Crime Impact Statement

Site/Project:	Development of 43-one-and-two-bedroom apartments.
Location:	White Moss Road, Blackley, Manchester. M9 6EA
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Report Prepared for:	Jigsaw Homes Group Chapter WBL Ltd
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Contents

1. Introduction 2
2. Executive Summary 2
3. Proposal Overview 3
4. Site Analysis 4
5. Crime Analysis 9
6. Crime Prevention Through Environmental Design 13
7. Recommendations 16
8. Conclusion 17
9. Appendices 17
    1. References 17
    2. Secured by Design testing standards 18
    3. Assessor Qualifications 20

1: Introduction

This Crime Impact Statement:

- Has been produced by Dobson Owens Security Consultants, an independent consultancy who have not been involved in the design process prior to this instruction.
- Analyses the existing crime and disorder in the surrounding areas to the site and any potential impacting factors.
- Assesses the proposed development against the principles of CPTED (Crime Prevention through Environmental Design) to offer proposals to reduce opportunities and the negative perception or fear of crime.
- Provides recommendations to reduce the proposed development's and the surrounding area's vulnerability to crime.
- Provides physical security standards based upon the Secured by Design test standards and British Standards/PAS.
- Will assist in reducing resistance to the development from the local communities and help maintain positive links between the developer and the affected stakeholders.

2: Executive Summary

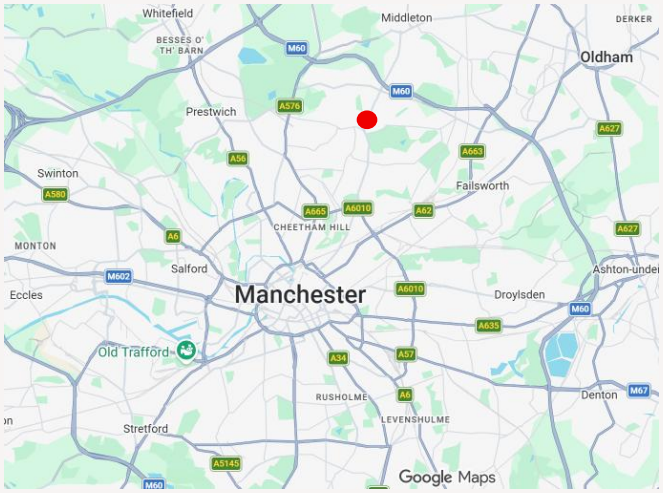
This application has been assessed against the existing crime environment and the potential concerns arising from the proposed site. It is concluded that the development of the White Moss Road site offers significant benefits by providing a legitimate function and activity and considerably improving the aesthetics of the locale. Given the site's significant dilapidated condition and the associated safety and security issues it currently attracts, this development will likely have a positive influence on perceptions and fear of crime, and support the wider regeneration of the Blackley area.

Recommendations have been made throughout this document to increase resilience to crime and compliance with the relevant Secured by Design standards.

3: Proposal Overview

The proposal is to develop a residential site comprising of 43 one- and two-bedroom apartments over three floors on the land to the north of the intersection of White Moss Road and Rochdale Road (A664) in Blackley, Manchester, M9 6EA. Blackley lies just inside the outer M60 ring road, 6.5 kilometres north of Manchester city centre. Transport links are consequently excellent, with Rochdale Road (A664) feeding south and linking with the middle A6010 ring road and the inner A665 ring road. To the north, the M60is within easy reach of wider routes in all directions.

The site falls into the Greater Manchester Police jurisdiction and is located in the Charlestown policing team, within the City of Manchester area of Nth Manchester Division. This is illustrated in the plan below.





The footprint of the site is illustrated below with a broader scene to the right. The proposed entrance is located to the southeast and is accessed by travelling southwest along White Moss Road from the M60 and turning right.

The second route is by travelling north or south along Rochdale Road, turning east into White Moss Road and subsequently left into the site.





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4: Site Analysis

The proposed development is located in Blackley, which is a suburban area five kilometres north of Manchester city centre. Originally a rural Lancashire village, it gradually became part of the expanding city during the 20th century, particularly with large-scale housing developments in the 1930s. Today, it's a mainly residential area that borders Heaton Park, one of the largest municipal parks in Europe, and is home to Boggart Hole Clough.

Crime in Blackley is a nuanced topic due to neighbourhoods having noticeably different profiles. Violent crime, criminal damage and antisocial behaviour are most problematic in the area, but this does vary substantially by area and street. Residents report being most concerned about vehicle crime and burglary. Crime is discussed further in Section 5.

Blackley is generally regarded as one of the more affordable northern Manchester suburbs, with good access to green space and transport.

Transport

Blackley has good transport links, especially for access to Manchester city centre, but it is more dependent on buses and road connections than on rail. Its position in north Manchester means it benefits from being close to major routes while avoiding some of the congestion of inner-city neighbourhoods.

The A664 is immediately adjacent to the site and provides a through link directly into Manchester city centre. The M60 outer ring road is 750m to the north for wider travel around Greater Manchester and beyond. Bus stops are available nearby, off White Moss Road and Rochdale Road, for northern and southern travel.

