



## CRIME IMPACT STATEMENT

The Rossett, 123 Palatine Road, Didsbury

8 No. Apartments

FOR: Cube Homes

VERSION A: 10<sup>th</sup> February 2023

REFERENCE: 2022/0030/CIS/01

Greater Manchester Police

design**for**security

---

# The Rossett, 123 Palatine Road

2022/0030/CIS/01

## EXECUTIVE SUMMARY

### Recommendations Made

This development has been assessed against the principles of 'Crime Prevention Through Environmental Design' (CPTED), in order to reduce the opportunities for crime and the fear of crime. The development is broadly acceptable, in terms of designing out crime, and we are supportive of the proposals. There a number of points raised in section 3.3 which should be followed where possible, including:

- It is highly recommended that access to the rear of the building is restricted to residents.
- It is recommended that the building is built to Secured by Design standards.

If the recommendations contained within section 3.3 are implemented, we would be supportive of the planning application.



Patrick Babb

**Consultant**

e: [patrick.babb@designforsecurity.org](mailto: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.....                   | 8  |
|   | 3.1 Proposed development                |    |
|   | 3.2 Positive Aspects of the Proposal    |    |
|   | 3.3 Changes Needed and Recommendations  |    |
| 4 | Physical Security .....                 | 9  |
|   | 4.1 Doors                               |    |
|   | 4.2 Windows                             |    |
|   | 4.3 Glazing & Building Fabric           |    |
|   | 4.4 Alarms                              |    |
|   | 4.5 Access Control                      |    |
|   | 4.6 Boundary Treatments                 |    |
|   | 4.7 Bicycle Parking                     |    |
|   | 4.8 Landscaping                         |    |
|   | 4.9 Lighting                            |    |
| 5 | Management & Maintenance .....          | 11 |
| 6 | Construction .....                      | 11 |
| 7 | Useful References .....                 | 11 |
|   | 7.1 Secured by Design (SBD)             |    |

## Appendix

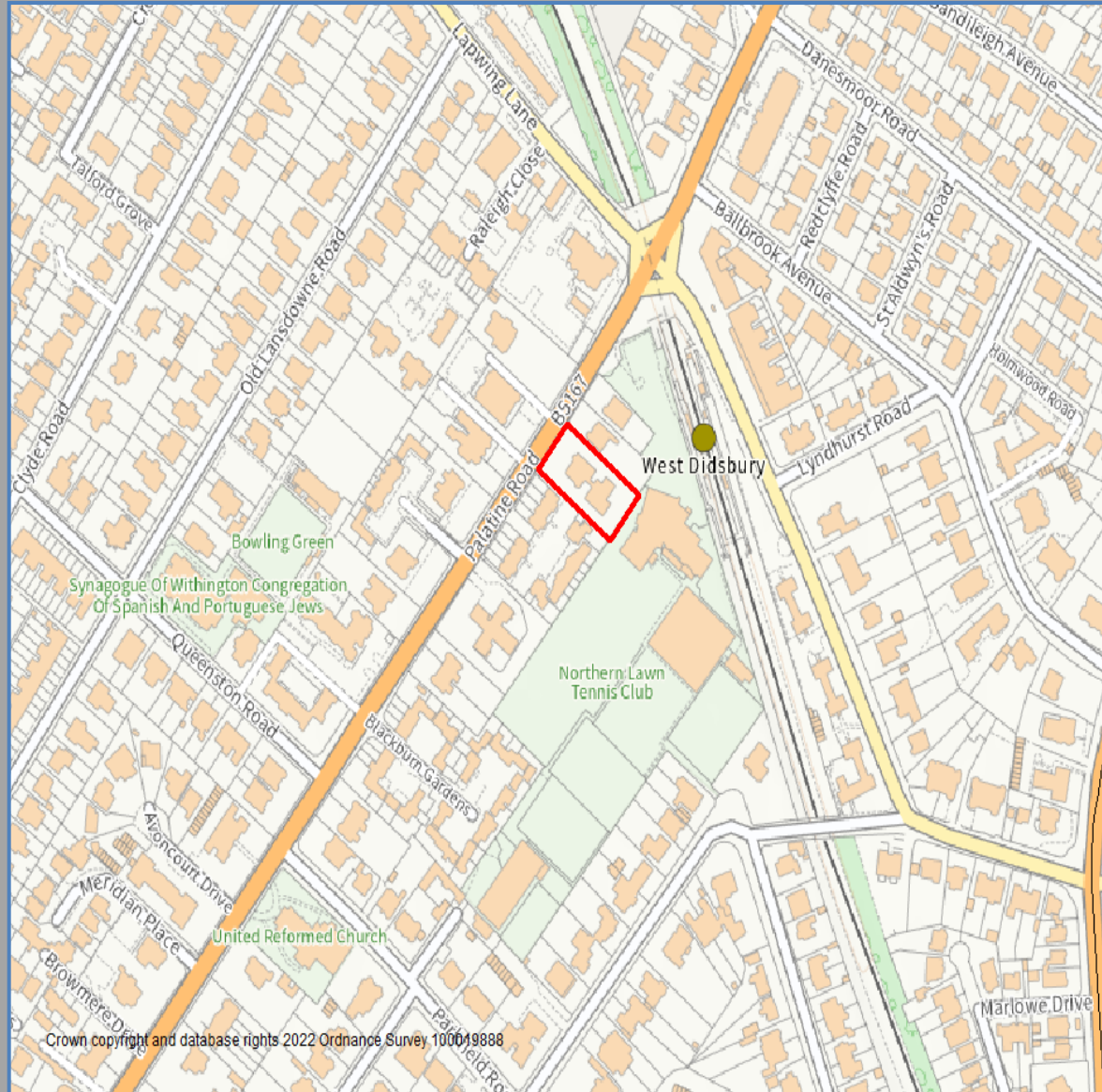
|   |                           |    |
|---|---------------------------|----|
| A | Contact register .....    | 12 |
| B | Associated Documents..... | 12 |
| C | CIS Version History ..... | 12 |

