



CRIME IMPACT STATEMENT

Woodpecker Inn, Kingsgate Road/Selstead Road

17 No. Apartments

FOR: C P Property Developments Ltd

VERSION A: 10th October 2023

REFERENCE: 2023/0462/CIS/01

Greater Manchester Police

designforsecurity

Kingsgate Road/Selstead Road

2023/0462/CIS/01

EXECUTIVE SUMMARY

Design changes not required

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 apartment development is suitable for this residential area. Further consideration should be given to the following points to reduce the potential for crime and antisocial behaviour:

- The rear car parking area should be enclosed with an automatic vehicular gate and robust boundary fence. Pedestrian gates into the rear of the development should have an intercom for visitors.
- The apartment building should be built to Secured by Design standards to ensure a high level of security is achieved.

Additionally, there are a number of recommendations made in section 3.3 of this report which would enhance the security of the development and it is highly recommended that these are considered for the proposed units and the wider outline proposals.



Patrick Babb

Consultant

e: patrick.babb@designforsecurity.org

Contents

1	Visual Audit.....	4
2	Crime Statistics & Analysis.....	5
	2.1 Crime Summary	
	2.2 Common Local M.O.s (Modus Operandi)	
	2.3 Risk Factors	
	2.4 Crime Rate Comparison	
	2.5 Domestic Burglary: Risk Analysis	
	2.6 Vehicle Crime: Risk Analysis	
3	Layout Appraisal.....	10
	3.1 Proposed development	
	3.2 Positive Aspects of the Proposal	
	3.3 Changes Needed and Recommendations	
4	Physical Security	11
	4.1 Doors (Apartments)	
	4.2 Windows	
	4.3 Glazing	
	4.4 Alarms	
	4.5 Car Parking Areas	
	4.6 Other	
5	Management & Maintenance	12
6	Construction	12
7	Useful References	12
	7.1 Secured by Design (SBD)	

Appendix

A	Contact register	13
B	Associated Documents.....	13
C	CIS Version History	13

1

The site is currently occupied by a single building, a vacant public house, and associated car parking area/landscaping. The existing building fronts on to Selstead Road and vehicular access is taken from Kingsgate Road. The local area is predominantly residential in nature, with the majority of dwelling semi-detached houses.



2 Crime Statistics & Analysis

All data below is based on crimes recorded between 1st September 2022 to 31st August 2023.

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
34	<5	41	188	20	5	<5	12	5	<5

- 2.1.1 The overall rate of crime for the past 12 months is below average for the Manchester division, with less serious wounding, criminal damage and domestic having been most commonly reported. These offences have occurred throughout the local area in the residential neighbourhoods surrounding the site.
- 2.1.2 Less serious wounding has been the highest recorded offence occurring over the past 12 months and been taking place all throughout residential streets and neighbourhoods in the surrounding areas. Assaults, harassment, and public order offences have been the highest recorded less serious woundings taking place, with the majority of offences involving domestic and neighbour disputes, as well as incidents between known associates.
- 2.1.3 Criminal damage against dwellings has accounted for the majority of criminal damage offences taking place in the local area, with damage to vehicles also occurring. Offenders have primarily used objects to smash the glazing in the front windows and doors of properties, and also in the windows of vehicles. There have also been cases of bodily pressure and implements being used to damage the bodywork of vehicles and slash tyres.
- 2.1.4 Domestic burglary offences have also occurred throughout the residential areas surrounding the site. Offenders have in most used implements in order to gain access to properties via secure doors and windows, before removing items from within.

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

- 2.2.1 Offenders gaining access to apartment circulation areas through insecure communal entrance doors or by tailgating.
- 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).*
- 2.2.2 Forcing open secure windows and doors (mostly to the rear of the property) using bodily pressure and implements in order to gain entry 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).*
- 2.2.3 Exploitation of insecure windows and doors.
- Possible Solution - Front doors should have split spindles or a fixed external handle so then cannot be opened from outside without a key. Rear doors should be positioned in secure rear gardens with appropriate boundary treatments. Ground floor windows should have restrictors installed so that they cannot be opened from the outside if left insecure.*
- 2.2.4 Breaking glazing in windows and doors using implements.
- Possible Solution - All ground floor and easily accessible glazing should be laminated to prevent it from being easily damaged by offenders to gain entry (see section 4.3. for more details).*

