



Kevin Cox
Designing Out Crime Officer
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Oxford Road
Kidlington
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REF: 23/02338/OUT

**Location: Land West Of Oxford Close And North Of
Corner Farm Station Road Kirtlington**

28 September 2023

Dear Jeanette

Thank you for consulting me on the above planning application. I have reviewed the submitted documents and crime statistics for the area. I strongly encourage the applicant to consult the guidance provided by Secured By Design, and use the principles contained within the design guides to inform the design of the development, designing out crime from the outset. The principles of CPTED should be incorporated throughout the scheme. The guides for homes, schools and commercial areas can be found here: <https://www.securedbydesign.com/guidance/design-guides>. I highlight to the applicant that Thames Valley Police will seek to secure a condition requiring Secured by Design accreditation on the development hereby proposed.

Comments on outline plans provided

- Parking to the rear of the property as seen for plot 1 should be avoided as this removes surveillance over vehicles, leaving them vulnerable to crime. Vehicles should be directly overlooked by surveillance from the property that they serve.
- All in-curtilage parking should be overlooked by a window in the elevation overlooking parking, and this window should provide active surveillance from either the kitchen or living room of the dwelling.
- The site boundary adjoining existing development to the east must be designed in such a way as to prevent unauthorised access to the vulnerable side/rear garden boundaries of existing and proposed dwellings.
- All dwellings should provide surveillance with active frontage overlooking the development.
- The green space adjacent to the road has no clear function or purpose – is this usable green space or ecological mitigation? The design of the green space should clearly identify its purpose – including some informal play equipment would be beneficial to activate the space and identify it as usable public open space.

I also provide the following general comments to ensure forthcoming applications meet the requirements of;

- The National Planning Policy Framework 2023 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 2023, 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”.
- The National Planning Policy Framework 2023, paragraph 112(C) which states that applications for development should... create places that are safe, secure and attractive... ”

Parking

- Wherever possible, in curtilage parking is preferred. In any case, a parking space must be covered by active surveillance from the dwelling that it serves, providing parked vehicles with a capable and appropriate guardian.
- Windows should be included at ground floor level in elevations overlooking parking, including in curtilage parking, to maximise surveillance opportunities over parked vehicles and garages. Locating parking to the rear boundary of the plot should be avoided, as it restricts the opportunities for surveillance and leaves vehicles vulnerable to crime. Where this is unavoidable, the dwelling boundary should be formed of 1.5m solid boundary with a 0.3m visually permeable topper, to aid surveillance over parking – Closeboard fencing with a trellis topper for example.
- Parking spaces with EV Charging should be well overlooked by surveillance, as this equipment is valuable and theft of EV charging cables and equipment is a significantly increasing crime threat.

Surveillance

It is vital that public areas are well overlooked by natural surveillance from surrounding dwellings, and active frontage to all streets and to neighbouring open spaces should be a key aim in all developments. Surveillance should be provided at ground floor level from active rooms within dwellings. Active rooms include Living rooms and kitchens, which are most likely to be occupied throughout the day. Blank gable ends that face the public realm must be avoided, as they can be attractive to crime and antisocial behaviour.

Corner plots must be exploited to maximise surveillance over the public realm, with dual aspect windows from active rooms (kitchens or living rooms) added to “turn the corner”. They should be orientated to maximise the surveillance opportunities they provide.

Public Open Space

Areas of POS/play should be designed and located to incorporate a high level of natural surveillance from neighbouring dwellings. The occupants of these dwellings could act as capable guardians to play areas, but need to be able to observe the area from active rooms in the dwellings to do so effectively. Clear stem trees (clear to 2m), and hedging maintained below 1m should be used in the planting to facilitate clear sightlines. Areas of green space adjoining the highway must also have sufficient landscaping and/or design features to prevent unauthorised vehicle incursion, to protect them from unauthorised encampments.

Lighting

Lighting throughout the development should meet the general standards of BS5489-1:2020. Lighting plans should be provided which should set out how this standard will be achieved not only on adopted highways, but also un-adopted roads and parking courts. Note above, parking court lighting should be included within the plan, and be fed from the main highway. Bollard lighting is not an appropriate lighting method, and should be avoided. Not only can they be damaged by reversing vehicles, more critically they do not provide sufficient light at the right height to aid facial recognition and reduce the fear of crime. It also does not deter crime and antisocial behaviour.

Rear access routes

Rear access routes must be secured to the front of the building line, and secured with a robust key operated lock operable from both sides. Rear access routes should be singular and must not run in parallel with the rear access for another plot. Shared rear access points should be avoided, but where they are unavoidable they should serve no more than 4 dwellings.

Utility Meters

Unless smart meters are specified, private utility meters must be located where they are easily accessible and visible from the public realm. They must not be located behind a secure boundary or within the rear garden or rear access routes. Locating the boxes in private areas creates a risk of distraction burglary for occupants, particularly elderly or vulnerable residents. Utility boxes must not be deliberately hidden, as this gives a burglar or criminal a legitimate excuse of “trying to find the meter to read it”, whilst being in private spaces.

The above comments are made on behalf of Thames Valley Police and relate to crime prevention design only. I hope that you find these comments of assistance. If you have any queries relating to crime prevention

design, please do not hesitate to contact myself.

Kind regards
Kevin Cox.