



Name: [REDACTED]  
Uttlesford Planning Office  
via E mail to: [planning @uttlesford.gov.uk](mailto:planning@uttlesford.gov.uk)  
Ref:UTT/23/1970/PINS

Andrew Simpson  
Designing Out Crime Office  
Essex Police HQ  
Springfield  
Chelmsford  
[REDACTED]

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### Passenger Terminal Stansted Airport, Stansted, Essex

UTT/23/1970/PINS Partial demolition of the existing Track Transit System and full demolition of 2 no. skylink walkways and the bus-gate building. Construction of a 3-bay extension to the existing passenger building, baggage handling building, plant enclosure and 3 no. skylink walkways and associated hardstanding

Dear [REDACTED]

The 'Essex Police – Designing out Crime Office' (DOCO) welcomes the opportunity to make comment on the proposed development of the Passenger terminal at Stansted Airport.

Good design and early co-ordination, incorporating 'Crime Prevention Through Environmental Design' (CPTED) principles, can avoid the conflicts that may be expensive or impossible to resolve once the construction phase is complete.

Essex Police considers that it is important that, if approved, this construction project is designed incorporating the maximum achievable benefit of CPTED for which Secured by Design (SBD) is the preferred enabler. This reflects sections 112, and 130 of the National Planning Policy Framework (NPPF).

We have fully engaged with Manchester Airports Group during previous planning proposals and iterations for the extension of terminal facilities. We respectfully request that similar partnership working is embedded through the implementation of a planning condition, into this planning application at the earliest opportunity.

When designing community amenities, it is imperative to consider crime as a material consideration. The perception of crime and the fear of crime can be an influential factor in determining the synergy and ongoing sustainability of the wider community. Essex Police would recommend that Manchester Airports Group consider the foreseeability of crime and maximise on the opportunity to design such

issues out, so as to prevent the need for bespoke situational crime prevention measures in the future.

It is important that design and security specifications are risk commensurate and provide an effective and realistic level of physical security that is commensurate with the risk.

From a designing out crime perspective we have the following concerns and observations detailed below:

We understand that the planned development will continue the theme of the original terminal designed by Sir Norman Foster but would like to understand the proposed layout of the interior of the new extension to the terminal and any proposed changes to the existing building.

We seek to positively influence the design to reduce the opportunity for acts of crime or terrorism and consequently are keen to under the following areas: -

- Clarity of understanding regarding passenger movement on ground floor; artistic impressions illustrate passengers congregating on ground floor – level 00 Airside (see image1 below.) This will allow us to understand passenger management and movement so that potential security risk can be considered.
- Clarification of use across the various floors.
- Use of space within the new area - consideration for designing out “void” areas that may result from interior design should be given. For example, retail outlets that may be free-standing may create gaps between the fabric of the building and the retail structure’s walls.
- Airside vehicle portal use – deconfliction between vehicles & pedestrians (See image 2 below)
- Application of Industry Approved Physical Security Standards regarding the 2 new buildings (Baggage/Plant)
- Landscaping proposal across the development.
- General Crime Prevention detail regarding retail security.
- Additionality of any CCTV aligned to the current system utilised by the Airport Operator
- Construction site security.

**Image 1**



Image 2



Whilst we recognise the level of complexity and challenges the proposal offers, we view this as an opportunity for this Business District and surrounding community to thrive whilst ensuring that all spaces (inclusive of public realm) are created for the benefit for all, whilst being safe and secure.

We would therefore welcome the opportunity for engagement with the design team to discuss the aforementioned aspects relating to the security design of the development, to ensure provision of a safe and secure environment for the future.

If you have any further queries relating to the above or regarding means to adopt designing out crime practices, please contact the team via email [designingoutcrime@essex.pnn.police.uk](mailto:designingoutcrime@essex.pnn.police.uk).

We look forward to hearing from you to discuss this matter.

Yours sincerely,

**Heather Gurden** AD Cert ED&CP, LCGI, MSyl, CAS

Strategic Designing Out Crime Manager  
Local Policing Support Unit  
Essex Police HQ