2.3 Risk Factors

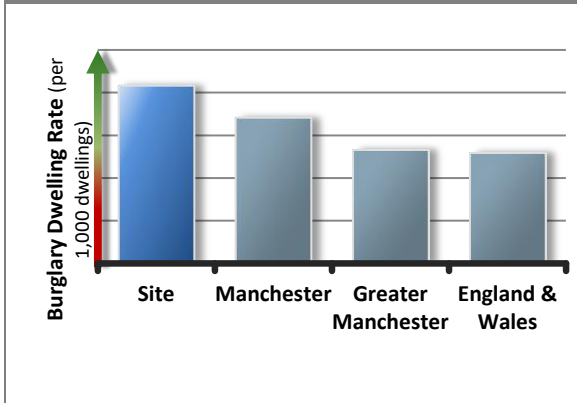
The typical security risks for a development of this nature are:

- 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

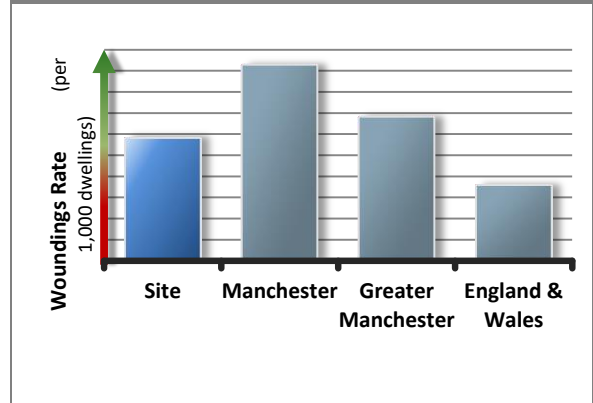
2.4 Crime Rate Comparison

The rates below relates to crime committed within 500m of the site. England & Wales data was last recorded for January – December 2017.

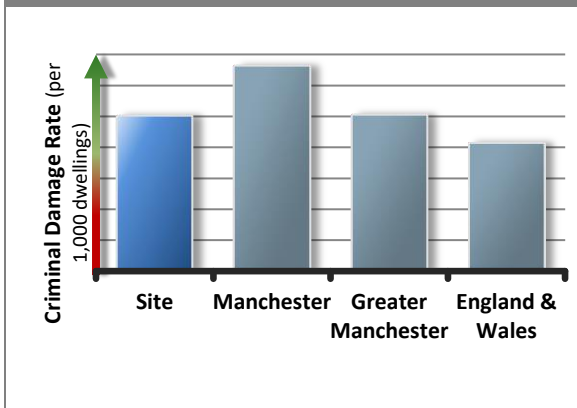
Comparison of Domestic Burglary Rates at Site (Km), Manchester, and Greater Manchester



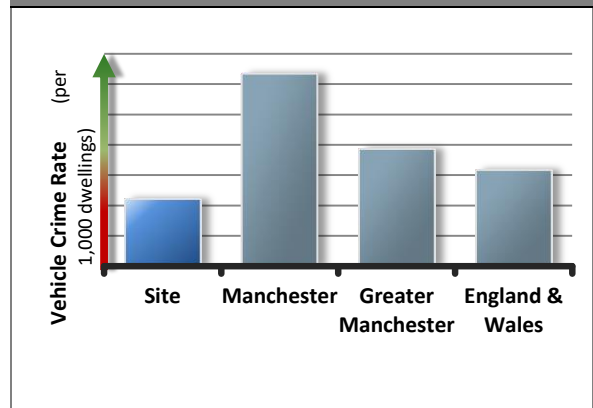
Comparison of Wounding Rates at Site (Km), Manchester, and Greater Manchester



Comparison of Criminal Damage Rates at Site (Km), Manchester, and Greater Manchester