There are no tram or rail stations in Blackley. The nearest tram stop is Middleton Road/Bowker Lane, 2.5km to the west, and Moston Rail Station is 2.6km to the east. Being within the M60, there will be a strong prevalence of ANPR and associated traffic and public CCTV cameras along the major routes that will offer a criminal deterrent element and additional detection capabilities.

Surrounding Area

The area around the site is predominantly residential, with some commercial and industrial services, and wider expanses of green space than found nearer to the city centre.



To the north of the site is largely domestic housing that is mostly traditional in style. There is a mix of terraced properties and larger semi-detached and detached houses. The area is quite leafy and attractive. To the northeast is a council estate, although these are now largely privately owned or rented.

400m to the north is North Manchester Cemetery/Blackley Cemetery

Immediately to the north of the site is Blackley Community Fire Station. This opened in December 2025 and replaced the old station on the same site.

To the west is further residential housing that feeds into Plant Hill park and other green/wooded spaces and walking routes. There is also a small industrial park in Crumpsall that lies adjacent to the River Irk with notable residents of British Cables Company and the Hexagon Tower, which houses the Pioneer group.

North Manchester General Hospital is located 1.25km to the southwest. Large hospitals with extensive campuses such as this attract many specific crime threats, and these are associated with:

- Complex building layouts and multiple points of access

- High public footfall and large staff base
- Drugs stored and dispensed on site
- Potential for personal distress and mental health issues.

In addition, the North Manchester General Hospital operates a 24-hour Emergency Department, which exacerbates these threats due to intoxication (alcohol/drugs), emotional relatives, frustration relating to waiting times and serious violence/disorder, which can often be related to gangs or organised crime.

There is the potential for the above issues to impact the proposed site due to Rochdale Road being one of the main through routes to the hospital. However, it is likely sufficiently distanced from the hospital campus for significant and ongoing problems to arise.

Immediately to the south of the site is Damhead Medical Centre. Again, medical services carry the perception that drugs are stored on site, which may attract crime to the area. The above issues regarding mental health, personal distress and drug/alcohol misuse are also relevant, albeit on a much smaller scale than a large 24-hour general hospital.

Beyond the medical centre is Damhead Park, which is a recreational area with a football pitch.





Boggart Hole Clough is one of North Manchester's most important green spaces. It is located 600m to the south/southwest of the proposed site and incorporates a large woodland and urban park. It covers around 76 hectares (about 190 acres) and contains areas of ancient woodland, steep wooded valleys, streams, ponds and open parkland. This is an excellent facility for residents to have on their doorstep.

The eastern side of the site is predominantly residential with some areas of recreational space and woodland. To the northeast and just beyond the M60 is Blackley Golf Club and Oldham Broadway Business Park. The latter is a large industrial estate that facilitates many manufacturing and logistical services.

Housing and the Local Environment

The surrounding streets reflect an eclectic mix of housing. There are areas of traditional terraces and semi/detached houses, 1970s-style housing and flats, and more modern estates. These appear generally well cared for, and the streets are clean with minimal litter and graffiti markings. Some graffiti is visible on the telephone/fibre and electrical cabinets on White Moss Road.





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There are several licensed premises in the vicinity of the site, with the nearest being the North Star 100m to the west. The night scene is very much community pub-based rather than bars, clubs or a late-night entertainment district. Due to the proximity of the Northern Quarter and Deansgate, those looking for a bigger night out would head south towards Manchester city centre. Again, being located on a main thoroughfare into and out of the city, there is a potential for associated anti-social behaviour in the area of the site.

Greater Manchester Police

Herpurhey is the nearest Greater Manchester Police station and is located 1.5km to the south of the site. Whilst this remains an operational station, it does not have published public front counter opening hours.

Greater Manchester Police Force Headquarters, Central Park Police Station and North Manchester Division Police Station are all located on Northampton Road, 2.5km to the south of the site. These are part-time sites that operate 0800-1800 (2000 for the HQ) Monday to Friday and 1000-1800 on a Saturday and Sunday.

There are ten other Greater Manchester Police Stations within the M60 ring road that can offer supporting services to the area.

Existing Site

The proposed site is the former VASA Club (Victoria Avenue East Ex Serviceman Association), which subsequently evolved into a social club for the community and featured live music, bingo and other activities. The club closed in 2019, and the building has been vacant ever since. It has been subject to two fires: one in April 2024 and the second in June 2025. The building is consequently in a poor state of repair and visibly dilapidated.





Whilst all of the doors and main windows a roller shuttered or boarded up, the scarring from the fires is visible at roof level. The smaller windows that are not boarded are all broken.

To the north of the building is a palisade fence, although due to elevation changes, this offers minimal protection as it is effectively too low and easily defeated. The rear of the building is consequently vulnerable to trespass, and the overgrown trees and vegetation offer additional cover to potential adversaries.

The building in its current state of repair creates a hazard and a security risk for the area. Whilst not officially confirmed by Greater Manchester Police or Greater Manchester Fire and Rescue Service, the fires are widely believed to be arson and similar incidents could recur. This type of site attracts crime as there is the perception that nobody cares or will notice.