# 1 Visual Audit

The proposed development site can be seen on the adjacent map, edged in red. The site is located in the area of West Didsbury, within the city of Manchester.

The site is rectangular, and the boundaries are defined by adjacent residential properties to the Northeast and Southwest, to the North-western boundaries the site is bound by Palatine Road and to the South is a tennis club (The Northern) and the West Didsbury Metrolink station.

The site fronts on to Palatine Road and it has been developed previously with a large villa occupying the site at the front and a more modern two storey building to the rear. The front boundary of the site is defined with a low block work wall and there is a parking area to the front of the villa and access to the rear. Villas converted into apartments or HMOs are common in the local area.



## 2 Crime Statistics & Analysis

All data below is based on crimes recorded between 1<sup>st</sup> July 2021 to 30<sup>th</sup> June 2022.

### 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 |
| 48                                 | 12                    | 30              | 123                   | 35    | 10      | <5               | 49                       | 9                      | 13            |

- 2.1.1 The overall rate of crime in the local area is 50% below the average rate of crime for the Manchester division, with the rate of domestic burglary and vehicle crime in the area being greater than the national average. The majority of domestic burglaries have taken place in the north of the proposed site around the roads just off Palatine Road, as well as to the west around Old Lansdowne Road. The most common M.O (modus operandi) is approaching the rear of the property and forcing open windows and doors using bodily pressure and implements. Vehicle crime in the area mostly consists of theft from motor vehicle. Vehicle crime has mostly occurred to the southeast of the proposed site, around Wilmslow Road and Fog Lane, as well as to the southwest around Parkfield Road South and Palatine Road. Less serious wounding has been the most commonly reported crime type, with harassment and public order offences most commonly reported. Offences have mostly taken place around the residential estates, with domestic disputes most commonly reported.

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

- 2.2.1 Forcing open secure doors using bodily pressure and implements in order to gain access to apartments  
*Possible Solution - All apartment entrance doorsets should be certified to a burglary resistant standard (i.e. BS PAS 24).*
- 2.2.2 Entering apartment buildings by means of insecure doors/ tailgating residents and gaining access to communal areas.  
*Possible Solution - There should be access controlled secure doorsets restricting access to the circulation core of the building to reduce the possibility of would-be offenders from tailgating residents and visitors into the building.*
- 2.2.3 Exploitation of insecure windows and doors to gain access into communal areas and apartments  
*Possible Solution – All ground floor communal doors should be fitted with door closers and lock automatically, to prevent these doors from being left open and insecure. Any publicly accessible apartment entrance doors should be fitted with a split-spindle, or fixed external handle, to prevent them from being opened from the outside when unlocked. Any accessible windows should be restricted in opening to prevent them from being fully opened if left insecure.*

