

Rachel Tibbetts

From: Carmichael Ian <Ian.Carmichael@thamesvalley.pnn.police.uk>
Sent: 06 November 2019 13:35
To: Caroline Ford
Cc: Planning
Subject: Planning ref: 19/00963/OUT (AMENDMENTS). OS Parcel 9100 Adjoining and East of Last House adjoining and North of Berry Hill Road Adderbury.

FAO: Caroline Ford

Dear Caroline

Planning ref: 19/00963/OUT (AMENDMENTS). OS Parcel 9100 Adjoining and East of Last House adjoining and North of Berry Hill Road Adderbury.

Thank you for consulting me on the amendments to the planning application above. I have reviewed the submitted documents.

I am pleased to see that the original layout has been revised and that the parking courts have been removed. This is a significant improvement and I commend the applicants for the change.

However, some of the perimeter blocks shown in the new layout are now rather small, which creates unnecessary permeability and means more boundary treatments to private rear gardens are exposed to the public realm. This makes them more vulnerable to burglary attempts. I would prefer to see slightly larger blocks created to reduce this risk and the permeability.

Also, I note that my previous advice with regards to the reduction in the number of paths leading to the public right of way has been ignored. I repeat this as it is an important issue for the reasons stated in said comments, which I have reproduced below for the applicants to reference should the proposals come forward at reserved matters.

These comments are also made on behalf of Thames Valley Police and relate to crime prevention design only. I hope that you find them of assistance in determining the application and if you or the applicants have any queries relating to crime prevention design in the meantime, please do not hesitate to contact me.

Regards

Ian Carmichael, Oxfordshire CPDA.

Previous comments:

FAO: Caroline Ford

Dear Caroline

Planning ref: 19/00963/OUT. OS Parcel 9100 Adjoining and East of Last House adjoining and North of Berry Hill Road Adderbury.

Thank you for consulting me on the planning application above. I have liaised with Police colleagues, analysed crime data and reviewed the submitted documents.

I do not wish to object to the proposals at present. However, I consider some significant aspects of the design and layout to be problematic in crime prevention design terms and therefore feel that the development may not meet the requirements of;

- The National Planning Policy Framework 2018, Section 12 'Achieving well-designed places', point 127 (part 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'. And;

- HMCLG'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, it the Design and Access Statement (DAS) does not 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'. The applicants have failed to provide this demonstration.

With the above in mind, I offer the following advice in the hope that it will assist the authority and applicants in creating a safer and more sustainable development, should approval be granted and this scheme move to a reserved matters application:

- I consider the layout to be excessively permeable in relation to the amount of pedestrian routes proposed. I see no need for 4 paths leading to the PROW and recommend that this is reduced to 1 at the North West corner. Having too many routes can attract crime/anti-social behaviour (ASB), aid criminal search behaviour and provide escape routes for offenders. All routes should lead directly to where people want to go and serve a defined purpose. Permeability for permeability's sake should be avoided.
- There are a number of parking courts proposed with access under bridge flats. Parking courts make vehicles and the rear of properties vulnerable, and they often attract ASB. The intention is to reduce the impact of vehicles on the street, but in reality courts are frequently abandoned by residents in favour of parking in front of dwellings. This can lead to neighbour conflicts, parking on footways and access problems for all, including emergency services. The DAS states that Manual for Streets has been used to formulate the proposals, but parking courts is the least preferred parking strategy advised within this document. So, the use of some many courts is actually against manual for Streets recommendation. If some must remain, the number and size should be kept to an absolute minimum and they should be made secure as possible. The police's Secured by Design (SBD) scheme provides advice on how to achieve this. Details can be found at; <https://www.securedbydesign.com/guidance/design-guides>
- The design of public open spaces and play areas require careful consideration in relation to location, equipment selection (to define user group age etc.), boundary treatment, lighting and landscaping etc. The designs should promote the ownership and enjoyment of all users as well as child safety, but they should also deter anti-social behaviour. For example, there are trees and shrubs proposed between the play area and the nearest house to it. This could significantly affect the surveillance of the play area during the lifetime of the development. Natural surveillance of such features must be maintained and careful thought is needed now as to how this is achieved and maintained.
- Looking forward, any reserved matters application relating to this development would need to consider;
 - Appropriate and sustainable natural surveillance to/from the dwellings and across the site, including all footpaths and open spaces.
 - Adequate lighting for all streets footways and parking to police recommended standards.
 - Provision of defensible space where private dwelling building fabric adjoins public or semi-public space.
 - Installation of appropriate boundary treatments for private gardens with toppings that help to prevent climbing.
 - A holistic approach to landscape and lighting provision to ensure neither are compromised during the lifetime of the development.

- Utility meters installed where access can be gained without entering private spaces or provision of meters that can be read remotely.

Finally, I would also like to remind the applicants that Building Regulations Part Q requires them to install doors and windows that 'Resist unauthorised access to... new dwellings'. Advice on how to achieve this can be found in Building Regulations Approved Document Q and in SBD's New Homes Guide. The authority may wish to condition that the development achieves the physical security standards/principles of SBD as this would ensure Part Q is also achieved.

The comments above are made on behalf of Thames Valley Police and relate to crime prevention design only. I hope that you find them of assistance in determining the application and if you or the applicants have any queries relating to crime prevention design in the meantime, please do not hesitate to contact me.

Regards

Ian Carmichael

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