The western side of the site is largely an area of hardstanding, which was the car park for the VASA Club. This was utilised by contractors working on the new fire station adjacent, but is now largely unused. The surrounding grass and shrubbery are rather unkempt and overgrown in places. This reinforces the status of the site as vacant and potentially attractive to criminals, vagrants or curious children.

Proposed Site

The proposal is to demolish the existing building and construct a three-storey apartment block that provides 16 one-bedroom and 27 two-bedroom units. The main vehicular and pedestrian access is from the east side of the site off White Moss Road (point 1), and this feeds into a car park with 35 spaces, including accessible bays. This provides 81% parking for the site.



A cycle storage facility is also provided on the northeast side of the site (point 2). This is rather hidden from view as it is largely surrounded by trees, fencing or buildings. The cycle store should be installed to the Secured by Design Standards and be:

- A fully enclosed structure with secure walls, roof and doors.
- A secure door set with controlled access (key, fob, coded entry or similar).
- Fixed, robust cycle stands securely anchored to the structure or ground. Their design should allow the frame and at least one wheel to be locked.
- Good quality lighting.

If the storage facility is of poor quality, residents will be unlikely to use it, and those with expensive cycles, will tend to store these in their apartments.

There is a visitor cycle stand adjacent to the east entrance to the building beyond the communal gardens. It is assumed that this is a short-term facility for delivery riders or guests. Whilst such a facility need not be as robust as the main resident store, the anchor points should be of a suitable quality to delay easy theft.

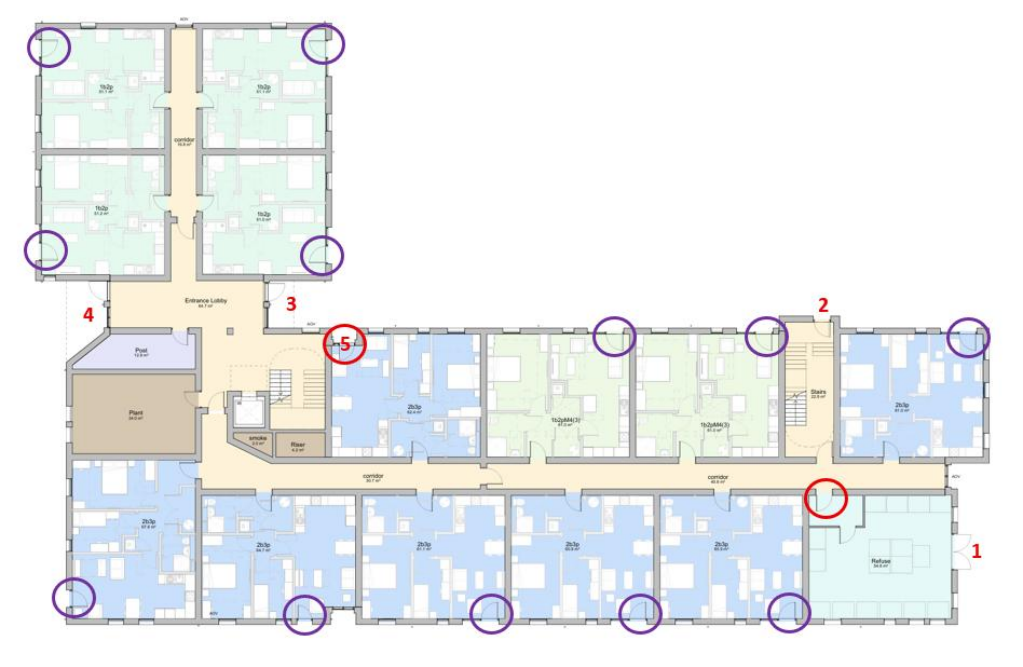
There are two further access points into the site, which are illustrated above by points 5 and 5. Point 4 reflects an access point for the refuse collection services. This feeds into the refuse holding area. The refuse lorry will park adjacent to this entrance, and the skips will be pulled out by staff. It is advised that an access managed gate be installed at this point to mitigate members of the public from entering and using the communal gardens.

It is also noted that there is a through route into the ground floor corridor from the refuse store adjacent to this gate, and so access via the external double-leaf doors should be restricted. This will help counter members of the public gaining entry, vagrants using the area for somewhere to sleep, and residents using the doors as a shortcut.

Point 4 will ideally not be a legitimate entrance for residents or visitors. It generally offers minimal additional convenience, given that a pedestrian entrance is available 20m further up White Moss Road. By restricting routine access at this point, many of the above issues are mitigated.

Point 5 is a pedestrian access point off Rochdale Road, and this leads to an entrance on the west side of the building.

Floorplan



The above reflects the ground floor footprint of the building. There are four access points into the building:

1	Double doors into the refuse area. This is discussed above. At least one of the doors that feed into the core of the building should be access managed (circled in red).
2	North entrance into the stairwell from car park.
3	Main entrance into lobby area feeding from the east side of the building. Facilitates access to lift, central stairwell and ground floor corridor.
4	Main entrance into lobby area feeding from Rochdale Road and into the west side of the building. the ground-floor corridor. This is recessed from the main building shell and so some form of gate/garden gate could be installed here to improve territorial reinforcement.