### 2.3 Risk Factors

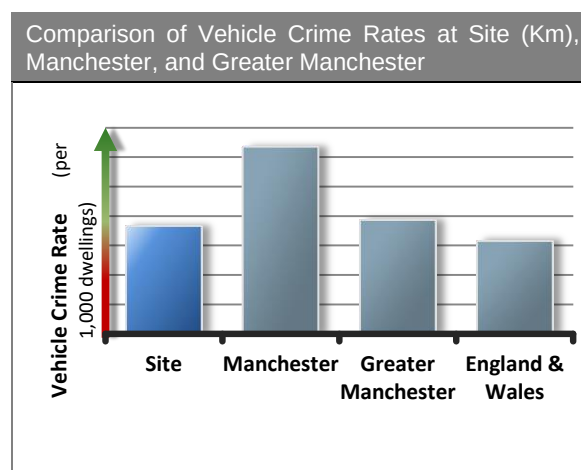
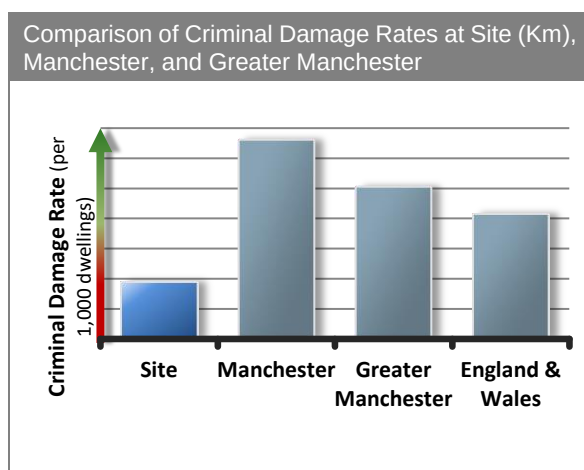
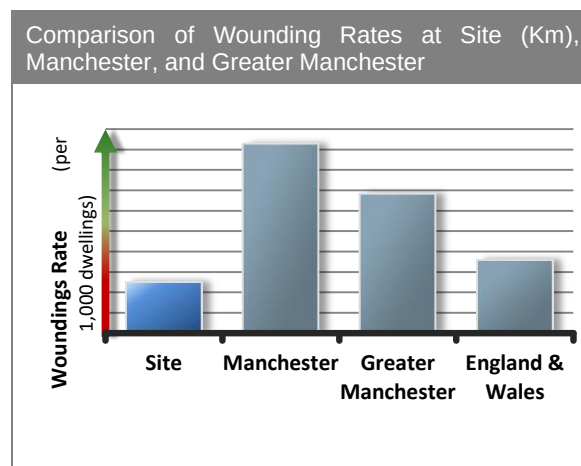
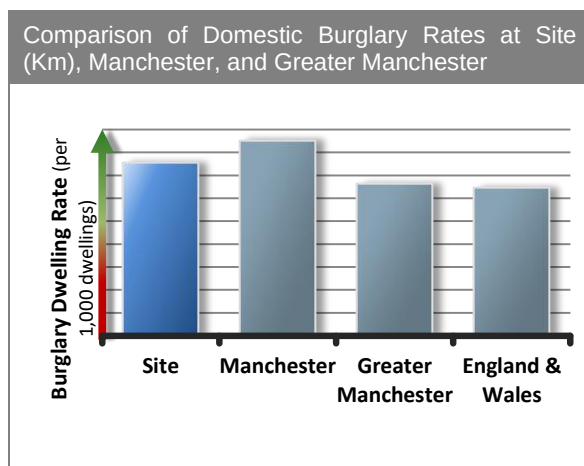
The typical security risks for a development of this nature are:

- 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

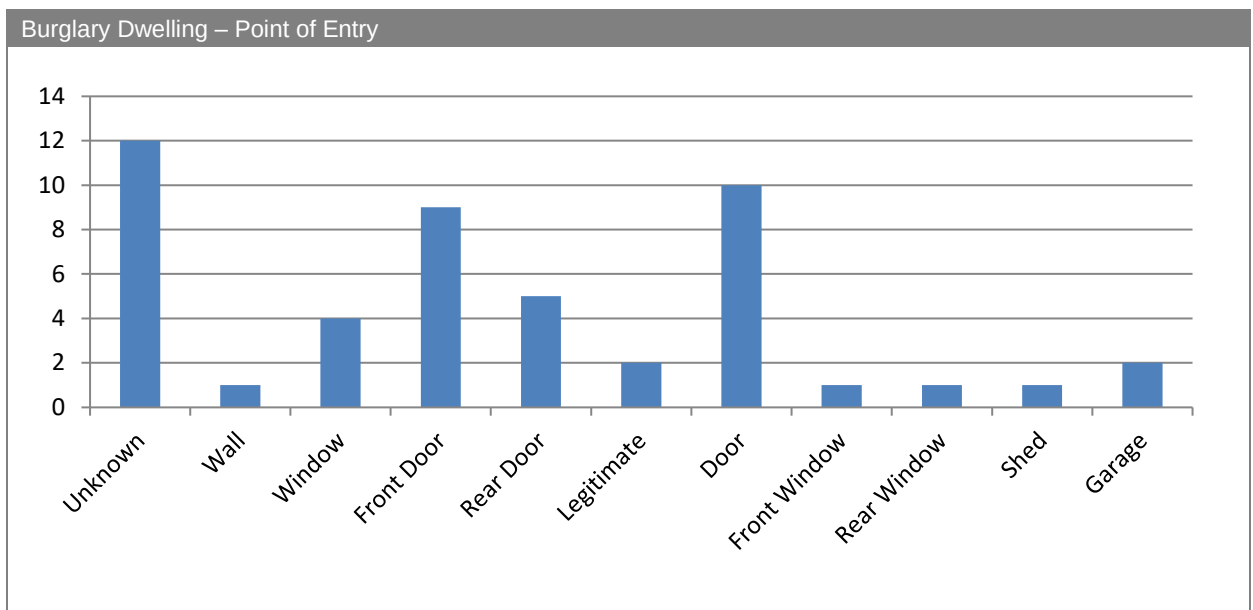
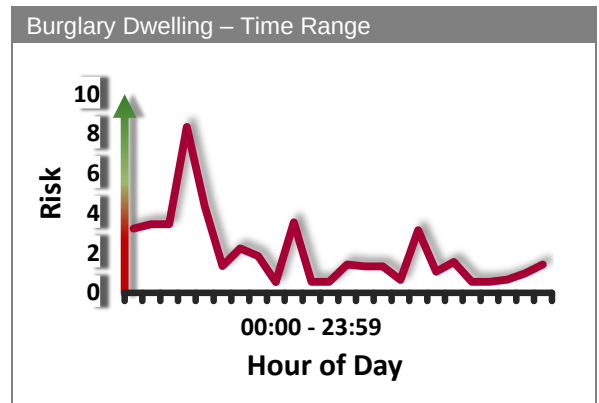
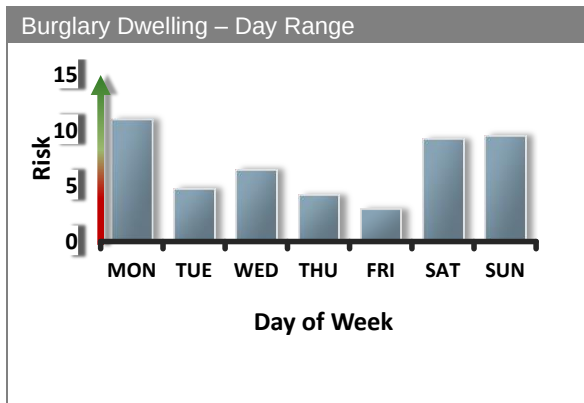
The rates below relate to crime committed within 500m of the site. England & Wales data was last recorded for January – December 2021.



- 2.4.1 The rate of domestic burglaries per 1000 dwellings is **11% lower** than Manchester as a whole, **14% higher** than Greater Manchester and **17% higher** than England & Wales.
- 2.4.2 The rate of woundings per 1000 dwellings is **73% lower** than Manchester as a whole, **64% lower** than Greater Manchester and **30% lower** than England & Wales.
- 2.4.3 The rate of incidents of criminal damage per 1000 dwellings is **71% lower** than Manchester as a whole, **63% lower** than Greater Manchester and **55% lower** than England & Wales.
- 2.4.4 The rate of incidents of vehicle crime per 1000 dwellings is **42% lower** than Manchester as a whole, **5% lower** than Greater Manchester and **15% higher** than England & Wales.

