



CRIME IMPACT STATEMENT

A development of 24 dwellings
AT Land off Parkmount Road, Harpurhey, Manchester
FOR: Mosscafe St Vincents Housing Group Limited

VERSION A: 29.06.23

2023/0148/CIS/01

Greater Manchester Police
designforsecurity

EXECUTIVE SUMMARY

Development supported

We consider a residential scheme appropriate and are happy to support the proposals.

From a crime prevention perspective, the positive features of the development include:

- an appropriate number and mix of dwellings;
- a suitable amount of defensible space around each property;
- parking is included within the curtilage of all properties;
- appropriate boundary fencing will be installed to define semi-private and private space within the development;
- amenity space will be provided for all residents; and,

Advice is also included in the report, which we consider will enhance security of the development and this set out in section 3.3. The recommendations are summarised as follows:

- install Secured by Design standard doors, windows, glazing and door hardware for all properties;
- install an intruder alarm to each property;
- install appropriately secure gates to restrict access from the front to rear of the houses;
- provide a store or anchor at the rear of the houses to which residents may secure their bicycles; and,
- install a panel of trellis-style fencing between the parking bays and the rear of the houses.

At the planning application stage, Greater Manchester Police Design for Security will make representations to Manchester Planning to require the inclusion of a condition requiring the completed development to achieve Secured by Design, SBD, accreditation. Should the recommendations included in this report be adopted, I have every confidence that the scheme will achieve the award and the condition met.

Adrian Murphy *MRTPI*

Consultant

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1 The Site and Surroundings

The photographs and plan below show the application site and its surroundings. The site is located on the eastern side of Rochdale Road around 200 metres north of Harpurhey district centre. Rochdale Road, A664 defines the western edge of the site. It is a heavily-trafficked, radial route connecting Manchester city centre, 3 miles to the south-west, with Middleton town centre, a similar distance to the north. In the immediate vicinity of the site, there are 'no waiting' restrictions on Rochdale Road between 07.00 and 19.00 and no loading at peak hours. There is also a bus stop, shelter and litter bin clustered together towards the site's north-western corner. Parkmount Road, a largely residential street, with direct access to the David Lewis Recreation Ground, adjoins the site's northern boundary. Modest, two-storey houses that face Kendrew Walk, a pedestrian only pathway, overlook the north-eastern edge of the site. Accessed from Helmsley Street further to the east, Edward Grant Court, a sheltered housing scheme for people over 60, is situated south of Kendrew Walk; a tall steel rail fence separates the scheme from a pathway that connects Kendrew Walk to Shepherd Street at the southern edge of the site. Clayhill Walk, a pedestrian-priority, residential street, is situated between Kendrew Walk and Edward Grant Court. A footpath that bisects the application site, beneath and either side of which is a drainage easement, connects the western end of the Clayhill Walk to Rochdale Road. Helmsley Street South another largely residential street, adjoins the south-eastern corner of the site. Shepherd Street, a cul-de-sac, defines the site's southern boundary. The side elevation of The Manchester College, Harpurhey Campus is situated on the southern side of Shepherd Street. The site itself was formerly occupied by housing but that has long been cleared and the site simply grassed and planted with trees, predominantly at the eastern fringe of the site, providing a pleasant, unenclosed, public amenity space. There is appreciable level change from the eastern side of the site downwards towards Rochdale Road.