The purple circled areas reflect 'own doors' into the ground floor apartments. Whilst these appear largely for use to access the gardens/patio areas adjacent, there is the potential for that they provide a more convenient access point in some instances. This would involve users walking directly past the rear windows and doors of neighbouring units, which may create a vulnerability if these are left open and unsupervised during the warmer months. However, this is generally a positive security design element as it creates improved attention than a communal door and will minimise the use of other access points. There is also access to these apartments from the inner corridor.

Point 5 is an 'own door' into an apartment adjacent to the west entrance. This is rather recessed from view from the car park and other parts of the site.

This footprint is replicated on levels one and two, and the external doors in this instance, facilitate access to a private balcony.

It is also desirable to restrict access by floor. Secured by Design Homes Guide advises that developments of more than 26 units can suffer from anti-social behaviour and wider crime due to unrestricted access to all areas and floors of the building. The lift and stairwell doors will therefore ideally restrict access only to users who reside in these areas. This also encourages the escort of visitors as opposed to these being provided remote access and then having to find their own way to the associated apartment.

The design also incorporates a secure post room the main entrance lobby.

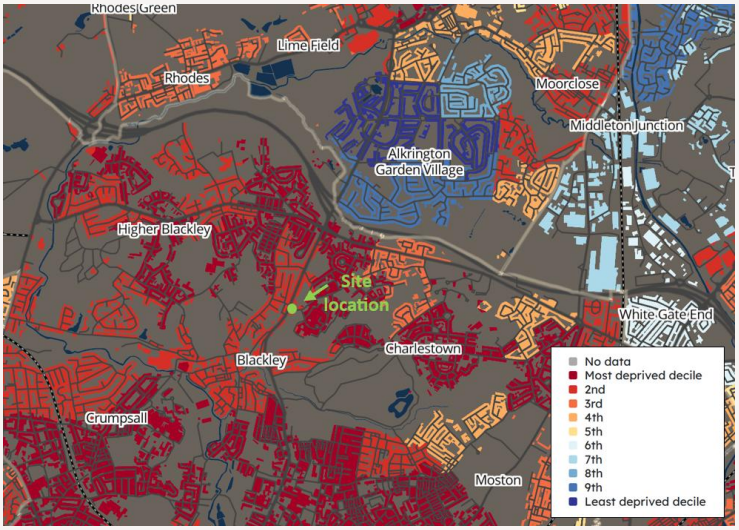
5: Crime Analysis

5.1 Crime Statistics – Immediate site vicinity

A crime analysis of a 1.6-kilometre (one-mile) radius around the White Moss Road site has been completed. The map below demonstrates the area captured within this.

The plan to the right shows the relative deprivation (English Index of Multiple Deprivation (IMD) 2025) of the area of the proposed site. This shows that the immediate surrounding area is largely in the most deprived or second most deprived deciles. Deprivation increases to the south as the outskirts of Manchester city centre are approached. To the northeast, the positive impact of being outside of the M60 ring road is visible, with deprivation reducing and several areas falling into the least and ninth least deprived deciles. This is an important consideration as most crime and anti-social behaviour are likely to be constrained to built-up areas and are proportionally elevated in deprived areas.





The following crime statistics have been compared from April 2025 to March 2026 and April 2024 to March 2025.

Crime Type	Total No. Crimes June 25-May 26	Total No. Crimes June 24-May 25	+/- %
Anti-social behaviour	1,017	1,100	-8%
Burglary	158	158	0
Robbery	55	67	-18%
Vehicle	151	195	-23%
Violent/sexual	1,445	1,548	-7%
Shoplifting	164	140	+17%
Criminal damage and arson	429	429	0
Other theft	361	352	+3%
Drugs	260	217	+20%
Cycle theft	16	25	-36%
Theft from person	17	25	-32%
Weapons	84	88	-6%
Public order	552	569	-2%
Other	1,013	990	+2%
Total	5,722	5,903	-3.1%

(Other crime includes crimes such as fraud, forgery, going equipped and other Home Office notifiable crimes. Other theft includes theft from building and handling crimes). Statistics obtained from Greater Manchester Police.

***Note:** Greater Manchester Police record anti-social behaviour as incidents as opposed to crime. This data has been included for analysis.*

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5.2 General Observations

The above statistics show a moderate level of crime, but a positive decrease of 3.1% or 181 incidents over the reporting period.

In most areas, the crime rates are relatively consistent, although in the lower frequency categories of crime, the statistics show some considerable increases and decreases. For example, cycle theft has reduced by 36%, but this relates to only 9 occurrences.

Violent and sexual crime is the most frequent type of crime. This has reduced by 7% or 103 instances. Whilst this initially appears concerning, this category covers a variety of offences ranging from common assault to murder. This means that the offence does not necessarily need to be physically violent and can be threatening language or gestures that make another person think that they may be about to be attacked.

It is noted that Greater Manchester Police do not record anti-social behaviour as a crime, and as such, this is not directly included in their crime data. These are recorded as incidents, and so the statistics may provide an unrealistic view of frequency due to how this is reported and logged. However, this can still have a considerable impact on communities and neighbourhoods and the perception of safety/levels of crime. Notwithstanding the above, this category is the second most prevalent in the reporting area, albeit falling by 8% or 83 incidents.

