

# ETHOS URBAN

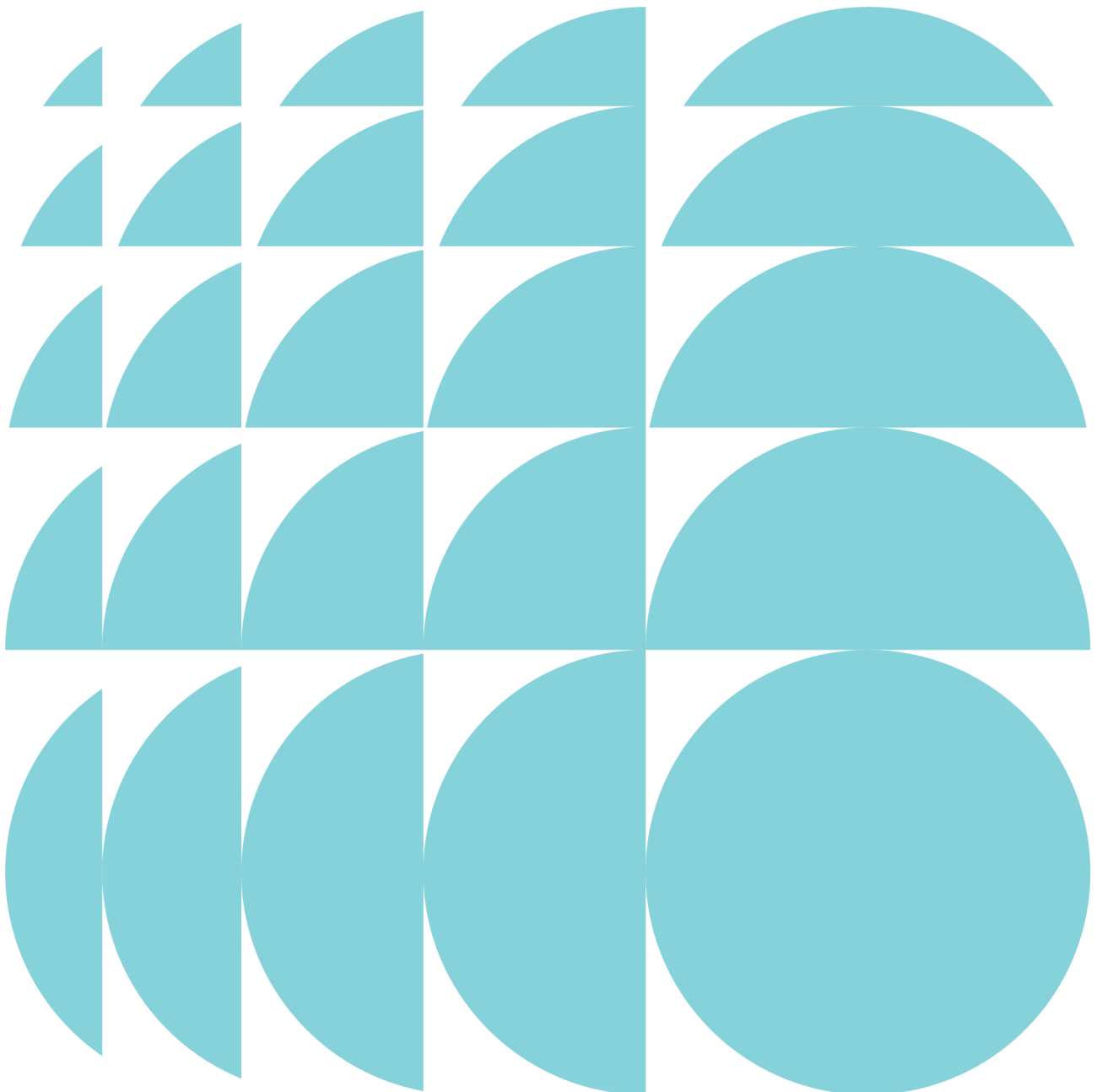
## Crime Prevention Through Environmental Design Assessment Report

