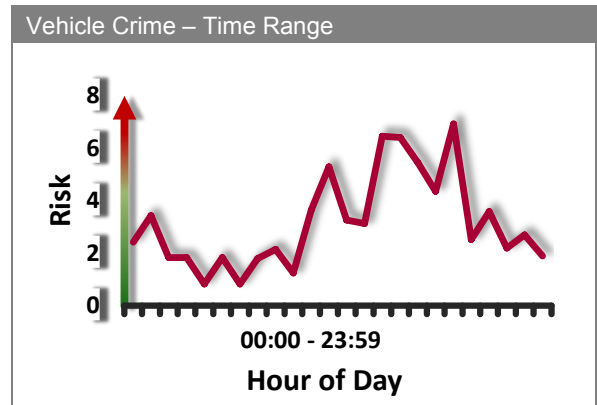
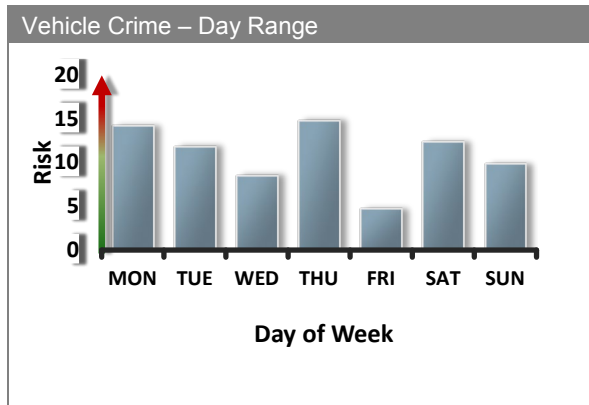
2.5.1 **Day/Time Range:** The risk of domestic burglary peaks on a Monday during the morning hours (10am – 12pm). Offenders often target dwellings during the day when residents are likely to be away from the home, working, giving offenders the perception that they are unlikely to be caught or identified.

2.5.2 **Point of Entry:** In the local area the following entry points and MO's have been utilised most frequently:

- Forcing open secure windows and doors using bodily pressure and implements in order to gain access to the property.
- Exploitation of insecure windows and doors.
- Smashed glazing in windows and doors using implements.
- In cases where entry point is unknown, the offender(s) are likely to have exploited insecure windows and doors.

2.6 Vehicle Crime Risk Analysis

The data below relates to vehicle crime committed within 500m of the site.



- 2.6.1 **Day/Time Range:** The risk of vehicle crime in the local area peaks on a Monday and Thursday during the afternoon 3pm – 5pm) and into the evening (6pm – 7:30pm). Offenders often target vehicle during the afternoon and into the evening as they are left unattended for long periods of time, creating low risk opportunities for offenders.

3 Layout Appraisal

3.1 Proposed development

- 3.1.1 The proposed development is of 14 no. houses. The houses will be a mixture of 5 no. mews properties, 5 no. detached properties, and 4 no. semi-detached properties. There will be a parking court to the rear of the development providing parking for residents.

3.2 Positive Aspects of the Proposal

The following proposed features would make a positive contribution to the prevention of crime and fear of crime.

- 3.2.1 A secure rear parking court will be provided for residents. The parking will reduce burden of on street parking in this area.
- 3.2.2 Residents will be able to view their parked vehicles from the first floor rear windows of the dwellings.
- 3.2.3 Front doors are generally positioned in prominent locations where they can be overlooked from the street allowing residents to view any potential threats on approaching their property.
- 3.2.4 The houses will front onto well used public highways and footways allowing for passive natural surveillance opportunities by those passing by.
- 3.2.5 Front gardens of the dwellings will be well defined, forming a defensible space buffer between the front gardens and the public footway.
- 3.2.6 Passageways from front gardens into rear gardens will be gated close to the front elevation of the dwellings, restricting access to these passageways to residents.
- 3.2.7 Bins will be positioned in secure rear gardens where they cannot be subject to misuse.

3.3 Changes Needed and Recommendations

The following points have been identified for further consideration and would need to be addressed for Design for Security to support the proposed scheme.