Anti-social behaviours are actions that harm or lack consideration for the well-being of others, or any type of conduct that violates the basic rights of another person or is considered to be disruptive to others in society.

The next category is Other Crime. This incorporates wider Home Office notifiable crimes such as information/cybercrime, fraud, going equipped, bigamy, handling crimes, blackmail and employee theft. This has increased by 2% or 23 offences.

Public order offences are the next most frequent category of crime. This relates to a range of criminal behaviours that jeopardise public peace, order or safety. These include actions such as rioting, disorderly conduct, affray, public nuisance, and threatening or abusive behaviour. This has reduced by 2% or 17 crimes.

Other notable statistics that may impact this site are criminal damage and arson, and burglary, which have both remained at the same level. Crimes involving drugs have increased by 20% and vehicle crime has reduced by 23%.

Overall, the statistics illustrate a moderate prevalence of crime in the surrounding areas of the proposed site, which is largely typical of a site falling within the metropolitan creep of a large city and the most deprived deciles.

5.3 Analysis of the Impact of the Proposed Site on Crime

Violent/Sexual Crime and Robbery

As discussed above, violent/sexual crime has increased by 7%, and robbery has also increased by 5%.

The land associated with this proposal is currently vacant, in a very poor state of repair and has no legitimate function. The area will be very dark at night, and this can create hiding places for adversaries or an unsupervised area where victims can be dragged.

The creation of formal residential areas with defined boundaries and good illumination will improve the aesthetics in the area and subsequently positively impact both the incidence of violent and sexual crime and the fear of such an incident.

However, should residents of the ground-floor apartments choose to use the dedicated entrances, in places, these are quite secluded, such as those at the far northwest and southwest of the site.

Anti-Soc Behaviour/Crim Damage/Drugs

The current dilapidated feel of the building and grounds will likely contribute to this crime. Contagion crime theory suggests that where an area or building is viewed as uncared for, it attracts crime as the perception of being noticed is reduced.

There is evidence of graffiti on the telephone exchange and electrical cabinets at the front of the site on White Moss Road. There have also been two fires in the last 18months that are suspected of being arson.





The site being so clearly unmanaged could also attract drug use or dealing, especially in less visible areas.

Anti-social behaviour and public order offences are quite broad in scope and can include noise or inconsiderate behaviour, littering, drug paraphernalia, street drinking or disorderly conduct. In relation to this site, youths may congregate in the car park to drink or perform tricks in vehicles or motorcycles. Flytipping, camping, etc., are also potential issues.

All of these concerns could become more prevalent and problematic if the building remains in its current condition.

The development of the site and the surrounding gardens can only have a positive impact on aesthetics and the local area. The provision of a formal residential space that is clearly defined and well-illuminated can offer additional surveillance and legitimate activity in the area, which would be an active deterrent for these types of crimes.

Burglary

As highlighted in the overview section, burglary has remained constant over the reporting period. Whilst this statistic does incorporate commercial burglary, a proportion will also relate to domestic premises.

Burglaries tend to occur during the hours of darkness, when the risk of being noticed or caught is perceived as lower. This also correlates to adversaries anticipating houses to be empty, as they generally do not want a confrontation with a resident.

Access is primarily gained through the rear of properties, as again, there is a lower likelihood of being seen. Back doors and windows are often targeted to gain entry, and sliding or folding doors are particularly vulnerable. The ground-floor apartments in this design have dedicated external doors, which could attract such activity.

Flat roofs and climbing points, such as fencing and mature trees, may also provide access to upper windows and balconies.

Apartment blocks tend to be less targeted than individual houses due to the community development and increased activity on site; it would be rare for all of the units to be unoccupied at the same time, and this increases the likelihood of an adversary being detected. Upper-level apartments also have improved layering and compartmentalisation, which offer increased protection against burglary.

Controlling vehicular access where possible is also advantageous, as this will help minimise facilitators and the subsequent impact of burglary. Traffic calming on the main spine road will also assist in mitigating vehicles escaping at speed. Planned illumination will maintain visibility and minimise shadowy areas where a burglar could hide.

Vehicle Crime and Cycle Theft

Vehicle crime has reduced by 23%, and cycle theft has reduced by 36%.

In a similar way to burglary, vehicle crime is more likely to occur during the hours of darkness, and trends suggest that this is most prevalent during the night and into the early hours of the morning.

The proposal provides 100% parking allocation facilities for the site. Train and tram links are somewhat limited in Blackley, and so a higher proportion of residents may choose to drive. However, it is also anticipated that some residents will not own personal vehicles due to the proximity to the city centre.

Minimising the displacement of personal vehicles to road parking will have a positive impact on vehicle crime. There is a greater chance of an adversary being detected in a formal, well-illuminated car park than simply walking down a street. This creates an active deterrent.

The development plans suggest that trees will be planted/retained across the site, and consideration as to future growth and how these may impact surveillance and the effectiveness of the illumination is advised.

A secure cycle storage area is planned on the northeast side of the site. Whilst this is a useful

addition, in reality, this would likely be unused by many residents with high-value cycles, as they would choose to store these within their apartments. However, ensuring the enclosure meets minimum standards, is suitably illuminated and access-controlled will help encourage its use.