200 Aldington Road Industrial Estate

Submitted to the Department of Planning and  
Environment

On behalf of Fife Kemps Creek Pty Ltd

26 April 2022 | 2200292



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## 1.0 Introduction

This report supports a State Significant Development Application (SSDA) for the development of land identified at 106 – 228 Aldington Road, Kemp's Creek (200 Aldington Road) (the site) for the purposes of the concept approval and Stage 1 works for a proposed new industrial estate. It is submitted to the Department of Planning and Environment (DPE) pursuant to Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and has been prepared on behalf of Fife Kemp's Creek Pty Ltd (FKC).

### 1.1 Crime Prevention Through Environmental Design

This Crime Prevention Through Environmental Design (CPTED) Assessment has been undertaken to assess the potential opportunities for crime and the perceived fear of crime that may be associated with the proposed industrial estate as envisaged in the Environmental Impact Statement and subsequent third Response to Submissions Report to which this report is appended to.

CPTED is a situational crime prevention strategy that focuses on the design, planning and structure of the environment. This assessment aims to identify the potential opportunities for crime created by the proposed development by assessing the development in accordance with design and place management principles of CPTED.

Ethos Urban has prepared this assessment in accordance with the methods and resources of the NSW Police Force *Safer by Design Course*. This assessment has been reviewed by an experienced CPTED professional, following completion of the NSW Police Force *Safer by Design Course*. The assessment uses qualitative and quantitative measures to analyse the physical and social environment in which the proposed development is located and recommends actions to mitigate crime opportunity in accordance with the Australian and New Zealand Risk Management Standard AS/NZS 31000:2009.

Architectural drawings attached at **Appendix C** of the Response to Submission (RTS) report prepared by SBA Architects have been reviewed as part of this assessment. The following tasks were undertaken in the preparation of this assessment:

- review of the *Safer By Design Manual* by the NSW Police Force;
- collection and analysis of local and NSW state crime statistics from the Bureau of Crime Statistics and Research (BOCSAR); and
- a crime risk assessment, in accordance with the current NSW policy and practice.

### 1.2 Disclaimer

CPTED strategies must work in conjunction with other crime prevention strategies and police operations. By using the recommendations contained in this assessment, it must be acknowledged that:

- there is no definitive measure of 'safety'. Therefore, this assessment cannot be used as proof of a definitive measure of safety.
- this assessment does not ensure complete safety for the community, and public and private property.
- assessment and recommendations are informed by information provided, with observations made at the time the assessment was prepared.
- this assessment does not guarantee that all risks have been identified, or that the area assessed will be free from criminal activity if recommendations are followed.
- this assessment has been undertaken on behalf of the applicant and does not represent the opinions and expertise of the NSW Police Force.

The principles of CPTED aim to minimise the opportunity for crime, but it is recognised that environmental design cannot definitively eliminate opportunities for crime, or prevent a determined perpetrator from committing such crimes.

## **1.3 Project background**

### **1.3.1 Development Vision**

FKC's vision for the site is to create a high-quality industrial estate which will support the transition of, and establishment of the Mamre Road Precinct into a new warehousing and industrial hub and contribute overall to the provision of in-demand industrial land supply in Western Sydney. The vision leverages off the significant size of the site and its strategic location within the Mamre Road Precinct and Western Sydney Employment Area which is capable of delivering a project of this scale and significance.

By constituting a significantly large and unified portion of land, the project makes the most of recently rezoned land (for industrial purposes) to deliver significant warehouse and employment generating floor space while minimising environmental impacts and not compromising the amenity of surrounding land.

The site benefits from proximity to the existing road infrastructure (including the M7 and M4 Motorways) as well as the future planned Western Sydney Freight Line. The site is also located within the Western Sydney Aerotropolis and the proposed development will support the Western Sydney International (Nancy-Bird Walton) Airport.

