



Date: 07/12/23

Your ref: 23/01023/HYB Our Ref: SD

Contact Mr Stephen Day-Designing out Crime Officer

Email: [REDACTED]

Mobile No: 07966 286073

Dear 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 Construction of motorway service area comprising of vehicular and pedestrian access from the A5, petrol filling station for domestic vehicles, HGV filling station, Main PFS / Services building, drive thru unit, EV charging spaces, customer parking spaces including HGV, coach and caravan provision, landscaping including picnic and dog walking areas, electric substations and retaining walls at south/western boundary fronting the M69 (Cross boundary application with Rugby Borough Council).

Land East Of Stretton Croft, Wolvey Road, Burbage, Leicestershire.

I have now visited, and have reviewed the proposed development. The proposed vehicle access point is at the A5 providing entry and exit at the same point. I recommend the use of ANPR (Automatic Number Plate Recognition) cameras to cover the entry and exit point. This will provide the Police with the ability to identify potential offenders, while they are static at the Service Area. Also, this would deter potential offenders from entering the site to either commit crime or to meet other potential offenders. Appropriate signage would be required to be Data Compliant which would also reinforce this message.

A designated vehicle examination area by way of a single HGV parking space with parking for two Police vehicles nearby would be helpful to view vehicles on site with appropriate lighting to BS 5489 near to the HGV examination area.

Lighting at the entry point from the A5 and across the Service Area is also recommended to be to BS 5489 with coverage of all public access and key areas. A Section 38 agreement is recommended to the nearest lamppost to the entry points to provide an electrical spur which an ANPR camera could be mounted in each direction.

Perimeter enclosure is proposed to be using Timber Post and Rail fencing. I recommend this be to 1.2m in height and would point out this will provide enclosure but is not a security fencing, but due to the internal area use would be acceptable in this setting. In respect to perimeter enclosure similar treatments would be reasonable but I recommend 1.8m in height.



The main building is set to the east of the site incorporating food and refreshments with retail and recreation areas including a food court. Central seating is available including disabled facilities with nearby disabled parking bays to the east side.

disabled parking on the south side with family parking to the front on the east side. To the north side is a delivery point providing access to warehousing with the main store set to the rear of the building frontage on the west side. Till are set to the south side of the building with the exit for customers on the left corner of the building. The total car parking spaces is 101 spread across the two areas. I recommend appropriate parking space marking as well as entry and exit route guidance with appropriate signage. Also, there is provision for two coach parking spaces to the south side of the refreshments area.

General vehicle parking is set to the south west side and electric vehicle charging points are proposed to the north east with general parking in the central area of this phase.

CCTV coverage is recommended in these areas as well as key buildings access points with facial recognition capability as well as the generator area and other key areas. Cameras are recommended to be monitored with staff having spot monitoring capability. An alarm system is recommended to cover any areas closed overnight and in public areas which are constantly open I recommend personal attack buttons either wall mounted or personal issue to staff. In the event of an activation verification can be made with staff of the activation reason. Appropriate Data compliant signage and contact details would be required to be compliant.

Commercial wheelie bin storage and cycles should be provided 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. These should be secured away from the public domain with a designated store located in the south west corner.

Foliage is recommended to be to a height of 1m 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.

General Recommendations

All door and window sets will be to PAS24 (2022) which is now included in building regulations. There are other considerations such as 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 and PD 6662 in relation to wired systems.

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.
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.

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

Kind regards



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