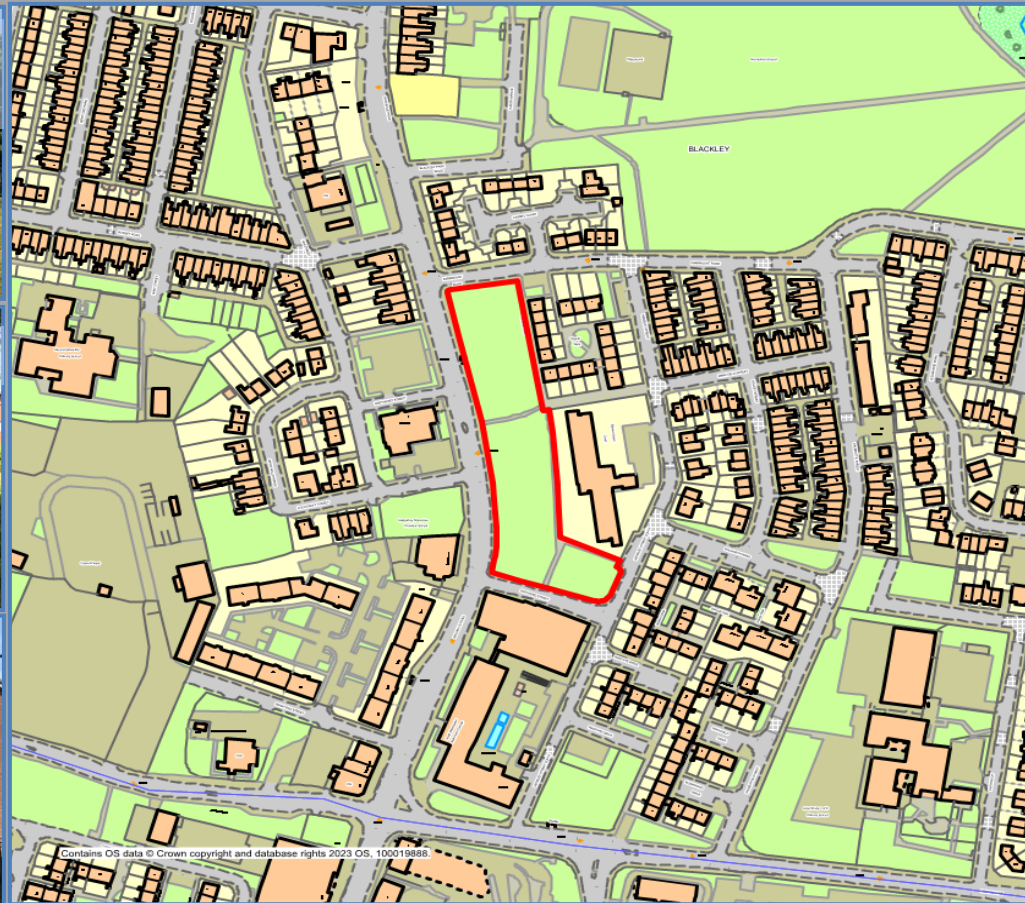
Looking north across the site towards the Valentine Medical Centre on the opposite side of Rochdale Road



A footpath traverses the eastern edge of the site



Houses on Kendrew Walk face the north-eastern edge of the site



A view across the south-eastern corner of the site towards housing on Helmsley Street



The Manchester College Harpurhey Campus from the southern fringe of the site



A footpath bisects the site, linking Clayhill Walk to the western side of Rochdale Road



2 Crime Statistics & Analysis

All data below is based on crimes recorded between 1st April 2022 to 31st March 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
49	13	92	611	106	22	<5	28	20	17

- 2.1.1 The overall crime rate in the local area is relatively high for Manchester, with less serious wounding, theft and criminal damage being the highest recorded offences occurring.
- 2.1.2 Less serious wounding has taken place throughout the local area, with hotspots of offences situated at Hertford Road to the north-east of the site, and at the junction of Rochdale Road and Factory Lane to the south. Assaults, harassment, and public order offences have been the highest recorded offences taking place, and the majority of offences have involved domestic or neighbour disputes, as well as altercations between known associates.
- 2.1.3 The majority of thefts have occurred within Harpurhey Shopping Centre, offenders have used pickpocketing and distraction methods in order to remove items stored on the person such as mobile phones and bank cards/purses. Offenders have also targeted insecure items and bags on tabletops and benches.
- 2.1.4 Criminal damage to vehicles and dwellings has been the highest recorded criminal damage offences taking place, with a small hotspot of offences around Batley Street. Offenders have targeted glazing in windows and doors of both dwellings and vehicles by using implements to smash them. Offenders have also damaged front doors of properties using bodily pressure or objects, and there are many cases of damage being caused to the paint and body work of vehicles.

