



**Kevin Cox**  
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**REF: 22/02025/REM**

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

04 November 2022

Dear Simon,

Thank you for re-consulting me on the above planning application. I have reviewed the revised documentation submitted by the applicant, and am pleased to see some amendments have been made to plans following my comments.

I am disappointed that other comments have not been addressed with suitable amendments, particularly regarding the parking area, and reiterate them below. I ask that these comments are addressed with suitable amendments to plans prior to permission being granted. Whilst I acknowledge that the local plan requires connectivity and integration, this should not be confused as relating to the design of private areas of a development. Connectivity in terms of ease of travel and commuting between different locations is welcomed and required, however unnecessary routes through private areas will cause problems in terms of crime and should be avoided and is not necessitated by the local plan. In particular, I note the footpath running through the centre of what should be a private car park is still present in plans, as is the connection between unit B and C. I ask that these footpaths are removed. In addition, nothing has been done to address the risk of antisocial behaviour and illegal encampments within the large exposed parking area to the south.

#### **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.

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.