### **1.3.2 Planning Framework**

The site is located within the Mamre Road Precinct and as previously mentioned, the vision of this Project is to facilitate the redevelopment of the site for industrial purposes in line with the desired future outcomes of the Precinct, and the amendments (which occurred in June 2020) to the (former) State Environmental Planning Policy (Western Sydney Employment Area) 2009 (which now forms part of the Industry and Employment SEPP).

The amendments to the (former) WSEA SEPP (gazetted on 12 June 2020) extended the controls of the SEPP to include the Mamre Road Precinct and rezoned the Precinct for general industrial purposes (IN1) with areas zoned for private recreation (RE2), environmental conservation (E2) and special purpose infrastructure (SP2). The intent was to facilitate and transition the Mamre Road Precinct into a future industrial hub, capable of supporting in-demand industrial land supply.

In November 2021, DPE released the final MRP DCP. It provides for an overarching vision for future development in the Mamre Road Precinct and includes a suite of principles, objectives and controls to guide future development. The final MRP DCP was released after the lodgement of this SSDA as well as after the latest Request for Additional Information (15 November 2021) in which this Report addresses. The Project has therefore been amended to ensure overall consistency with the final MRP DCP.

The Mamre Road Precinct DCP Section 4.2.9 Control 1 specifically requires preparation of a CPTED report, "A Crime Risk Assessment Report must assess the crime risk relating to the proposed development application in the Mamre Precinct." (Mamre Road Precinct DCP 2021).