2.1 Typical modus operandi used in committing burglary, theft, criminal damage, and vehicle related crimes in Manchester, & measures to reduce vulnerabilities

2.1.1 Doors have been forced open with bodily pressure and tools

To minimise the risk of offenders forcing doors:

- all external doors should be certified to PAS 24 security standard;
- front doors should be visible to neighbouring properties and from the 'street' rather than set within recesses or on more secluded elevations;
- side or rear gardens should be enclosed with appropriately high fencing and locking gates so that rear doors are only accessible to residents; and,
- secluded passageways to the sides and rear of properties should be avoided wherever possible as such routes can facilitate offender access to rear gardens, as well as attract anti-social behaviours such as graffiti, fly-tipping and damage to fencing.

2.1.2 Doors have been targeted when left insecure

To minimise the risk of 'walk-in' burglaries:

- front doors should be fitted with a fixed handle or a 'split spindle,' so that the only way in is with a key;
- communal entrance doors to apartments should be self-closing and lock automatically upon closing.

- defensible space should be provided between dwellings and the 'street,' i.e., a small front garden enclosed with a suitably high fence. Separation of the passing public from a property can also help to reduce the risk of criminal damage; and,
- dusk-to-dawn lighting should be fitted to all external doors.

2.1.3 Windows have been prised open by offenders

To minimise the risk of prising windows open:

- all ground floor windows should include key operated locks and opening restrictors; and,
- access to the rear of the dwellings should be controlled by the erection of robust boundaries and locking gates. Pedestrian routes alongside the rear boundaries should be avoided wherever possible.

2.1.4 Glazing in doors and windows has been smashed to gain entry or commit criminal damage

To minimise the risk of offender smashing glazing in doors and windows:

- laminate glass should be fitted to all external doors and to all windows on the ground floor of the development;
- windows should be fitted with locks and opening restrictors; and,
- access to gardens should be restricted by installing appropriately high fencing and locking gates.

2.1.5 Vehicles were targeted when parked on driveways, in unsecured car parks or on the 'street'

To minimise the risk of vehicle-related crime:

- car parking should be located within the boundaries of the property, within an area that is both very secure and well overlooked by residents or monitored by an effective CCTV system.

2.1.6 Offenders have stolen bicycles

To minimise the risk of offenders targeting bicycles:

- a cycle store or a wall/floor anchor should be provided; and,
- rear garden gates should be robust, tall, self-closing and self-locking.

2.1.7 Offenders have damaged boundary fencing

To minimise the risk of offenders targeting fencing:

- rear garden boundaries should avoid being exposed to the public realm;
- communal pathways providing access to rear gardens should be secured with self-closing, self-locking gates; and,
- fencing should be especially robust when unavoidably exposed to the public realm.

2.1.8 Theft of plant and machinery, and criminal damage during the construction period.

To minimise the risk of offenders targeting the construction site:

- a secure boundary should be erected around the site;
- access should be restricted to contractors and authorised visitors;
- security staff should patrol during non-working hours;
- lighting and CCTV should be installed to illuminate the site and record activity;
- at the end of the working day, plant and machinery should be arranged to prevent forced access onto the site; and,
- plant and machinery should be fitted with a tracking device.

2.2 Risk Factors

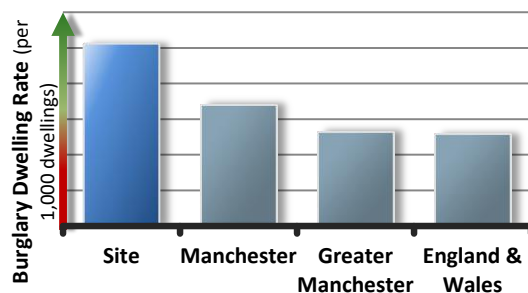
The typical security risks for a development of this nature are:

- 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

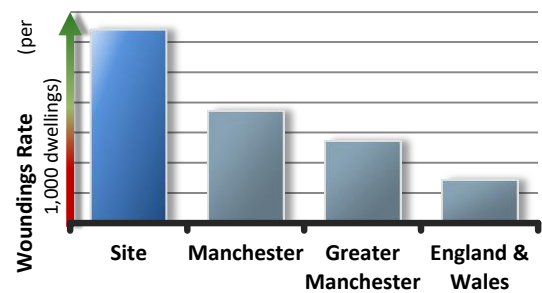
2.3 Comparing crime rates in the neighbourhood around the site to those in Manchester, Greater Manchester and England & Wales

The rates below relate to crime committed within 500m of the site. England & Wales data was last recorded for January – December 2021.