- 3.3.1 Rear parking courts are not typically accepted because they can leave vehicles vulnerable as they cannot be easily seen by residents. For this reason it is essential that the parking court is secure, with access restricted to residents, as indicated by the current proposals (dwg. 1907110-PL_002). If the parking court were to be ungated it would not be possible for Greater Manchester Police to support the development at planning application stage and the development would not be able to gain Secured by Design accreditation.
- 3.3.2 The proposed car parking area should be secured with automated vehicle gates (operating on a fob/remote, or similar) and access controlled pedestrian gates. The boundary treatment to the car park should be a minimum of 2100mm high to publically accessible areas and of robust construction (i.e. metal railings). Vehicular and pedestrian gates should be to the same robust construction and should not include features such as mid-rails or exposed hinges which could facilitate climbing. Pedestrian gates should be self-closing so that they cannot be left insecure.
- 3.3.3 The courtyard/rear parking areas should be illuminated to a high standard in accordance with BS 5489.
- 3.3.4 It is likely that residents will use their rear garden gates to access their dwellings from the car parking area, and conversely, they are likely to exit their dwelling at the rear to access their parked vehicle. For this reason, rear garden gates into the car parking area should be capable of being locked from both sides.
- 3.3.5 Access in to rear gardens from the front garden should be restricted to residents. Gates in to rear gardens, from front gardens, should be positioned as close to the front elevation as possible to restrict access to the sides of properties to residents. Gates should be a minimum of 1.8m high and lockable from both sides. Where a passageway is created between two houses it should be secured with access restricted to residents.
- 3.3.6 Front gardens should ideally be well defined with a low boundary treatment or low level planting (i.e. to an approximate height of 1000mm).

3.3.7 The dwellings should be built to Secured by Design standards (see section 4).

4 Physical Security

The following checklist forms the physical security requirements for this scheme to achieve Secured by Design accreditation.

4.1 Doors

- ☐ Front and rear doors to dwellings must be compliant with and certified to BS PAS 24, STS201, LPS 1175 SR2, or LPS 2081 SRA.
- ☐ Front and rear doors should have fixed external handles or split spindles, meaning access is only possible with a key.
- ☐ Front and rear doors should have either fixed sidelights or door viewers.
- ☐ Chain limiters are recommended but not generally essential.
- ☐ Letterboxes within doors must be located a minimum of 400mm away from internal handle and locking hardware.

4.2 Windows

- ☐ Ground floor windows must be compliant with and certified to BS PAS 24.
- ☐ Ground floor and easily accessible opening lights (escape requirements permitting) must be key-lockable, and have fixed/lockable opening restrictors (not releasable from the outside) limited to 100mm.

4.3 Glazing

- ☐ Glazing to a height of 2400mm (or if otherwise accessible) must incorporate at least one pane of glass rated as P1A under EN 356. The remaining pane in a double glazed unit may be toughened glass.

4.4 Alarms

- ☐ If an alarm is installed then it should comply with either:
 - BS EN 50131 and PD 6662 for wired systems
 - BS 6799 for wireless systems
- ☐ If an alarm is installed, it should be linked to contacts on all external doors, (including internal doors in to garages) and PIR detectors should cover all ground floor rooms with windows.
- ☐ If an alarm is not to be provided, there should be a 13amp, non-switched fuse spur to allow future residents to connect an alarm.

4.5 Landscaping

- ☐ In vulnerable locations such as entrances, parking areas and footpaths, low planting should not exceed 1000mm in height, and tree canopies should fall no lower than 2m from the ground. This is in order to allow people to see their surroundings better, make a rational choice of routes and eliminate hiding places. A maintenance agreement should stipulate that these planting dimensions would be adhered to.
- ☐ Loose surface materials in the publicly accessible areas of the scheme should be avoided. Small fragments of ground covering can be used as missiles against people and premises (both to gain entry and to commit criminal damage).

4.6 Lighting

- ☐ External lighting must be provided to the main communal entrance of the apartment building, and any other external doors, operated by photoelectric cell/daylight sensor (manual override is also permissible).
- ☐ External lighting must be provided to the front and rear of dwellings, operated by photoelectric cell/daylight sensor (manual override is also permissible).
- ☐ Fittings should produce 'white' light, as opposed to yellow/orange light. Metal halide (or bulbs with a comparable output) should be used, as these offer superior colour rendition over alternatives such as high and low pressure sodium bulbs.
- ☐ Lighting fixtures must not be positioned to provide climbing aids over boundary treatments. Electrical and architectural layouts should be developed together to avoid this.