Additional cycle parking is provided adjacent to the Rochdale Road entrance and outside of the main entrance lobby. The former creates a very short adversary path and is subsequently vulnerable to attack.

Building Site

During the construction phase of the proposed site, there is a risk of burglary, theft (internal and external) and potentially sabotage of the site, especially if the development has been publicly disputed. It is also conceivable that there may be a protest or site access blocked.

The site should be robustly hoarded with a single point of access and supplementary emergency exits as needed for health and safety. CCTV and security signage should be utilised to provide an active deterrent.

Care should also be taken not to leave facilitators for crime in view and accessible (e.g., tools, ladders, scaffold, pipes, bricks etc.)

Policing Priorities

As of 11th June 2026, the following are the priorities for the Charlestown policing team:

- Burglary
- Anti-Social Behaviour caused by E-bikes and off-road bikes.
- Drug Dealing

Activities include directed patrols in burglary hotspots (based on recent crime patterns) and working with partners to secure vulnerable premises. Search warrants will be executed to detect and seize stolen goods.

Proactive patrols will be carried out within the community.

Youth engagement with schools and diversionary projects. Working with partners to issue civil orders.

(https://www.gmp.police.uk/area/your-area/greater-manchester/city-of-manchester/charlestown/stations-contact-points-and-offices/our-priorities)

6: Crime Prevention Through Environmental Design (CPTED)

The following section will analyse the proposed site in relation to the four core principles of CPTED.

Natural Surveillance

This principle is about increasing visibility to help ensure that deviant behaviour is noticed, and this subsequently provides an active deterrent to potential adversaries. In this instance, installing legitimate activity, creating clear lines of sight and providing visibility of the external areas from windows will increase the feeling of safety for legitimate users of the space.

The image below illustrates the surveillance opportunities in the different areas of the site. Green arrows show good visibility, whereas the red arrows demonstrate where this is restricted. Orange arrows suggest partial sightlines depending on tree growth and the limited operating hours of the surrounding buildings.



Visibility is generally good across the site, although mature/new trees and foliage that are retained/installed are the main restrictors to surveillance. This is particularly evident along the north perimeter. There is limited surveillance from the northeast, where there is a wooded area between the site and the neighbouring residential estate. The fire station to the northwest offers legitimate activity 24-hours a day, and upper-level windows offer a view over the northwest elevation of the apartment block. However, the windows on the northern elevation of the apartment block are obscured and so will not offer reciprocal view.

To the south and west, the busy link roads deliver good passing surveillance. Given the location within the M60 ring road and being on an active through route to Manchester city centre, this is provided at all times of the day and night.

To the south of the site is a doctor's surgery, a Manchester City Council Housing Office and a children's playground and recreation space. These again provide activity that will offer casual observations of the site. This will be on a part-time basis based on the business hours and time of day. To the southeast, the view from the neighbouring flats is largely blocked by mature trees.

The upper-level windows of the apartments will provide excellent viewpoints across the site, including the car park and visitor cycle storage area. The main resident cycle storage is rather hidden from view with only apartments on the north east elevation having a view of this. This makes having a robust structure and good illumination important. Outwardly facing apartments will provide useful natural surveillance of the public areas and roads adjacent via some of the internal active zones. When in use, the balconies will also provide effective oversight of the area.

To the southeast of the site are communal gardens. These will have areas of planting and trees to provide a peaceful and private facility for residents. This will limit some of the observations to the car park and main vehicular entrance to the site, as well as reciprocal visibility of White Moss Road. However, it is understood that there needs to be a balance between privacy and natural surveillance, and this is not considered a sensitive area of the site.

The main entrance into the building is highlighted above at point 1. The surrounding apartments will have a useful view of those approaching this area. However, if the accessible bays are in use, this will block observations from the wider car park.

The red circled areas include the refuse store doors, which are largely out of sight and close to the public footpath. As these provide an onward route into the residential areas of the building, they should be controlled. The two main access points are also circled as they are recessed from the main building shell, which may create shadowy or hidden areas as these key pinch points of the site. Good illumination in these areas is consequently important.

As discussed, the overall design of the site includes the planting and retention of some large trees. It is important to anticipate the future growth of trees and shrubbery so as not to block views from the properties, particularly in relation to main access points and the parking areas.

Natural Access Control

External Areas

This is the control of vehicles and pedestrians through structures such as physical barriers, lighting or landscaping. Where possible, access routes should be clearly delineated.

The proposed site complies well with this principle as vehicle access is minimised to a single entrance. There is no convenient through route from east to west by vehicle or on foot, and this will help deter members of the public from entering the site. This makes the identification of unusual activity easier, although the consideration of securing this entrance with access-controlled gates would be beneficial.

There are two additional pedestrian access points: one on the south perimeter off White Moss Road, and one on the west side off Rochdale Road. The southern entrance point largely facilitates refuse collection, but also potentially provides access to the southern-facing apartment's dedicated rear entrances. It is advised that access via this point is controlled to mitigate members of the public from entering to use the communal gardens, taking a shortcut (a more scenic walk) through to the main entrance, or trying to gain entry via the refuse store or the southern-facing apartments.

The western access point feeds into a building entrance for the convenience of residents. Again, a gate could usefully be installed here (even a mid-height garden gate) to demonstrate territorial reinforcement and that it is not a public access or through route.

