



Kevin Cox
Crime Prevention Design Advisor
Thames Valley Police Headquarters South
Oxford Road
Kidlington
Oxfordshire
OX5 2NX

REF: 23/00517/F

**Location: New Science Park Land West Of The Junction
With The Boulevard Oxford Airport Langford Lane
Kidlington**

27 March 2023

Thank you for consulting me on the above application. I have reviewed the submitted documents and crime statistics for the local area. I have some concerns with the proposals in terms of the potential for crime and disorder, and ask that amendments and submission of further information which addresses my comments below are provided prior to permission being granted.

I provide the following comments to ensure forthcoming applications meet 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 do not feel the Design and Access Statement (DAS) adequately addresses crime and disorder to demonstrate that the development will be compliant with the NPPF as detailed above. 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. Guidance and advice can be found at; <https://www.securedbydesign.com/guidance/design-guides>

In order to ensure all opportunities are taken to design out crime from the outset, and to ensure all areas of the development are sufficiently secured to reduce the opportunities for crime and disorder to occur, I ask that the following or similarly worded condition be placed upon any approval;

Condition 1:

Prior to commencement of development above slab level, an application shall be made for Secured by Design Commercial 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 also highlight to the applicant that it is not possible for me to provide full guidance for appropriate levels of building security to be provided, without knowing the tenant of the building or the holdings that may be contained within. Once tenants for the building are identified, I recommend a further Security Needs Assessment (SNA) is completed by a competent Suitably Qualified Security Specialist (SQSS). This assessment should then be used to inform the design and specification of access points and controls, CCTV systems, alarms and any additional lighting requirements throughout the development.

Parking

Parking areas may be vulnerable to crime, ASB and unauthorised parking and encampments unless secured outside of business operational hours. I recommend vehicle barriers are installed at the entrance to all parking areas, allowing parking to be secured against unauthorised vehicular entry outside of business opening hours.

Vehicle mitigation

Plans indicate some industrial units are easily accessible to vehicles due to the permeable layout of parking areas surrounding. I recommend defensible space and vehicle mitigation measures such as bollards is provided around the periphery of buildings where they adjoin parking or roads, to prevent ram-raid type attacks against industrial units and protect glazed elevations. Security bollards should stand a minimum of 1.2m high above ground level and be spaced with a maximum air gap of 1.2m between. The 1.2m gap between bollards should be measured at a height of 0.6m high.

Boundary treatments

I am unable to locate a boundary treatment plan within this application and I ask that one is provided prior to permission being granted. The plan should demonstrate how vulnerable rear elevations of industrial units, such as units C and D will be enclosed and secured, to provide additional protection where surveillance is compromised. I recommend a minimum 2m weldmesh fencing or similar, with access controlled gates to facilitate emergency egress only, are provided.

Surveillance

It is vital that public areas are well overlooked by natural surveillance from surrounding development, in order to reduce opportunities for crime and antisocial behaviour to occur in concealed areas. Vehicle parking and bin/cycle stores may be more vulnerable to crime and ASB on this development, due to their locations remote from the main buildings of the development. A CGI image provided within the DAS (Page 47) indicates the planting scheme may be inhibitive to good surveillance, with high hedge planting surrounding parking areas restricting opportunities for surveillance.

It is important that planting throughout the development facilitates clear sightlines to aid surveillance, as such I recommend all hedge planting is maintained below 1m in height, and all tree planting must be of a variety with a clear stem to a minimum 2m. Tree planting must be developed in conjunction with lighting to avoid areas of pooling/shadowing.

I strongly recommend a formal surveillance regime throughout this development, with a comprehensive CCTV scheme covering all public areas, parking, bin and cycle stores. Vulnerable rear elevations of buildings and fire exits should also be covered by CCTV. CCTV locations should be decided holistically with the lighting and planting scheme, to ensure lighting supports the CCTV system to avoid areas of conflict.

Cycle stores

Due to the remote location cycle stores away from buildings, it is imperative that they are robustly secured to prevent unauthorised access. External cycle stores must be locked and access controlled, well lit at night, and covered by CCTV. Cycle stores must contain storage devices certified to one of the following standards;

- Sold Secure - SS104 Security Rating Silver, or
- STS 501 Security Rating TR2, or
- STS 503 Security Rating TR2, or
- STS 205 Issue 6 2021 Security Rating BR2, or
- STS 225 Issue 1 2021 Security Rating BR2 (S), or
- Loss Prevention Certification Board LPS1175 Issue 8 2018 Security Rating B (B3).

Bin stores

Bin stores should also be robustly secured, access controlled and covered by CCTV. I note within the DAS that it is proposed that bins will be left out for collection, however this creates a risk that bins may be a target for crime such as arson. I recommend bins are kept secure at all times, with management practises in place to facilitate collections and reduce the time they are left insecure to the absolute minimum.

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.