4.7 Car Park

- ☐ Access to the parking areas should be restricted with automated gates. Gates should be 2100mm high. There should be no centrally located horizontal bars to aid climbing and the gates should be located away from other climbing aids and the hinges should also not provide footholds and the gap at the bottom of the gates should be small enough to stop anyone crawling through.
- ☐ Pedestrian access into the parking area should be restricted with a full-height access-controlled gate. The gate should be of robust construction and operate on a fob reader or similar.
- ☐ The car parking area should be illuminated in accordance with BS 5489 – i.e. a average luminance of 10 lux.

4.8 Boundary Treatments

- ☐ Rear boundaries should generally be 1800mm high and of close boarded timber construction. It is recommended that the top 600mm consist of trellis structure to allow views of parked vehicles. Where parking spaces are not located at the trellis can be omitted or reduced to 300mm.
- ☐ Rear boundaries adjacent publically accessible open space should have a strip of defensible planting should protect rear boundaries.
- ☐ Sub-divisional rear boundaries may be as low as 1500mm.
- ☐ The fronts of properties should be demarcated by low boundaries such as planting and/or railings to an approximate height of 1000mm.
- ☐ Any low boundaries that adjoin high boundaries should have transition panels/sections to prevent the low boundary being used as a climbing aid over the higher.
- ☐ Gates into the rear parking area, from rear gardens, should be capable of being locked from both sides.
- ☐ Gates in to the rear curtilage of dwellings should be in keeping with the height of adjacent boundary treatments and incorporate either:
 - A pad lockable bolt to the midpoint of the internal face, or
 - A key operable deadlock

4.9 Other

- ☐ Meter cupboards (houses) should be located to the fronts of properties only, not in the private areas.
- ☐ Any rainwater pipes should be square in profile and fixed back to the building fabric to prevent climbing to upper floor windows.

5 Management & Maintenance

- 5.1.1 The upkeep of a development over its lifetime can be crucial to the level of security and safety within. Aspects of a development, which are left to deteriorate, have the potential to attract further crime – a process known as ‘the broken window theory’. A maintenance plan should be drawn up to address issues such as:
- Litter removal
 - Repair to communal areas (lighting, signage, access controls)
 - Trimming and pruning to shrubs and trees
- 5.1.2 Any public open space or amenity areas not under the ownership of residents should be subject to an effective maintenance contract. This should ensure that all damage is rectified in a timely manner, and that any such space will not be detrimental to its surroundings.

6 Construction

- 6.1.1 Untidy sites and their surroundings can be littered with debris accessible to vandals who often use loose materials as missiles to commit crime. The client should take measures appropriate to secure their site during construction, and control pedestrian and vehicular access in to and out of the site curtilage. It is also recommended that the contractor on this scheme is a member of the ‘Considerate Constructors Scheme’, who has committed to be a considerate and good neighbour, as well as clean, respectful, safe, environmentally conscious, responsible and accountable.
- 6.1.2 Site security contractors should be SIA (Security Industry Authority) approved to ensure professional standards are adhered to (please see <http://www.sia.homeoffice.gov.uk/pages/acs-intro.aspx> for more details).

7 Useful References

7.1 Secured by Design (SBD)

- 7.1.1 Secured by Design focuses on crime prevention at the design, layout and construction stages of homes and commercial premises and promotes the use of security standards for a wide range of applications and products. To apply for Secured by Design certification for your development, visit our online application form at: <http://www.designforsecurity.org/secured-by-design/sbd-accreditation/>

A Contact register

Date	Contact With	Summary of Contact
23/07/2020	Shak Shaqeel	CIS application received

B Associated Documents

This report is based on the following drawings and supplementary information submitted by the applicant.

Drawing No.	Drawing Title	Date	Rev
	Design and Access Statement		
1907110-PL_001	Location Plan		
1907110-PL_002	Site Plan		
1907110-PL_003	Proposed Plan		
1907110-PL_004	Elevations 1		
1907110-PL_005	Elevations 2		
1907110-PL_006	Elevations 3		
1907110-PL_007	Unit Types 01-02		
1907110-PL_008	Unit Types 03		
1907110-PL_009	Unit Types 04		

PLEASE NOTE - In the event of any subsequent material changes to the scheme, it will be necessary for Design for Security to reassess the comments made within this report.

C CIS Version History

Version	Revisions Made	Date
A		