

REF: 22/01144/F

Location: OS Parcel 5700 South West Of Grange Farm

Street Through Little Chesterton Chesterton

Holding objection

25 May 2022

Thank you for consulting me on the above application. I have reviewed the submitted documents and crime statistics for the local area. I am unable to support this application in its current form, however my holding objection may be addressed with amendments to the submitted scheme. I make the following comments to ensure that the forthcoming application meets the requirements of;

- The National Planning Policy Framework 2021 paragraph 92(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 2021, paragraph 130(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".

In addition, I feel that 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'. I recommend that the applicants provide an addendum to the DAS that comprehensively addresses crime and disorder, incorporating the principles of Crime Prevention through Environmental Design (CPTED) prior to approval. This document should demonstrate a commitment to achieving accreditation under the police's Secured by Design (SBD) scheme. Details can be found at; <https://www.securedbydesign.com/guidance/design-guides>

Car parking / site security

- Plans indicate areas of car parking are currently highly permeable on foot, with unspecified vehicle barriers to control the flow of vehicles into and out of the parking area.
- Landscaping plans indicate it may also be possible to access the car park and surrounding areas via vehicle, as suitable vehicle mitigation measures do not appear to be present. There have been incidents of illegal encampments within the surrounding area over the last 24 months.
- This development is located in a rural and isolated, but highly accessible area with direct immediate access to the strategic road network, which would allow easy access and egress for criminals. The site and vehicles parked within it may be vulnerable to crime, particularly parking areas considering a lack of overlooking or surveillance from any surrounding buildings (excluding a small section of reception and the gatehouse).
- Plans indicate an external fire escape door set within a stair core is currently easily accessible outside of the secure boundary line of the building, leaving it more vulnerable to unauthorised access.
- The energy centre is vulnerable, located outside the secure building line in an area where surveillance over it may be restricted by landscaping and planting. I recommend this is relocated within the secure boundary of the building, or where it is covered by surveillance from the gatehouse building.
- To reduce the risk of crime and ASB occurring within the main car park, and to improve security to the site in general, I ask that the proposed secure 2.4m fencing should be extended to enclose the

entire site including vehicle parking. Fencing should be of anti-climb design, and should be certificated to meet the requirements of LPS 1175 issue 7 SR1. Gates fitted within the fencing system should be suitable for the fencing system and certified to the same standard. This should include vehicular access gates, to enable the site to be effectively secured during periods of reduced operation.

- I recommend the entry point to the site for vehicles and pedestrians is located alongside the gatehouse to provide additional surveillance and security over vehicular and pedestrian movements to and from the site.
- Formal surveillance (CCTV) should be provided and must be designed holistically in conjunction with lighting and landscaping to avoid areas of pooling or shadowing of light which could compromise the effectiveness of the system. CCTV installations should be certificated to the requirements of BS EN 50132-7: 2012+A1:2013. An operational requirements study should be completed to inform the location and specification of cameras around the site, and details should be submitted to the LPA and approved in writing before occupation and use of the building.

I am unable to locate details of security standards for the building itself, and make the following recommendations.

- Roller Shutters – I have been unable to find any details relating to the security of the proposed rollers shutters for 'goods' and vehicular access. These have the potential to leave buildings vulnerable to commercial burglary and should be secured with a roller shutter that meets the minimum standards of LPS 1175 Issue 7 SR 1.
- Roller shutters that permit vehicular entry into the building, should be certificated to a minimum
 - LPS 1175 Issue 7, Security Rating 2 or
 - STS 202 Burglary Resistance 2
 - Sold Secure Gold
- Doors and windows – should meet the minimum standards of PAS 24:2012 • LPS 1175: Issue 7, SR2 • STS 201 or STS 202: Issue 3, BR2.
- Easy to reach and ground floor glazing must incorporate one pane of laminate glass to provide resistance to manual attack to category P1A unless protected via a roller shutter or grille.

Cycle parking

- Cycle parking is currently vulnerable, located in an area where it is not well overlooked. Cycle parking should be relocated closer to the main entrance of the building, where it is protected by overlooking and pedestrian movements from the manned reception and staff areas.

Mail delivery

- Whilst it is assumed these will be to the gatehouse/reception area during office hours, outside of staffed reception hours these should be catered for either with a robust external post box or, where through the wall delivery is proposed, into a secure internal letter box with fire retardation and anti-fishing attributes.

Traffic management

Comments received from Chris Hulme, traffic management officer for TVP:

"The only two observations I would make relates to congestion extended on to the M40 roundabout and slip roads but that seems to have been addressed in the Transport document and not highlighted an issue."

And reference to Cycle use. Clearly there is no safe cycle route direct from the A34 side and assume the Oxford road Wendlebury is the option from all directions. I didn't follow in the documents how this was going to link to the new site."

I hope that you find my comments of assistance in determining the application and if you or the applicants have any queries relating to CPTED in the meantime, please do not hesitate to contact me.

Kind regards
Kevin Cox.