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



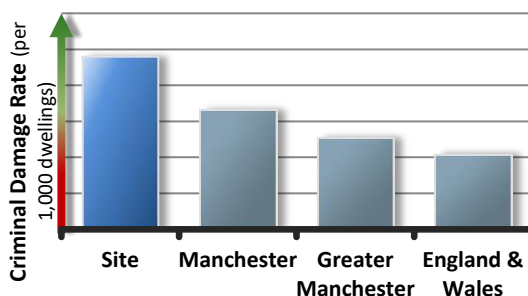
Comparison of Wounding Rates at Site (Km), Manchester, and Greater Manchester



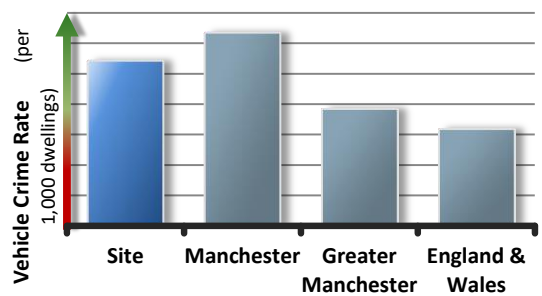
2.3.1 The rate of domestic burglaries per 1000 dwellings is **50% higher** than Manchester as a whole, **93% higher** than Greater Manchester and **98% higher** than England & Wales.

2.3.2 The rate of wounding per 1000 dwellings is **72% higher** than Manchester as a whole, **135% higher** than Greater Manchester and **348% higher** than England & Wales.

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



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

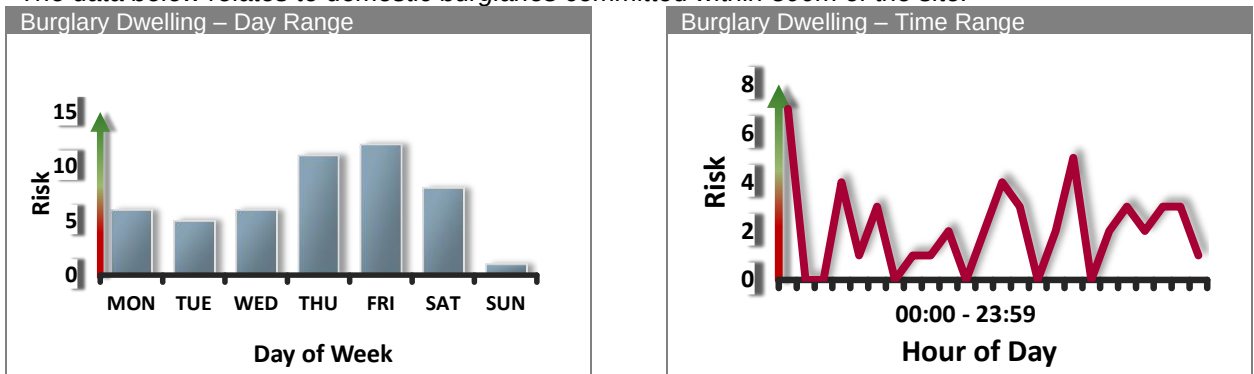


2.3.3 The rate of incidents of criminal damage per 1000 dwellings is **45% higher** than Manchester as a whole, **90% higher** than Greater Manchester and **131% higher** than England & Wales.