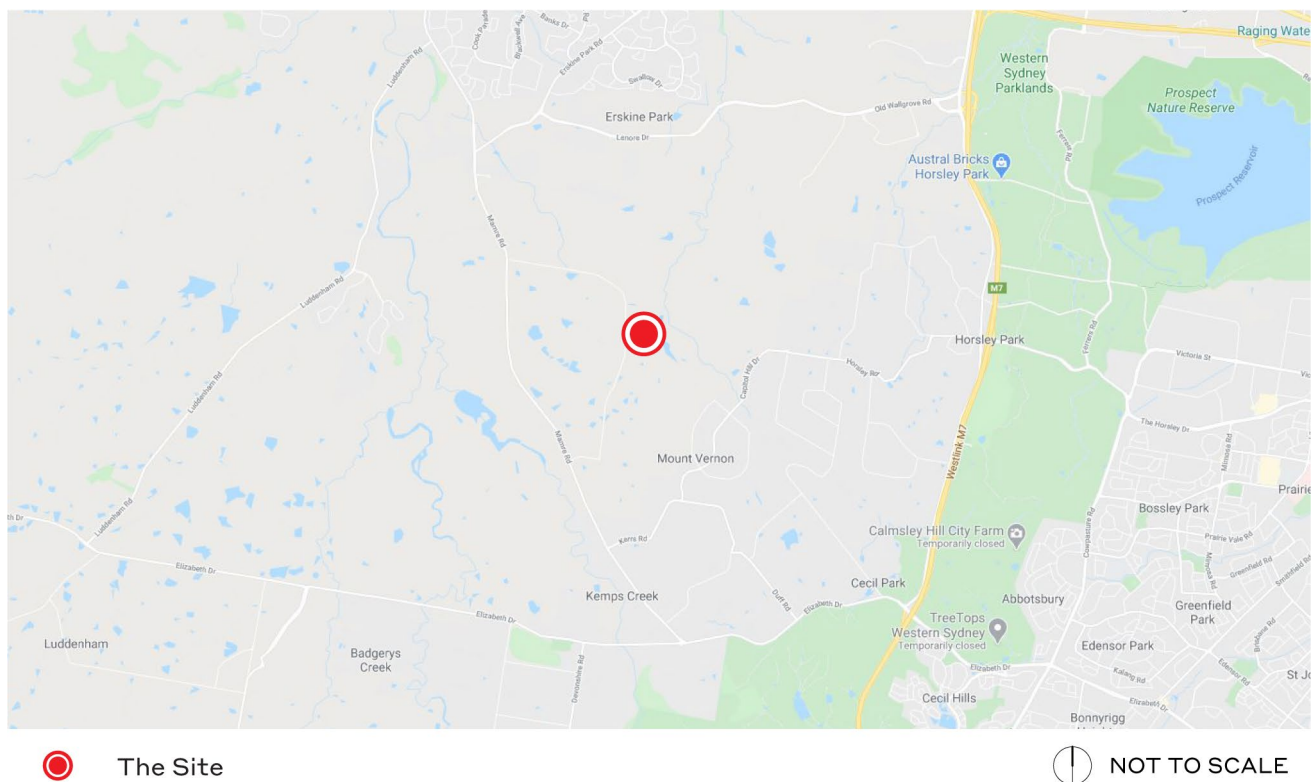
## 2.0 The Site

### 2.1 Site Location and Context

The site is located at Kemps Creek, within the Penrith Local Government Area, it also forms part of the Mamre Road Precinct which sits within both the Western Sydney Employment Area and the Western Sydney Aerotropolis (refer to **Figure 1**).

Land surrounding the site is generally rural in nature comprising a variety of rural dwellings, rural land, farm dams and scattered vegetation. Beyond this, the following uses are worth noting:

- The Oakdale South industrial estate located immediately to the north-east of the site;
- The existing Catholic Healthcare Emmaus aged care and retirement village, Little Smarts Early Learning Centre, Trinity Primary School and Emmaus Catholic College located approximately 1.5km north west of the site; and
- Existing established residential housing community (approximately 1.5km to the east) at Mount Vernon.



**Figure 1 Site context**

Source: Google Maps / Ethos Urban

## 2.2 Site Description

The site comprises of seven (7) separate allotments (refer to **Table 1**) with a total area of approximately 72 hectares. It currently contains undulating rural land with steep slopes and a combination of vacant dwellings, farm sheds and dams, and agricultural greenhouses. The site includes a number of separate drainage catchments with the majority of the land draining in a north east direction to Ropes Creek and areas in the south of the site draining westward to Kemp's Creek. Electrical easements run through both northern corners of the site (refer to **Figure 2** and **Figure 3**).

