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To: Clare Whitehead <Clare.Whitehead@Cherwell-DC.gov.uk>

Cc: Planning <Planning@Cherwell-DC.gov.uk>

Subject: Planning ref: 19/02550/F. Land to the East of M40 and South of A4095 Chesterton Bicester.

FAO: Clare Whitehead

Dear Clare

Planning ref: 19/02550/F. Land to the East of M40 and South of A4095 Chesterton Bicester.

Thank you for consulting me on the planning application above. I have discussed the proposals with police colleagues, reviewed the documents and visited the site.

Although I do not wish to object to the proposals, I do have some concerns in relation to community safety/crime prevention design. If these are not addressed I feel that the development may not meet the requirements of;

- The National Planning Policy Framework 2018, Section 12 'Achieving well-designed places', point 127 (part 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'.
- HMCLG's Planning Practice Guidance on 'Design', which states that; 'Although design is only part of the planning process it can affect a range of objectives... Planning policies and decisions should seek to ensure the physical environment supports these objectives. The following issues should be considered: safe, connected and efficient streets... crime prevention... security measures... cohesive & vibrant neighbourhoods.'

The Design and Access Statement (DAS) does contain a significant section on security. However, this lists a number of recommendations and does not say what will actually be delivered in terms of security for the premises, its patrons and employees. This is rather disappointing given that I advised them on appropriate measures etc. at pre-application stage. Furthermore, I am concerned that they have not demonstrated a commitment to applying for Secured by Design (SBD) or Safer Parking Scheme (SPS) accreditation as I recommended.

Therefore, to ensure that these omissions are addressed and that the opportunity to design out crime is not missed, I request that the following (or a similarly worded) condition be placed upon any approval for this application;

Prior to commencement of development, applications shall be made for Secured by Design and Safer Parking Scheme 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 and SPS accreditation have been received by the authority.

With the above in mind, I offer the following advice in the hope that it will assist the authority and applicants in creating a safer and more sustainable development, should approval be granted:

- All parking areas should incorporate the principles and standards of the British Parking Association's Safer Parking Scheme. Details can be found at;
<https://www.britishparking.co.uk/Safer-Parking-Scheme/-/Park-Mark>

- Defensible space or a set back from the public realm/semi-private space should be afforded to all ground floor hotel guest room windows. Advice on how best to achieve this and incorporation of other SBD principles and physical security measures recommended below can be found at; <https://www.securedbydesign.com/guidance/design-guides>
- The landscaping scheme should ensure that natural surveillance throughout the development is not compromised. I am also concerned that some trees may impinge upon lighting in future. Tree positions and final growth height/spread should be considered to avoid this. A holistic approach should be taken in relation to landscape and lighting and CCTV, and SBD guidance on all should be followed.
- The fencing arrangements for the entry points to the service area are inadequate. 1.2m high post and rail fencing and vehicle barriers are proposed. Neither will prevent casual intrusion in to what should be secure areas, let alone any determined intruder. The 1.8m weldmesh fencing specified for the southern and western perimeters should be used to enclose these areas by having the runs return to the building fabric at the locations where the inadequate treatment is shown. Gates of the same height and physical specification should be provided also. And, they should be automated and on the facility's access control system. Measures to prevent vehicle intrusion on to any segregated pedestrian routes and open spaces must also be provided.
- A CCTV system that covers all access points (internally and externally) and all parking and service areas as a minimum must be provided. Again, SBD guidance on an operational requirement exercise should be followed prior to specification of a system. This will not only ensure it will be fit for purpose, but would also assist with cost-effectiveness.
- All ground floor and easily accessible windows and doors, plus doors to fire escapes and all hotel guest rooms must meet current SBD standards (BS PAS24 and LPS1175, Issue 8, B3 where appropriate). Any glazing within these units must also have at least one pane that is laminate.
- The reception operation and the physical control of access need careful design to ensure guests are welcomed appropriately, but also that employees and patrons are kept safe and secure. An access management plan should be provided which describes how procedures will tie in with, and make the best use of the physical security that is yet to be specified. With regards to the latter, I consider doors to the hotel ground floor corridors and lift lobby to be inadequate, and at a minimum, I recommend that access controlled doors be provided at; the entrance to the lift lobby (opposite the Barnwood Restaurant), across the hallway leading to the northerly hotel wing at the point where the Staff door emerges on to it, and across the hallway leading to the southerly hotel wing between the Barnwood restaurant and north west wall of the room behind the candy shop.
- Finally, I recommend that a security strategy document is created to clarify what security measures will be provided and how the site will be managed securely prior to any approval being given. To this end I am at the authority and the applicant's disposal to advise on its content.

The comments above are made on behalf of Thames Valley Police and relate to crime prevention design only. I hope that you find them of assistance in determining the application and if you or the applicants have any queries relating to crime prevention design in the meantime, please do not hesitate to contact me.

Regards

Ian Carmichael

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