Internal Areas

There are three main entrance points into the building: one from the internal car park to the east, one into the access stairwell on the north side of the building from the car park, and one from Rochdale Road to the west.

There is internal and external access to the refuse/bin store, and this creates a through route into the building. Access into this area should be controlled from both directions to mitigate unauthorised access, vagrants or refuse staff entering the core corridors of the building.

Secured by Design Homes Guide advises that developments of more than 26 units can suffer from anti-social behaviour and wider crime due to unrestricted access to all areas and floors of the building. The lift and stairwell doors will therefore ideally restrict access only to users who reside in these areas. For example, those living on the ground floor will not have access to the upper levels. This also encourages the escort of visitors as opposed to these being provided remote access and then having to find their own way to the associated apartment.

Management and Maintenance

On completion of the project, the physical environment should be maintained to give the impression of care. Markers such as graffiti, litter or abandoned personal belongings can lead to an impression that this type of behaviour is tolerated and encourages further and elevated levels of criminal activity.

As a modern residential area, this is less likely to occur than in a commercial site, as occupants will take pride in their new homes and develop a community feel. Jigsaw Homes has a policy for the quick removal of graffiti and excess rubbish, and works in close partnership with the council services.

Similarly, grounds maintenance is important to maintain sightlines and the perception that the area is cared for, and any deviant activity will be noticed and reported. Ongoing care of the mature trees and their foliage will help minimise their impact on the site.

Natural Territorial Reinforcement

There are two parts to Natural Territorial Reinforcement:

- Creation of a sense of ownership and security culture within the site
- Create a sense of owned space where space is clearly defined and strangers stand out

As mentioned above, a modern residential development such as the proposed site will generally create a community that can identify out of the normal activity. This is particularly the case for apartment buildings, as residents will get to know their neighbours' routines.

Signage and wayfinding should offer guidance as to authority to enter, and the provision of traffic calming will also help minimise vehicles travelling or escaping the area at speed. The car park and associated footpaths utilise textured and coloured paving to help delineate routes.

As discussed above, territorial reinforcement can be enhanced further through the addition of gates on the south and east perimeter access points to more clearly separate public and private land. Hedging is also thoughtfully used to define the perimeter of the site.

7: Recommendations

The following recommendations have been synthesised from the previous analysis and are also based on the standards outlined in Appendix 1.

Site Perimeter/External Areas

- Appropriate signage to advertise restricted access arrangements and the lack of thoroughfare at the perimeter entrances to the site.
- Consider the installation of an entrance gate/barrier to restrict vehicular access.
- Restrict the use of the southern perimeter access point to refuse collection and maintenance services only.
- Install a gate on the western perimeter access point to more distinctly separate public and private land and reduce the amount the entrance is recessed.
- The provision of traffic calming to help minimise vehicle speed.
- Installation of effective, uniform lighting with particular attention to be paid to perimeter, the main entrance points into the building and access paths.
  Bollard lighting should not be utilised as the main form of illumination. Downward-facing, controllable LED column-mounted street lighting compliant with BS5489-1:2020 Code of Practice for the Design of Road Lighting is advised in the car park area.
- Consideration as to the future growth of trees and shrubbery to retain surveillance and effective illumination.

Building Shell and Interiors

- Rear doors/dedicated entrances to the ground-floor apartments should be installed to security industry standards (BS PAS24 2022).
- The refuse area should be secured from the outside and inside to mitigate a through route into the core building corridors.
- Consider compartmentalising the building by floor to manage access on a need-to-go basis. The lift and stairwell doors will therefore ideally restrict access only to users who reside in these areas.
- Apartment building should have a door entry system with a vandal-resistant external door entry panel with a linked camera that enables visual communication between visitors and residents within their rooms. There should be the ability to display the image of the caller before the call is answered, and an automatic release button.
- Residential room entrance doorsets in apartment blocks should be to the same standard as an external front door situated on a street and should incorporate a suitable door opening restrictor (for example, door chain/bar). A means whereby residents can observe who is at the door before it is opened, such as a vision panel or fire-rated door viewer, should also be installed.
- The provision of an intrusion detection system for each individual apartment. This will preferably be wired as opposed to wireless devices.
- Any CCTV installed should have the specific needs and purposes of the system established by a Video Surveillance System (VSS) Operational Requirement completed by a credible contractor (National Security Inspectorate (NSI) or Security Systems and Alarms Inspection Board (SSAIB) accreditation for CCTV systems).

8: Conclusion

This application has been assessed against the existing crime environment and the potential concerns arising from the proposed site. It is concluded that the development of the White Moss Road site offers significant benefits by providing a legitimate function and activity and considerably improving the aesthetics of the locale. Given the significant dilapidated condition and the associated safety and security issues it currently attracts, this development will likely have a positive influence on perceptions and fear of crime, and support the wider regeneration the Blackley area.

Recommendations have been made throughout this document to increase resilience to crime and compliance with the relevant Secured by Design standards.