## 2.5 Domestic Burglary: Risk Analysis

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



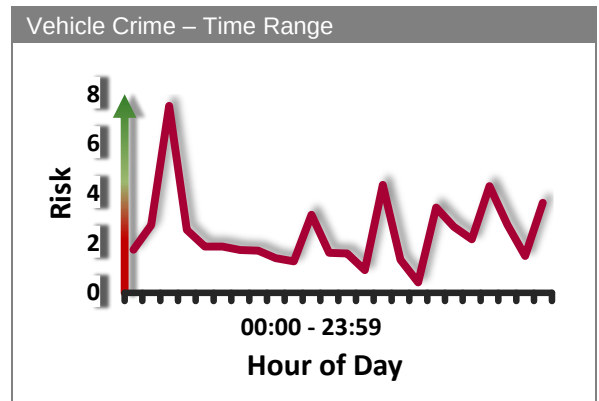
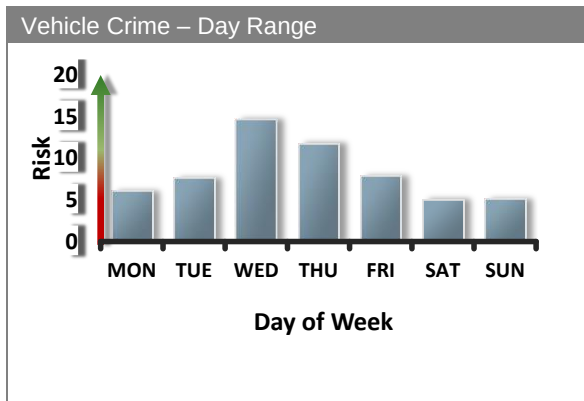
2.5.1 **Day/Time Range:** The risk of domestic burglary peaks on a Monday, Saturday and Sunday during the early hours of the morning (12am – 5am). Offenders often target properties during the early hours of the morning when it is dark and there is less footfall in the area, giving offenders the perception 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:

- Forcing open secure windows and doors using bodily pressure and implements in order to gain access to the property.
- Smashed glazing in windows and doors.
- Exploitation of insecure windows and doors.
- Entering the rear garden of the property and using bodily pressure and implements, gain access to the garden shed/ garage.

## 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 Wednesday and Thursday, during the early hours of the morning (12am – 3:30am). Offenders often target vehicles during the early hours of the morning as vehicles are often left unattended, 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 8 no. apartments to the rear of the existing building.

### 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 site is located on Palatine Road which is a busy route through the area for both pedestrians and vehicles. This will provide the sites with high levels of passive surveillance. Opposite the sites on Palatine Road there are a number of similar residential developments which will provide mutual surveillance opportunities.
- 3.2.2 There will be a car parking area for residents at the front of the site which will allow residents to park their cars on sites rather than on surrounding residential streets, which could leave them vulnerable.
- 3.2.3 The parking area is located the front of the building where it can be easily seen from the apartments on the front elevation.
- 3.2.4 The existing building is set back from the street. The front boundary with Palatine Road is defined with a low block work wall, providing a defensible space buffer between the public footway and the building.

### 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 Free access to the rear of the site could potentially leave ground floor apartment windows on the Northern elevation of the buildings vulnerable and the communal entrance to the new building. It is highly recommended that access is restricted close to the front of the existing building to restrict access to legitimate residents and visitors. The gate should be fitted with access control for residents to gain entry, an intercom for visitors, have a self-closing mechanism and the locks should automatically engaged when shut to prevent the gate from being left insecure.
- 3.3.2 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.

- 3.3.3 Access into the buildings 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 as this can be exploited by offenders.
- 3.3.4 Secure through-the-wall mailboxes should be provided so that postal workers do not require entry to the building to deliver mail.
- 3.3.5 The apartment car parking areas and any pedestrian routes in the site should be illuminated in accordance with BS 5489. All external communal doors should be illuminated to a high standard.
- 3.3.6 The proposed new building should be built to Secured by Design standards.

