



Kevin Cox C1650
Designing Out Crime Officer

Thames Valley Police
Headquarters South
Oxford Road
Kidlington
OX5 2NX

28 June 2024

Reference: 24/01372/F

Location: Bicester Gateway Business Park, Wendlebury Road, Chesterton

Dear Tom,

Thank you for consulting me on the above application. I have reviewed the submitted documents and crime statistics for the local area. I have some concerns with the proposals in terms of the potential for crime and disorder, and I ask that further information is provided and plans amended prior to permission being granted. In order to ensure all opportunities are taken to design out crime from the outset, and to ensure all areas of the development are sufficiently secured to reduce the opportunities for crime and disorder to occur, I ask that the following or similarly worded condition be placed upon any approval;

Condition 1:

Prior to commencement of development, an application shall be made for Secured by Design accreditation on the development hereby approved. The development shall be carried out in accordance with the approved details, and shall not be occupied or used until confirmation of SBD accreditation has been received by the authority.

I provide the following comments to ensure forthcoming applications meet the requirements of;

- The National Planning Policy Framework 2023 paragraph 96(b); which states that Planning policies and decisions should aim to achieve healthy, inclusive and safe places which are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion...
- The National Planning Policy Framework 2023, paragraph 135(f) which states that "Planning policies and decisions should ensure that developments create places that are safe, inclusive and accessible... and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience".

Security

- Given this location is directly accessible from the strategic road network, this site will be particularly vulnerable to organised and targeted crime. The strategic road network provides opportunities for cross boarder crime, and the ability for

offenders to access and leave a target site with speed, making detection and apprehension of offenders more challenging. For this reason, it is vital that security and crime prevention are fundamental considerations for any development in this location.

- Without knowing the tenant of the building or the holdings that may be contained within, it is not possible for me to provide full guidance for appropriate security specifications to be provided. With this in mind, the recommendations of Secured by Design Commercial 2023 should be used as the minimum standard across the development. Once tenants for the building are identified, I recommend a Security Needs Assessment (SNA) is completed by a competent Suitably Qualified Security Specialist (SQSS). This assessment should then be used to inform the design and specification of access points and controls, CCTV systems, alarms and any additional lighting requirements throughout the development.
- I am unable to locate a boundary treatment plan within this application, and ask that this is provided prior to permission being granted.

Parking

- All parking spaces should be covered by CCTV to deter crime and aid in the detection and prosecution of offenders. CCTV systems should be designed holistically with the planting and lighting scheme to ensure no areas of conflict between these different elements.
- The car parks may be vulnerable to ASB and unauthorised encampments, as has previously been seen on sites elsewhere in the immediate vicinity of this development. I recommend all parking areas should be protected with height restrictors and barriers or robust gates to prevent unauthorised access to the car park outside of operating hours.

Cycle stores

- I am unable to locate any plans for secure enclosed cycle storage serving this development. I ask that secure fully enclosed/access controlled cycle storage is provided, which is designed in accordance with the guidance of Secured By Design. Alternatively, open stores as proposed may be used, but should be located within the secure yard of each unit. Plans should be amended and submitted prior to permission being granted.
- Cycle storage facilities should be covered by CCTV and be lit.

Vehicle mitigation

- The envelope of the units have large sections of glazing directly accessible from the road, leaving them vulnerable to ram raid style attack. The buildings should be provided vehicle mitigation measures such as bollards along the perimeter where it abuts the road/car parking, to mitigate against this risk. Security bollards should stand a minimum of 1.2m high above ground level and be spaced with a maximum air gap of 1.2m between. The 1.2m gap between bollards should be measured at a height of 0.6m high. Bollards require significant civil engineering to be able to sustain the high forces upon impact and require proportional foundations, but where this is not possible due to

obstructions laying beneath the surface there are installation schemes that provide shallow foundation technology.

Postal deliveries

- It is unclear from plans how post deliveries will be managed outside of the buildings opening hours. All buildings should facilitate postal deliveries either via secure external post boxes certificated to DHF TS009, or via through-the-wall post boxes into a container also rated to protect against arson attacks.

Fire exits

- Fire exits on the south-west elevation of Unit 13 are located in a secluded area devoid of surveillance and will be at higher risk of concealed entry attempts into the building. I recommend the external fire escape route is enclosed with secure fencing to a height of at least 2m, with secured gates to prevent unauthorised entry. This fence should extend the length of the south-western elevation. Emergency egress should be facilitated via crash bar or similar, and be mounted and installed so that it cannot be operated from the external side of the gate. All access doors into the unit should be covered by CCTV.

The above comments are made on behalf of Thames Valley Police and relate to crime prevention design only. I hope that you find these comments of assistance. If you have any queries relating to crime prevention design, please do not hesitate to contact myself.

Kind regards, Kevin Cox.