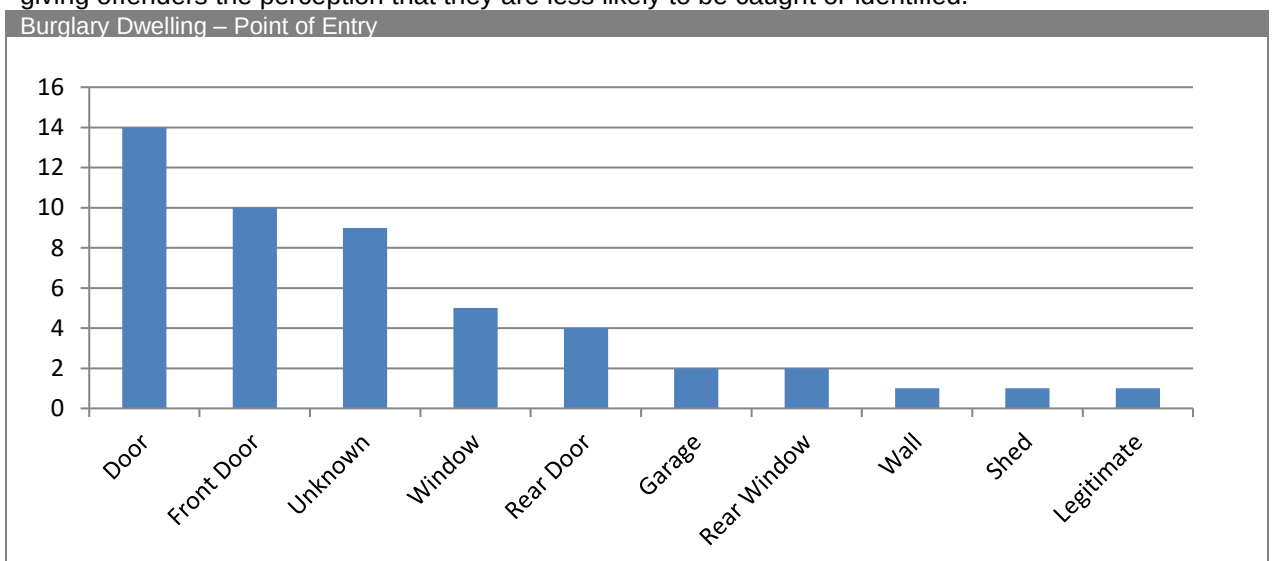
2.3.4 The rate of incidents of vehicle crime per 1000 dwellings is **14% lower** than Manchester as a whole, **41% higher** than Greater Manchester and **71% higher** than England & Wales.

2.4 Domestic Burglary

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



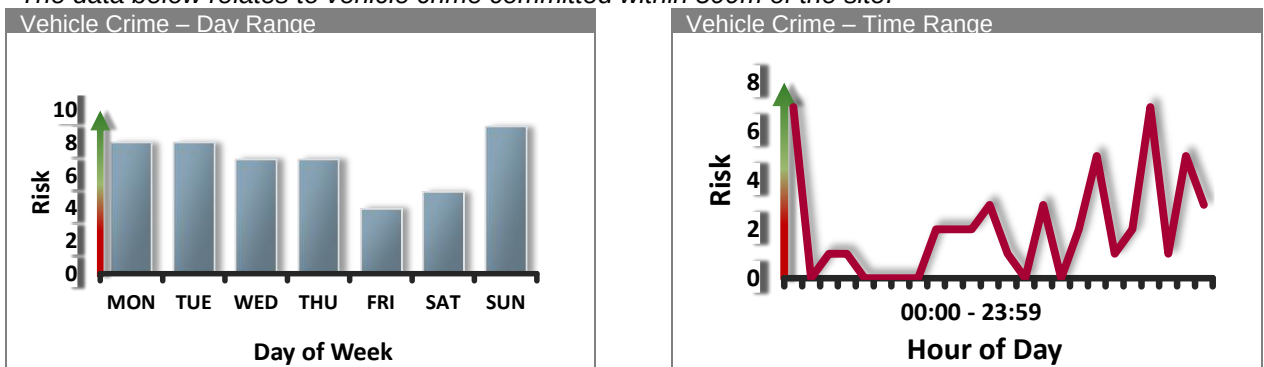
- 2.4.1 **Day/Time Range:** The risk of domestic burglary peaks on a Friday at midnight. Offenders often target properties during the early hours of the morning when it's dark and there is less footfall in the area, giving offenders the perception that they are less likely to be caught or identified.