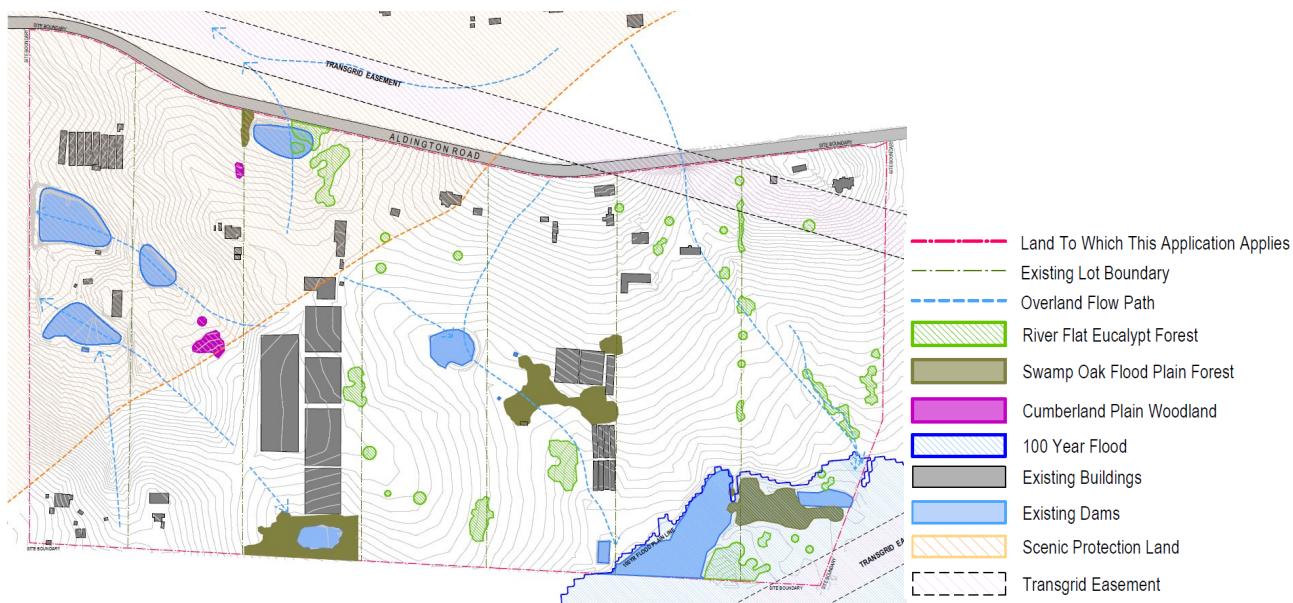
**Table 1 Site legal description**

Address	Title
106-124 Aldington Road	Lot 32 DP258949
126-142 Aldington Road	Lot 31 DP258949
144-160 Aldington Road	Lot 30 DP258949
162-178 Aldington Road	Lot 23 DP255560
180-196 Aldington Road	Lot 22 DP255560
198-212 Aldington Road	Lot 21 DP255560
214-228 Aldington Road	Lot 20 DP255560



**Figure 2 Site aerial, showing component allotments**

Source: Nearmap / Ethos Urban



**Figure 3 Existing site characteristics**

Source: SBA Architects

### 2.3 Access and Transport

Vehicular access to the site is obtained from Aldington Road with an internal road network facilitating access to the individual lots. The site has strong vehicular connections via Mamre Road and Elizabeth Drive to the M7 Motorway and via Mamre Road to the M4 Motorway.

### 2.4 Surrounding Development

#### Existing

The existing development surrounding the site is semi-rural and agricultural, with industrial development at neighbouring Horsley Park.

#### Future

The Mamre Road Precinct Plan will transform the area into an industrial precinct leveraged from its locality to the new western Sydney airport and aerotropolis as well as M7, M4 and future M12 Motorways. The surrounding area has been subject to development applications under assessment for Industrial development as well as to the immediate south of the site where a Hindu Temple has been approved (DA/17/1247).

### 2.5 Crime Risk Rating

Overall, the Crime Risk Rating is considered 'low'.

The key positive elements of the site are:

- The site is located in a semi-rural area away from significant urban areas, other centres with an absence of nearby high risk uses;
- The surrounding area is semi-rural with secured properties and no public urban spaces for the public to congregate and linger;
- The surrounding area is beginning to transform with construction starting on future industrial precincts creating more activity and in turn more natural surveillance in the area; and
- There is an absence of graffiti and littering within the site and immediate surroundings.

Other elements of the site are:



- The site and immediate surrounding area are currently semi rural land uses, whilst it experiences vehicular movements throughout the day, there is currently no existing surveillance on account of its semi rural context,

### 3.0 Description of the proposed development

Consent is sought for the following development:

A concept masterplan with an indicative total building area of 343,025 sqm, comprising:

- 326,015,950 sqm of warehouse gross floor area (**GFA**);
- 17,010 sqm of ancillary office GFA;
- 13 individual development lots for warehouse buildings with associated hardstand areas and two lots for drainage infrastructure purposes (each including a bio-retention basin);
- Roads, including:
  - Internal road layouts;
  - Southern road connection to Aldington Road;
  - Northern boundary road (half road corridor) connecting to Aldington Road;
  - Road connections to adjoining landholdings to the north and east;
- Provision for 1,516 car parking spaces; and
- Associated concept site landscaping.
- Detailed consent for progressive delivery of site preparation, earthworks and infrastructure works (i.e., Stage 1 works) on the site, including:
  - Demolition and clearing of all existing built form structures;
  - Drainage and infill of existing farm dams and any ground dewatering;
  - Clearing of all existing vegetation;
  - Subdivision of the site into 15 individual lots;
  - Construction of a warehouse building with a total of 50,300 sqm of GFA, including:
    - 47,800 sqm of warehouse GFA;
    - 2,500 sqm of ancillary office GFA; and
    - 221 car parking spaces.
  - Bulk earthworks including 'cut and fill' to create level development platforms for the warehouse buildings, and site stabilisation works (if required);
  - Roadworks and access infrastructure, including an interim access road and a temporary junction with Aldington Road;
  - Stormwater and drainage works including stormwater basins, diversion of stormwater lines, gross pollutant traps and associated swale works;
  - Sewer and potable water reticulation; and
  - Inter-allotment, road and boundary retaining walls.

