



Date: 31/07/24

Your ref: 24/00672/REM Our Ref: SD

Contact Mr Stephen Day-Designing out Crime Officer

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Hi Christopher,

I am writing to you in my capacity as the Leicestershire Police Designing out Crime Officer (DOCO). Leicestershire Police have no formal objections in principle to the application however we would like to make the following observations.

In relation to the Approval of reserved matters (Layout, Scale, Appearance, and Landscaping) for Plot 44, within Zone 3 of the outline planning permission 11/00360/OUT and 14/00661/CONDIT.

Land Horiba Mira Ltd, Mira Drive, Lindley, Nuneaton, Leicestershire.

I have now visited the site and have reviewed the proposed development. There is a single building which is proposed as part of the vehicle testing facility already at the site. There is an entry road to the west side which has a side road to the right immediately to allow access to a staff car park with 84 parking spaces including disabled which make up 6 of those.

The entry road leads north before providing access to two service yards to the east of the roadway. Building access points are via the service yard areas to the north side and to the side of the building at the car park side in the south.

Access to the main site is via Mira Drive, which has access control at the point of entry to the Mira site with constant security controlling access to the site with monitored alarm and personal attack alarm activation capability. There is also site CCTV covering all key areas. There is a single vehicle entry point to the south allowing access northward providing access to all areas. There are no circulatory routes within the site, so I do not foresee any permeability issues and emergency services access is appropriate to be able to access all areas of the site.

Appropriate data compliant signage is in place to advise all visitors to the site.

Lighting recommendations are to BS5489 with existing freestanding units and wall mounted ones in place. Wheelie bin storage and cycles should be stored in secure areas where possible to avoid the potential for criminal use, as a ladder, mode of removal or arson risk for bins or mode of escape in respect to cycles.

Perimeter enclosure is a mixture of security fencing including weld link and existing established trees and hedges which are to 2.4m or higher and 1m thick. There may contain further fencing to add additional degrees of security.



Foliage is recommended to be to a height of 1m in public areas such as car parking to allow users a clear field of vision and trees are recommended to be trimmed to have no foliage lower than 2m from the ground. This will provide a 1m clear field of vision. Perimeter enclosure is recommended to be to a height of 2.4m in keeping with the overall site security which is robust. There is open land which also forms part of the site which may be developed later, which is enclosed by existing boundaries but are not subject to access to the main site so do not pose a risk to site security.

General Recommendations

All door and window sets will be to PAS24 (2016) which is now included in building regulations. There are other considerations such as LPS 1175 (1-8) in respect to Door Locks BS 6375 Security Locking and Fire Security and BS EN 50486 in relation to Audio and Video door entry systems. Consideration should be made to identify the most appropriate option for this site. Dwellings are recommended to have an Alarm System to BS7958, but there are other options on the Secured by Design portal which include BS6799 in relation to wire free alarm systems. Also, BS EN 50131-1 and PD 6662 in relation to wired systems which have a personal activation system and are monitored off site.

1. Street lighting columns to BS 5489 are recommended.
2. Appropriate fencing should be used to enclose the perimeter and is recommended to be 1.8m in height. This can be via planting or manufactured fencing.
3. Key access points leading into the development should be considered for CCTV coverage supported by lighting to allow identification during day and night. This would allow vehicle and facial recognition in key areas. Appropriate signage should be in place to be compliant with the Data Protection Act.
4. Natural surveillance should be possible via ground level foliage being trimmed to 1m high and trees to have no foliage lower than 2m from the ground to allow a clear field of vision.
5. Vehicular parking is recommended to be in curtilage as part of the dwellings where possible. Communal parking should be supported by natural observation, lighting and be set in clearly defined areas to deter unauthorised access.
6. Consideration of Secured by Design principles is recommended and information in respect to the different standards is available on request.
7. Opportunities to explore the potential for S106/CIL funding should be undertaken with relevant parties if appropriate and will increase the demand on Policing within the area of the development.
8. Dwellings are recommended to have an Alarm System to BS7958 with coverage of garages included where applicable.
9. Commercial sites may benefit from smoke cloaking devices to deter access and reduce potential loss.
10. An electrical spur is recommended under a section 38 agreement at each vehicular entry point leading into the development.
11. Consideration of Park Mark accreditation should be considered in the event of appropriate communal parking within the application.
12. Consideration of Safe Routes through open space and walkways should account for the use of women and girls.



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LE19 2BX.

Should you require any further information please do not hesitate to contact myself and I will be happy to assist.

Kind regards

A handwritten signature in black ink, appearing to read "S Day".

Mr Stephen Day,
Designing out Crime Officer &
Architectural Liaison Officer,
Leicestershire Police.