- 2.4.2 **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 (mostly to the front of the properties) using bodily pressure and implements in order to gain access to the property.
 - Exploitation of insecure windows and doors.

2.5 Vehicle Crime

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



- 2.5.1 **Day/Time Range:** The risk of vehicle crime is high throughout the week and peaks on a Sunday during the evening and at midnight (20:00-21:00 and 00:00-01:00). Offenders tend to target vehicles in the

evening as they are often left unattended and out of sight of the owner for long periods of time, creating a perceived low risk opportunity.

3 Development Appraisal

3.1 The proposed development

3.1.1 Full planning approval is sought for a residential development comprising:

- nine, 3-bedroom, two-storey houses
- nine, 4-bedroom, three-story houses
- six, 1-bedroom walk-up flats
- new access roads, footways and areas of soft and hard landscaping including private gardens, private driveways, and areas of communal landscaping
- removal of most of the trees from the site
- retention of the pathway through the site connecting Clayhill Walk to Rochdale Road

3.1.2 Arranged in short terraces of four or five, the houses will face Rochdale Road. Two service roads, one with a junction with Parkmount Road and the other with Shepherd Street, will be constructed to provide access to rear garden parking bays; additional parking bays will be set out along the eastern side of the northern service road.

3.1.3 The walk-up flats will face Shepherd Street and will have parking bays to the front accessed from Shepherd Street.

3.1.4 Each house will have a modest, front garden and a rear garden. Front gardens will be defined with a dwarf wall with railing infill panels, rear gardens will be enclosed with 1800mm high fencing and similarly styled pedestrian gates. The cottage flats will have shared outdoor amenity space in the corner of which will be a refuse store. The boundary of the cottage flats will be defined with a combination of 900mm high railings and dwarf wall and railing infill.

3.2 Positive aspects of the proposals

3.2.1 A residential development is an appropriate use for the site given the surrounding land uses.

3.2.2 The developer has a proven record in the construction and management of residential developments.

3.2.3 The number and mix of houses and flats within the development, increases the likelihood of residents being from a broader age range, including young singles, older residents, and families with children. Such a mix increases the likelihood of some of the residents of the houses and flats being present throughout the day. The presence of residents or even just visible signs of people present - lights on in houses, external lighting on at entrance doors, for example - will help to deter offenders.

3.2.4 Front doors and principal room windows of all houses and flats face the street, which helps to promote street activity and promotes natural surveillance.

3.2.5 Defensible space is included at the front and rear of each property. The elevated position of the house entrance doors is considered to enhance the feeling of security and deter passing offenders.

3.2.6 There are a significant number of dwellings within the development, which increases the likelihood of residents of some of the properties being present throughout the day. The presence of residents or even just visible signs of people present - cars on driveways, lights on, external lighting on at entrance doors, for example - will help to deter offenders.

3.2.7 Residents of houses adjoining the site will benefit from mutual surveillance of their properties.

3.2.8 The proposed layout of the dwellings will help to animate the streets and facilitate passive surveillance across the development.

3.2.9 Secure parking is provided at each dwelling and additional, on-street parking will allow residents of Kendrew Walk a more secure place in which to park their cars.

3.2.10 Front and rear gardens will be defined with suitably high and robust fencing and gates.

3.3 Recommendations to improve the security of the scheme

Dwelling security

- 3.3.1 Secured by Design standard doors, window frames and glazing should be installed within each property. In neighbourhoods with a high burglary rate such as this, the installation of an intruder alarm is strongly recommended.

Rear garden fencing and gates

- 3.3.2 To allow motorist and cyclists to come and go, pedestrian and vehicle, rear garden, entry gates should be fitted with a lock that allows entry and exit with the use of a key.
- 3.3.3 To allow residents oversight of their vehicles, consider fitting a panel of trellis-style fencing between the dwelling and the parking bays at the rear of the houses.

Cycle parking

- 3.3.4 Include a ground or wall anchor at the rear of each house to which bicycles may be secured or provide an appropriately, secure, cycle shelter (ideally a Secured by Design accredited store) within the rear garden of each property.
- 3.3.5 Provision should be made within the flats as an external store is unlikely to offer the appropriate level of security.