## 4.0 Nature of Recorded Crime

Crime statistics obtained from the NSW Bureau of Crime Statistics and Research (BOCSAR) represent criminal incidents recorded by NSW Police. A review of the local statistics for 2021 found that the most commonly occurring crimes relevant to CPTED within the suburb of Kempas Creek were:

- Assault – non-domestic violence related
- Assault – domestic violence related
- Break and enter of dwelling
- Steal from motor vehicle
- Steal from retail store
- Steal from dwelling
- Malicious damage to property

The frequency of the above crimes in the suburb of Kempas Creek, between January 2018 and December 2021 are detailed in **Table 2** below.

**Table 2 Statistics of recorded crime in Kempas Creek (suburb) between January 2018 and December 2021**

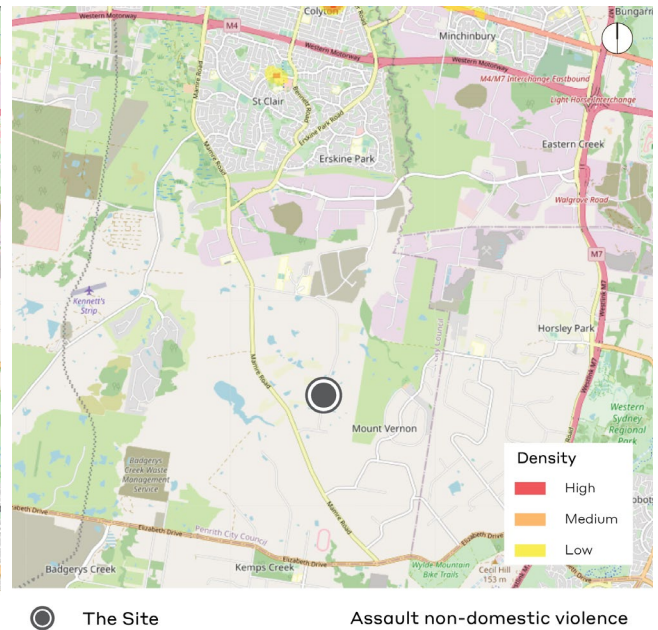
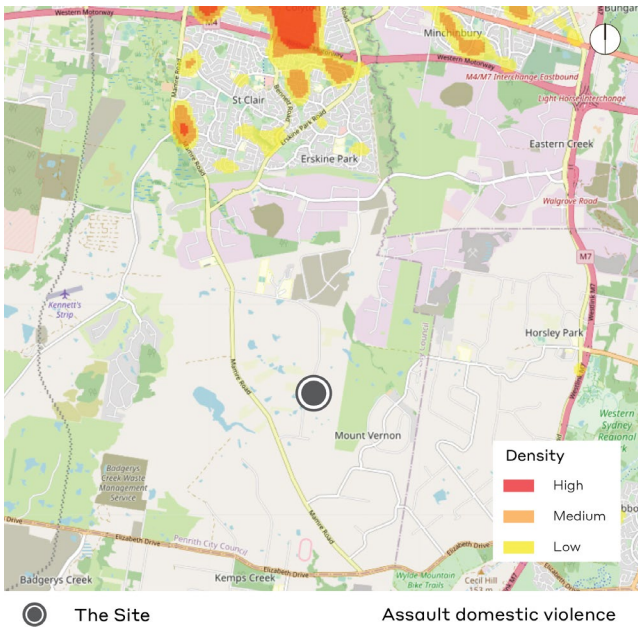
Crime	Incidents 2018	Rate per 100,000 persons	Incidents 2019	Rate per 100,000 persons	Incidents 2020	Rate per 100,000 persons	Incidents 2021	Rate per 100,000 persons	2018-2021 Trend	2021 Rate per 100,000 Category
Assault – non-domestic violence related	8	343.3	16	686.7	2	84.5	9	380.2	Stable	Very Low
Assault –domestic violence related	9	386.3	11	472.1	4	169	11	464.7	Stable	Very Low
Break and enter – dwelling	8	343.3	7	300.4	6	253.5	1	42.2	Stable	Very Low
Break and enter – non-dwelling	2	85.8	1	42.9	8	338	1	42	Stable	Very Low
Steal from motor vehicle	5	214.6	5	214.6	7	295.7	3	126.7	Stable	Very Low
Motor vehicle theft	8	343.3	10	429.2	14	591.5	11	464.7	Stable	Very Low
Steal from retail store	1	42.9	0	0	4	169	5	211.2	Stable	Very Low
Steal from dwelling	4	171.7	10	429.2	1	42.2	4	169	Stable	Very Low
Malicious damage to property	16	686.7	18	772.5	9	380.2	11	464.7	Stable	Very Low

