



**Kevin Cox**  
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OX5 2NX

**REF: 22/02025/REM**

**Location: Bicester Gateway Business Park Wendlebury  
Road Chesterton**

30 August 2022

Dear Simon,

Thank you for consulting me on the above application. I have reviewed the submitted documents and crime statistics for the local area. Whilst I do not wish to object to this application, 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".
- MHCLG'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, 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 any outline 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>

### **Excessive permeability**

The entire development is vulnerable to crime and ASB, due to the site being excessively permeable throughout. Footpaths intersecting the site allow offenders legitimate access to all areas of the site, and prevents their identification and the ability to challenge those who should not be there. Whilst permeability is desirable in residential settings, I recommend in a commercial development such as this access should be permitted only to legitimate users of the development. Footpaths surrounding the site should be separated by suitable boundary treatments and landscaping to clearly demarcate the change in ownership from public to private space and prevent entry. Non-users of the development should not be encouraged to walk through the site, and it should have a clearly identifiable single point of entry and exit to reduce opportunities for unauthorised entry.

### **Car parking**

- The security of the car parks and vehicles within them is undermined by public footpaths intersecting

the site. This makes it impossible to identify and challenge offenders that are within what should be a secure parking area. I ask that any public footpaths are located outside of the car park, with sufficient boundaries and landscaping features to prevent unauthorised intrusion into the parking area. The parking area should be secure and accessible only to legitimate users of the car park.

- Surveillance opportunities to the south of the car parking area are reduced as parking is located away from buildings, only overlooked by a parking area of adjacent development. I recommend parking is located where it is well overlooked by the buildings that it serves, and additional protection in the form of formal surveillance (CCTV) should also be provided.
- The parking area is fully accessible and open, leaving it at risk of crime, ASB and illegal encampments, particularly late at night or during periods of low occupation. I recommend all private car parking areas are protected with boundary treatments, landscaping and barriers to prevent unauthorised access. Height restriction barriers should also be provided for areas away from buildings that are intended for car parking only.

### **Cycle storage**

It is unclear from the masterplan what surveillance will be afforded to cycle parking, particularly without any form of layout indicated within the units. Some stands are located in areas where they are potentially going to be vulnerable due to a lack of surveillance. I ask that all cycle stands are relocated so that they are adjacent to the entrances to units, where they will be well overlooked by the entrance and surveillance from people coming and going from the units. Formal surveillance (CCTV) should also cover all cycle storage areas.

### **Bin stores**

Bin stores are also potentially vulnerable to crime and ASB, with entrances not well overlooked by surveillance from the units they serve. I recommend bin stores are robustly secured with doors that meet the certification of LPS 1175 S7 SR2 or equivalent.

### **Building security**

Given the proximity and ease of access to the strategic road network and M40 motorway, this site may be at higher risk of targeted crime and ASB, with ease and speed of access and egress from the site easily achievable. For this reason I strongly recommend the applicant consults the guidance within Secured by Design – Commercial 2015, and incorporates the guidance within it when specifying security levels for the units, particularly doors, windows, postal services and vehicle security shutters. In order to ensure this opportunity is not missed, I ask that the following or similarly worded condition be placed upon the applicant;

#### ***Condition 1***

*Prior to commencement of development, an application shall be made for Secured by Design Silver 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 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.