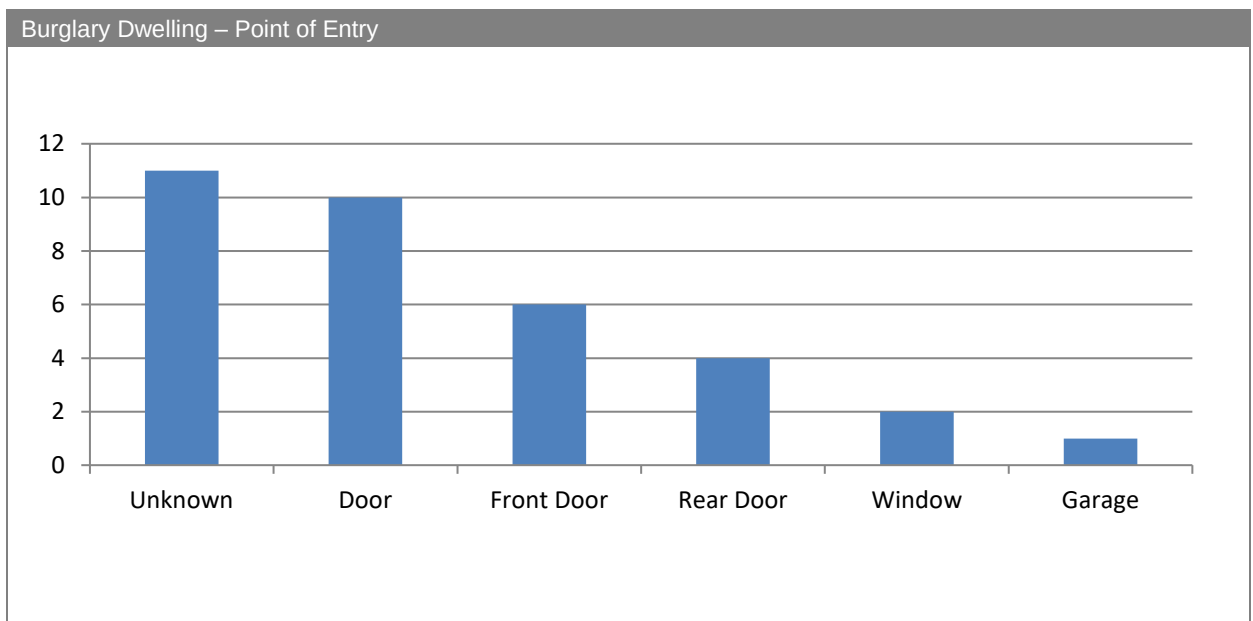
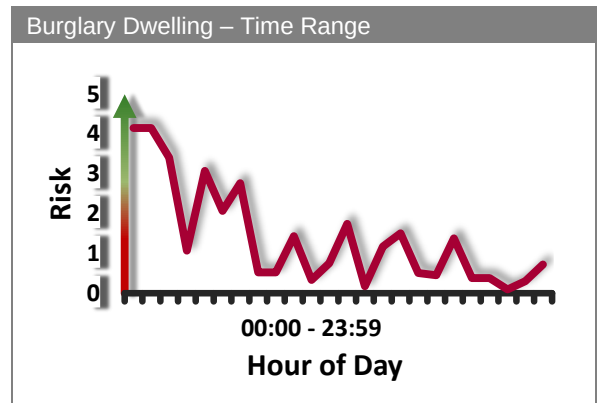
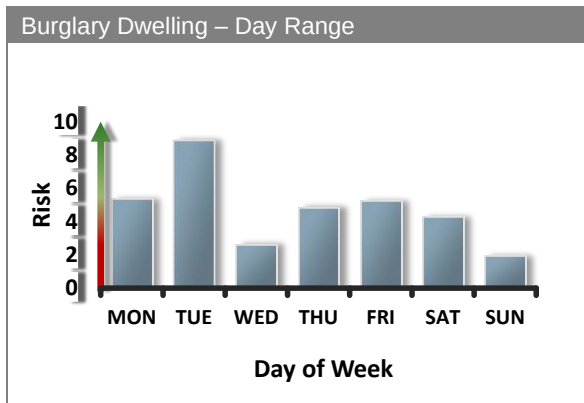
Comparison of Vehicle Crime Rates at Site (Km), Manchester, and Greater Manchester



- 2.4.1 The rate of domestic burglaries per 1000 dwellings is **22% higher** than Manchester as a whole, **57% higher** than Greater Manchester and **61% higher** than England & Wales.
- 2.4.2 The rate of woundings per 1000 dwellings is **37% lower** than Manchester as a whole, **14% lower** than Greater Manchester and **63% higher** than England & Wales.
- 2.4.3 The rate of incidents of criminal damage per 1000 dwellings is **24% lower** than Manchester as a whole, 1% lower than Greater Manchester and **21% higher** than England & Wales.
- 2.4.4 The rate of incidents of vehicle crime per 1000 dwellings is **65% lower** than Manchester as a whole, **43% lower** than Greater Manchester and **31% lower** than England & Wales.