Source: *Bureau of Crime Statistics and Research NSW, 2022*

As illustrated in **Figure 4** to **Figure 11**, The BOCSAR database indicates that there are a lack of 'hotspots' in close proximity to the site, the maps have been positioned to illustrate the closest crime density for the following crimes relevant to CPTED:

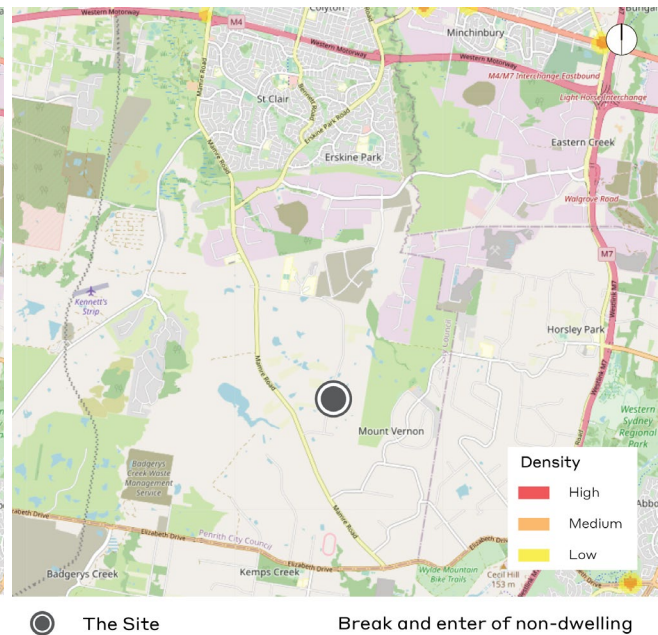
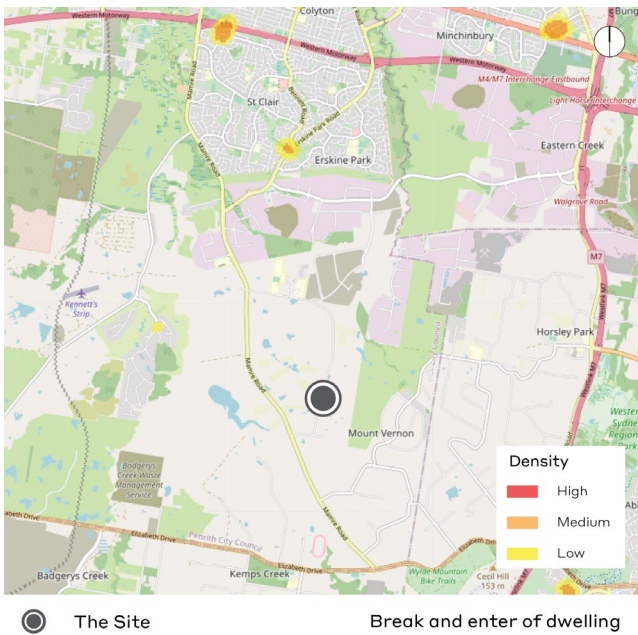
- Assault – non-domestic violence
- Assault – domestic violence
- Break and enter of dwelling
- Break and enter of non-dwelling
- Malicious Damage to Property
- Motor vehicle theft