4 Physical Security

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

4.1 Doors

- ☐ Front doors and rear doors should all be compliant with, and certified to, BS PAS 24, STS 202 BR2, or LPS 1175 SR2.
- ☐ Front doors should have fixed external handles or split spindles, meaning access is only possible with a key when closed.
- ☐ Front doors should have fixed sidelights or a door viewer, as well as an opening limiter fitted, so that residents can identify visitors prior to opening the door fully.
- ☐ Letter plates should meet the Door Hardware Federation's Technical Standard 008 (TS 008), be fitted with deflector plate, and be located a minimum of 400mm away from the internal handle and locking hardware.
- ☐ Each dwelling should be clearly numbered with the number visible from the street.

4.2 Window frames

- ☐ Ground floor windows of the houses and flats should be compliant with, and certified to, BS PAS 24, be fitted with key-operated locks, and have fixed/lockable opening restrictors (not releasable from the outside) limiting opening to 100mm.

4.3 Glazing

- ☐ Glazing within, and surrounding, all external doors and all ground floor windows of the houses and flats should incorporate at least one pane of glass rated as P1A under EN 356.

4.4 Alarms

- ☐ It is good practice to fit an alarm to each dwelling. Alarms should be linked to contacts on all external doors, with PIR detectors covering all ground floor rooms that have windows. In the absence of an alarm a 13amp fuse spur should be provided to allow future residents to fit their own alarm.

4.5 Boundaries

- ☐ With additional consideration to installing panels of trellis fencing to the houses, the proposed boundary treatment plan is ideal and should be installed as proposed.
- ☐ Rear garden gates should include a lock that can be operated from either side of the gate. Ideally, the gates should be self-closing and self-locking.

4.6 Lighting

- ☐ Dusk-to-dawn lighting must be provided to all external front and rear doors of all dwellings. Lamps should produce a 'white' light and be operated by photoelectric cell/daylight sensor.

4.7 Meter cupboards

- ☐ Unless smart meters are installed, meters should be located in ground level boxes to the front of each dwelling, not with the secure area at the side or rear of the properties.

4.8 Downpipes

- ☐ Wherever possible, downpipes should be square in profile and fixed back to the brickwork to prevent climbing to upper floor windows.

5 Construction

- ☐ The developer should take appropriate measures to secure their site during construction, and control pedestrian and vehicular access in and out.
- ☐ Site security contractors should be Security Industry Authority (SIA) approved.

6 Secured by Design (SBD)

- ☐ Secured by Design focuses on crime prevention at the design, layout, and construction stages of homes 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	Summary of Contact
30.03.23	Daniel Sutton, AEW	Request for Crime Impact Statement
09.06.23		Site visited
29.06.23	Daniel Sutton, AEW	Report issued

B Associated Documents

This report is based on the following:

Drawing No.	Drawing Title	Date	Rev
12191-AEW-XX-XX-DR-A-0500	Site – Location Plan	22/11/21	P1
12191-AEW-XX-XX-DR-A-0501	Existing – Site Layout	22/11/21	P1
12191-AEW-XX-XX-DR-A-0502	Existing – Street Elevations	22/11/21	P1
12191-AEW-XX-XX-DR-A-0503	Proposed Site Plan	22/11/21	P2
12191-AEW-XX-XX-DR-A-0504	Proposed – Site Layout – Boundary Treatments	22/11/21	P1
12191-AEW-XX-XX-DR-A-0505	Proposed – Street Elevations		P1
12191-AEW-XX-XX-DR-A-0506	Proposed Site Plan – Ground Floor	26/11/21	P1
12191-AEW-XX-XX-DR-A-0510	House Type 1 – 4B7P	23/11/21	P1
12191-AEW-XX-XX-DR-A-0511	House Type 2 – 3B5P	25/11/21	P1
12191-AEW-XX-XX-DR-A-0512	House Type 3 – 1B1P	25/11/21	P1

In the event of any changes to the scheme, it may be necessary for Design for Security to review the recommendations made in this report.

C CIS Version History

Version	Revisions	Date
A		29.06.23