2.5 Domestic Burglary: Risk Analysis

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



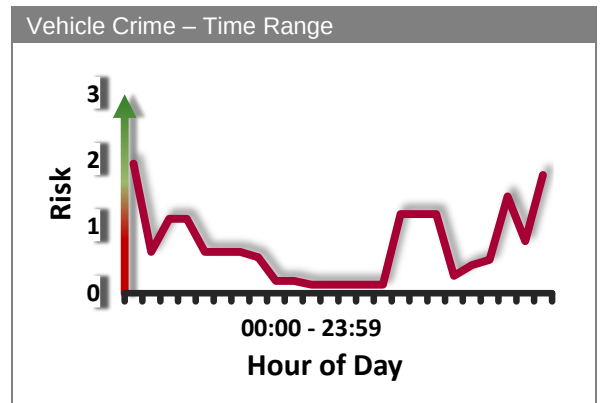
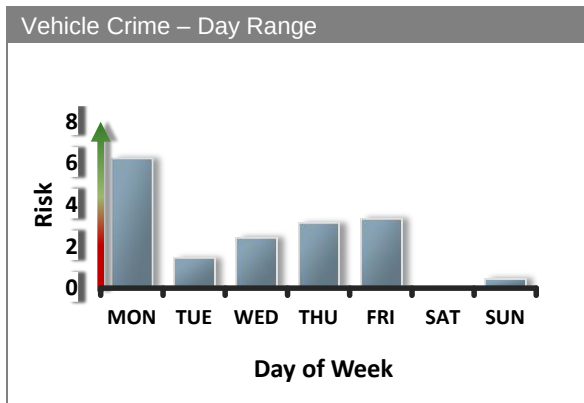
2.5.1 **Day/Time Range:** The risk of domestic burglary peaks on Tuesday at midnight (00:00-03:00). Offenders often target dwellings at this time when it is dark and there is less footfall in the area, giving them the perception that they are less likely to be caught or identified.

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

- In cases where the entry point has been recorded as "unknown", it is likely that the offender has exploited insecure windows or doors.
- Forcing open secure windows and doors using bodily pressure and implements.
- Smashed glazing in 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 peaks on a Monday at midnight (23:00-01:00). Offenders tend to target vehicles late at night when they are often left unattended and out of sight of the owner for long periods of time, creating a perceived low risk opportunity.

3 Layout Appraisal

3.1 Proposed development

- 3.1.1 The proposed development is of 17 no. apartments on the site of the vacant public house, Woodpecker Inn. The development will be a single, three storey, apartment building, with residents parking to the rear of the building. The main entrance to the building will be taken from the rear of the building which has vehicular and pedestrian gates to restrict access. There will be a defensible space buffer between the building and the public footway and the site boundary with Selstead Road and Kingsgate Road will be defined with a low blockwork wall.

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 The proposed development will have active frontages to both Selstead Road and Kingsgate Road, allowing residents to view these streets from inside the building, potentially deterring criminality and antisocial behaviour.
- 3.2.2 Vacant sites often generate antisocial and criminal behaviour (i.e. loitering, trespassing, flytipping) to the detriment of local residents. The development of the site will reduce the potential for these activities.
- 3.2.3 Access into the parking area will be restricted with vehicular and pedestrian gates.
- 3.2.4 There will be a car parking area for residents to the rear of the building and the development should not considerably increase the burden on street parking in the area.
- 3.2.5 There is a bicycle store within the secure parking area, allowing residents to secure their bicycles.