## 4 Physical Security

*The following checklist forms the physical security requirements for the new building to achieve Secured by Design accreditation. Any replacement doors, windows and glazing on the existing building should meet these standards where possible.*

### 4.1 Doors

- ☐ 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 into 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 into the building. There should be no unrestricted trade access into 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

- ☐ Ground floor and easily accessible 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 & Building Fabric

- ☐ Glazing to a height of 2400mm (or if otherwise accessible) must incorporate at least one pane of glass with a 1.5mm PVB interlayer (e.g. 7.5mm laminated glass), or a glass rated as P4A under EN 356. The remaining pane in a double-glazed unit may be toughened glass.
- ☐ Any curtain walling panels should include laminated glazing and should be securely fixed directly to the floor slabs where possible, rather than to perimeter columns.

- 
- ☐ There should be a block work wall or material of similar strength (e.g. welded-steel mesh) behind or within any new cladding/insulated panels to the building, to a minimum height of 2000mm from ground level, to ensure that the fabric of the building itself is not vulnerable to attack.

#### 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.
- ☐ An alarm should be installed to the ground floor community-use unit.

#### 4.5 Access Control

- ☐ Access control systems should be operable by swipe card or fob, and not numeric keypads. The following areas/doors should operate on access control:
  - Communal entrances
  - Communal areas
  - Bicycle stores
  - Car parking area
  - Pedestrian access

#### 4.6 Boundary Treatments

- ☐ Rear boundaries that are adjacent to public space should have a masonry (or other hardwearing) base, with timber fence above to a total height of 2100mm. It is recommended that the top 300mm consist of trellis structure.
- ☐ Rear boundaries should be 1800mm high and of close boarded timber, or metal railing, construction. It is recommended that the top 300mm consist of trellis structure.
- ☐ Sub-divisional rear boundaries may be as low as 1500mm.
- ☐ 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.
- ☐ Pedestrian gates 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

#### 4.7 Bicycle Parking

- ☐ The cycle stand should be a secure, robust, weatherproof enclosure, allowing residents to park their bicycles securely. The cycle store should operate on an access control system, with access restricted to residents.
- ☐ Cycle stands should either be U-profile or Sheffield style stands. If rack storage is used it should be possible for both wheels and the frame to be secured.

---

## 4.8 Landscaping

- ☐ There should be no hard landscaping that could inadvertently create seating or loitering spots (except within secure designated or otherwise-controlled areas). These features can encourage anti-social behaviour and raise the fear of crime.
- ☐ It is essential that good sightlines are maintained throughout the development to allow residents and visitors to actively survey the area for potential threats and planting should be carefully considered particularly near the building entrance.

## 4.9 Lighting

- ☐ The apartment car parking area should be illuminated to a high standard.
- ☐ External lighting must be provided to pedestrian routes within the development in accordance with BS 5489. Lighting should be taken from a variety of sources and levels (i.e. columns, up lighting) to provide a greater level of coverage and avoid shadows/pooling.
- ☐ 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.
- ☐ Dusk 'til dawn lights, operated by photoelectric cell/daylight sensor, should be installed to all external doors.

## 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       |
|------------|---------------|--------------------------|
| 01/07/2022 | Julian Austin | CIS application received |
| 08/02/2023 | Julian Austin | Revised scheme           |
|            |               |                          |
|            |               |                          |
|            |               |                          |
|            |               |                          |
|            |               |                          |

## B Associated Documents

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

| Drawing No. | Drawing Title                        | Date | Rev |
|-------------|--------------------------------------|------|-----|
|             | Location Plan                        |      |     |
|             | Existing Site Plan                   |      |     |
|             | Proposed Site Plan                   |      |     |
|             | Proposed Ground Floor Plan           |      |     |
|             | Proposed First Floor Plan            |      |     |
|             | Proposed Second Floor Plan           |      |     |
|             | Proposed Basement Floor Plan         |      |     |
|             | Proposed Roof Plan                   |      |     |
|             | Proposed Ground Floor Plan New Build |      |     |
|             | Proposed First Floor Plan New Build  |      |     |
|             | Proposed Roof Plan New Build         |      |     |
|             | Proposed Northwest Elevation         |      |     |
|             | Proposed Northeast Elevation         |      |     |
|             | Proposed Southeast Elevation         |      |     |
|             | Proposed Southwest Elevation         |      |     |
|             | Proposed Northwest Elevation         |      |     |
|             | Proposed Northeast Elevation         |      |     |
|             |                                      |      |     |
|             |                                      |      |     |
|             |                                      |      |     |
|             |                                      |      |     |

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       |                                           |            |
| B       | Revised scheme (8 apartments to the rear) | 10/02/2023 |