9: Appendix 1: References

- www.ismi.org.uk
- www.police.uk
- www.gmp.police.uk
- www.googlemaps.com
- www.wiki.com
- www.parkmark.co.uk
- www.securedbydesign.com
- www.gridreferencefinder.com
- https://theurbanwanderer.co.uk
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- www.data.cdrc.ac.uk/dataset/index-multiple-deprivation-imd
- https://www.reddit.com/r/manchester/comments/lzozpf/crumpsall
- https://uk.headtopics.com/news/former-manchester-venue-engulfed-in-flames-again-70305561
- https://uk.headtopics.com/news/police-probe-underway-after-huge-fire-rips-though-derelict-50380266
- Secured by Design Homes Guide 2024
- Site plans provided by Chapter WBL

9: Appendix 2: Standards

The following standards and features are recommended and are required for this development to demonstrate appropriate physical security to meet Secured by Design test standards.

LPS 1175 (Loss Prevention Standard)

Requirements and testing procedures for the Loss Prevention Certification Board (LPCB) certification and listing of intruder-resistant building components, strongpoints, security enclosures and free-standing barriers.

LPCB's Loss Prevention Standards (LPS) are now widely recognised and applied in fire and security sectors around the world. LPCB offers third-party certification confirming that products and services have met and will continue to meet these standards

Doors

- All external doors and windows must be compliant with and certified to BS PAS 24 (2022), LPS 2081: Issue 1.1 B3 rating or higher, LPS 1175: Issue 8 B3 rating or higher.
  BS PAS 24 (2022) supersedes PAS 24 (2016), which was withdrawn on 20/09/24 and provides a method for testing and assessing enhanced security performance requirements of doorsets and windows.
- Glazing in doorsets and lower-level windows should be compliant with BS EN 356: 2000.
- External doors and access doors into the individual units should have 3 hinges and a 5-lever mortice deadlock (to BS 3621/98) – assumed keyless egress.
- BS EN 1125 (for panic hardware) and BS EN 179 (for emergency exit devices).
- Multipoint locking assemblies equivalent to BS8621, including those on double or folding doors.

Windows

Note that BS7950 (1997) has now been withdrawn. Where stated, BS7950 must be supported by the following performance standards relevant to the material used:

- PAS 24:2022 standard
- STS 204 Issue 6:2016
- LPS 1175 Issue 7.2:2014 Security Rating 1;
- LPS 1175 Issue 8:2018 Security Rating 1/A1;
- STS 202 Issue 7:2016 Burglary Rating 1;
- LPS 2081 Issue 1.1:2016 Security Rating A

Variants for window material

- BS 4873 (2005) Specification for aluminium windows
- BS 7412 (2007) Specification for plastic windows made from PVC-U extruded hollow profiles.
- BS 644-1 (2003) Wood windows. Specification for factory-assembled windows – various types.
- BWF: TWAS Timber window accreditation scheme.
- BS 6510 (2005) Specification for steel windows, sills, window boards & doors.
- LPS 1270 (2010) Burglary resistance of security glazing and glazing films. Based on LPS 1175, this standard enables specifiers to select glazing films that offer resistance to manual attack equivalent to the building products in which the glass or film is to be used.

Illumination

- External areas of the proposed site should be illuminated to BS5489-1: 2020.

Access Controls

- AACS should be installed in line with BN EN 60839 – 11-1: 2013 and 11-2: 2015

Video Surveillance (CCTV)

- BS EN 62676-4:2015: Video surveillance systems for use in security applications
- BS EN IEC 62676-5:2018: Video surveillance systems for use in security applications - data specifications and image quality performance for camera devices.

Fencing

- LPS 1175 Issue 7 Security Rating 1, or LPS 1175 Issue 8 Security Rating A1.
- All fencing must be installed by the manufacturer provided by the manufacturer. BS 1722 offers installation advice.

Building Intruder Detection System

- The building intrusion detection system should be installed in line with BS EN 50131 (wired systems are preferable to wireless devices).

Cycle Storage

- A fully enclosed structure with secure walls, roof and door set that is access controlled via key, fob, coded entry or similar
- The bicycle security anchors should be certified to Sold Secure Silver Standard or LPS 1175 issue 8 (2018) SR1 and securely fixed to the concrete foundation.

Appendix 3: Assessor/Author Qualifications

Assessor/Author

This report was completed by Andrea Dobson BSc CSMP® F.ISMI®

Relevant Qualifications

- Degree of Bachelor of Science in Criminal Justice
- Subsidiary Degree of Bachelor of Science in Sociology
- Certified Security Management Professional (Level 6) (Distinction)
- NEBOSH Certificate (Distinction)
- Level 4 Award in the Internal Quality Assurance of Assessment Processes and Practice (RQF)
- Level 3 Award in Assessing Vocationally Related Achievement

Professional Memberships

- Fellow of the International Security Management Institute
- Full member of the Association of Security Consultants (ASC) and has achieved Registered Independent Security Consultant (RISC) status

Experience

- 30 years within the security industry, 18 of which in a management role with direct crime prevention responsibilities

Ongoing Personal Development

- Attendance at exhibitions, conferences and online training sessions/webinars
- Actively teach and coach crime prevention and security design topics in a Level 6 security programme
- Development of new materials and library sources for students on a Level 6 security management programme

Additional details of the author's qualifications, experience and competencies are available at:

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