

Rachel Tibbetts

From: Carmichael Ian <Ian.Carmichael@thamesvalley.pnn.police.uk>
Sent: 13 March 2020 13:33
To: Caroline Ford
Cc: Planning
Subject: Planning ref: 20/00293/OUT. Bicester Gateway Business Park Wendlebury Rd Chesterton.

FAO: Caroline Ford

Dear Caroline

Planning ref: 20/00293/OUT. Bicester Gateway Business Park Wendlebury Rd Chesterton.

Thank you for consulting me on the planning application above. I have reviewed the submitted 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 and 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'. And;
- 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.'

In addition, the Design and Access Statement (DAS) does not adequately address crime and disorder as required by CABE's 'Design & Access Statements- How to write, read and use them'. This states that DAS' should; 'Demonstrate how development can create accessible and safe environments, including addressing crime and disorder and fear of crime'.

With the above in mind, if the proposals come forward at reserved matters I recommend that the applicants provide a commitment to achieving accreditation under the police's Secured by Design (SBD) scheme, and the British Parking Association's Safer Parking Scheme (Park Mark). Details can be found at;

<https://www.securedbydesign.com/guidance/design-guides> and; <https://www.britishparking.co.uk/Safer-Parking-Scheme-/-Park-Mark>

To ensure this advice is followed and that the opportunity to design out crime is not missed at this stage, 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 Park Mark accreditation has been received by the authority.

In addition to the above request, 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:

- I consider the layout to be excessively permeable. There are several segregated foot/cycle ways and access points that may attract crime/anti-social behaviour (ASB), aid criminal search behaviour and provide escape

routes for offenders. All routes should lead directly to where people want to go and serve a defined purpose. Permeability for permeability's sake should be avoided.

- Lighting of vehicle routes, foot and cycle ways and communal parking areas should be to SBD recommended standards. In addition, it is worth mentioning at this point that low level lighting such as bollards should be avoided as it creates pooling and shadowing of light, and hiding places. Pedestrian scale columns are a far more appropriate solution.
- Natural surveillance throughout the development should not be compromised by the landscaping scheme. Views across the site should be clear from obstruction and remain that way. In addition, lamp column and tree positions (and final growth height/spread) should be planned to avoid any reductions in light levels during the lifetime of the development. A holistic approach should be taken in relation to landscape and lighting, and should also consider the positions/views of any CCTV cameras.
- The landscaping design and maintenance plan should ensure that areas of ambiguous ownership are not created so that appropriate standards are maintained. And, measures to prevent vehicle intrusion on to any segregated pedestrian routes and public open spaces must also be provided.
- The large parking area at the southern end of the site concerns me. If this is intended for residents of the flat blocks then it is likely to be poorly overlooked and too remote. This, in turn will provide opportunities for vehicle crime and potentially create parking issues across the site as and when residents decide they do not want to use the facility because of its vulnerabilities. I recommend that the parking strategy be reviewed to provide a more appropriate location.
- Public communal areas require careful consideration in relation to; proximity to dwellings, equipment/furniture selection, boundary treatments, lighting and landscaping etc. Designs should promote ownership and enjoyment for all users as well as child safety, but they should also deter ASB. Locations must not isolate users and natural surveillance must be maintained.

In relation to the buildings themselves, the following must be considered;

- Provision of secure refuse and cycle storage to SBD standards.
- An access control and security strategy that includes provision of systems that meet recommended standards.
- Utility meters installed where access can be gained without entering private spaces or where access to them is managed by authorised personnel only.
- Post and parcel delivery within communal premises via one of the three SBD recommended methods.

Finally, the applicants should be aware that SBD has differing levels of accreditation and an award can be achieved by nearly all types of development. With this in mind, I invite them to contact me to discuss the possibility of SBD and Park Mark accreditation and crime prevention design in general, so that any potential crime risks can be designed out as early as possible.

The comments above are made on behalf of Thames Valley Police and relate to crime prevention design only. You may receive additional comments from TVP on other Policing issues regarding infrastructure etc. I hope that you find the above 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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