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 The car parking area should be secured with access restricted to residents. There should be a sliding/bi-folding vehicular gates, installed at the entrance to the car park as close to flush with the front of the building as possible. The gates should operate on an access control system with access restricted to genuine residents. Pedestrian access should be restricted with a separate pass-gate, operated by an access control system, the gate should be self-closing and self-locking to prevent tailgating.
- 3.3.2 Gates should be carefully designed to prevent them from being easily climbed. There should be no horizontal midrails, exposed hinges, or locking apertures which could provide a climbing aid to gain entry. Gates should be installed with minimal ground clearance to prevent crawling.
- 3.3.3 The car parking area and any pedestrian routes should be illuminated to a high standard and in accordance with BS 5489. The communal entrance doors and any external apartment doors should be illuminated with dusk-til-dawn lighting to allow residents to view any potential threats on approach.
- 3.3.4 External communal access doors must be compliant with and certified to BS PAS 24, STS202, or LPS 1175 SR2, including a lock capable of being operated via an electronic access control system. The communal entrance doors should be self-closing and secured with a multi-point electronic lock operating with an electronic access control system, these features should be permitted under the scope of the certification.
- 3.3.5 Access into the building should be controlled by a video entry phone system (with the picture viewable on the phone unit, rather than on a television set) so that residents can vet visitors before allowing them access into the building. There should be no unrestricted trade access into the building.
- 3.3.6 There should be an intercom on the pedestrian gate into the rear of the site so that residents can vet visitors before allowing them into the secure rear area of the building.
- 3.3.7 Secured postal arrangements should be provided for residents. It is recommended that either a secure postal lobby is created (with Royal Mail issued with a fob to gain access) or external through the wall mail boxes should be provided so that mail workers do not need access to the building.

-
- 3.3.8 Ground floor apartment windows, particularly on the front elevations of the blocks, should be restricted in opening to 100mm to reduce the potential of residents leaving them insecure and vulnerable to burglary and other criminality.
- 3.3.9 Existing boundaries with adjacent residential properties to the rear of the site should be evaluated and replaced/repared where necessary. It is recommended that the site has a robust 1800mm (minimum) close boarded timber to adjacent residential properties to the rear, to prevent the potential for intrusion by offenders from neighbouring gardens.
- 3.3.10 The apartment building should be built to Secured by Design standards, to ensure an appropriate level of security of residents, visitors, and parked vehicles.

4 Physical Security

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

4.1 Doors (Apartments)

- ☐ External communal access doors must be compliant with and certified to BS PAS 24, STS201, or LPS 1175 SR2, including a lock capable of being operated via an electronic access control system. The communal entrance doors should be self-closing and secured with a multi-point electronic lock and capable of being operated via an electronic access control system, these features should be permitted under the scope of the certification. Access in to the build should be controlled by a video entry phone system (with the picture viewable on the phone unit, rather than on a television set) so that residents can vet visitors before allowing them access in to the building. There should be no unrestricted trade access in to the building.
- ☐ Where secure postal lobbies are to be created, the secondary communal door must be to the same specification as the outer door - certified to BS PAS 24, STS201, or LPS 1175 SR2, including a lock capable of being operated via an electronic access control system.
- ☐ Apartment entrance doors must be compliant with and certified to BS PAS 24, STS201, or LPS 1175 SR2. Apartment entrance doors must have a door viewer.
- ☐ External apartment entrance doors should be capable of being opened externally without a key. These doors should have a fixed external handle or a split-spindle.
- ☐ External escape-only doors (as with external doors in general) should be certified to BS PAS 24, or LPS 1175 SR2. It is crucial that the door ironmongery is permitted for use on these doors under the security certification of the product.

4.2 Windows

- ☐ 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. Windows can be fully openable from the inside to allow ventilation of the dwellings in accordance with Approved Document O but the window restrictor must reengage when the window is closed.

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 not to be provided, there should be a 13amp, non-switched fuse spur to allow future residents to connect an alarm.

4.5 Car Parking Areas

- ☐ The rear car park of the apartment should be secured with automated gates and a fence. Gates/fence should be 1800mm high to prevent them from being easily climbed. They should not have centrally located horizontal bars to aid climbing, the gates should be located away from other climbing aids, and the gap at the bottom of the gates should be small enough to stop anyone crawling through.
- ☐ Apartment car parking areas should be illuminated to a high standard.
- ☐ Car parking spaces should be clearly marked, and signage should indicate that these are for residents use only.

4.6 Other

- ☐ Meter cupboards 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
		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
22-018_P01	Location Plan		
22-018_P03	Proposed Site Plan		
22-018_P05	Proposed 2 nd Floor & Roof Plan		
22-018_P06	Proposed N-NW-SW Elevations		
22-018_P07	Proposed S-E Elevations		
22-018_P08	Proposed Street scenes		

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		