- Steal from dwelling
- Steal from motor vehicle



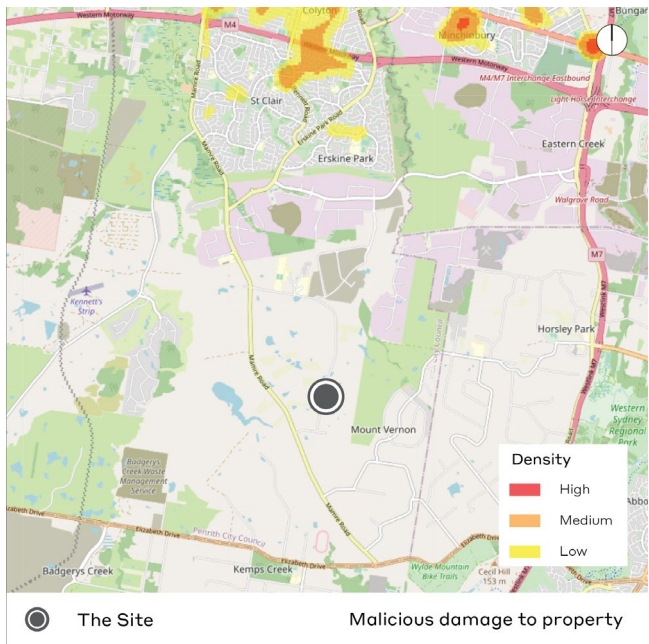
**Figure 4 Hotspot – Assault domestic violence**  
Source: BOSCAR / Ethos Urban

**Figure 5 Hotspot – Assault non-domestic violence**  
Source: BOSCAR / Ethos Urban

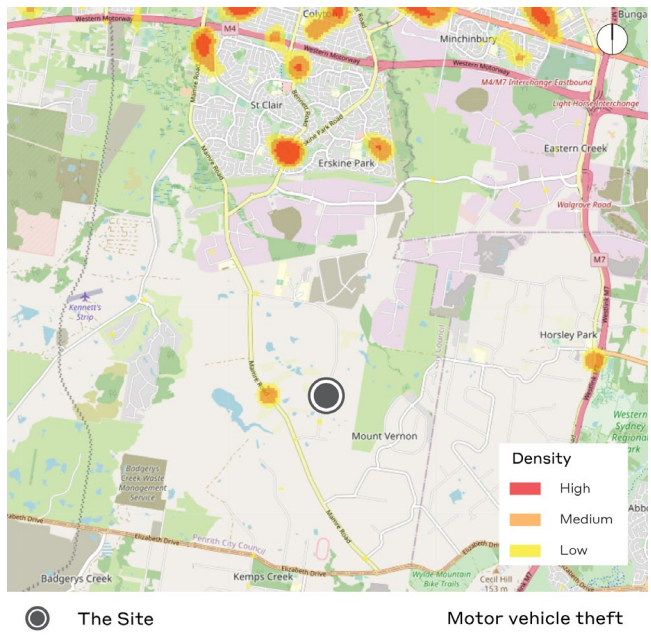


**Figure 6 Hotspot - Break and enter of dwelling**  
Source: BOSCAR / Ethos Urban

**Figure 7 Hotspot – Break and enter of non-dwelling**  
Source: BOSCAR / Ethos Urban



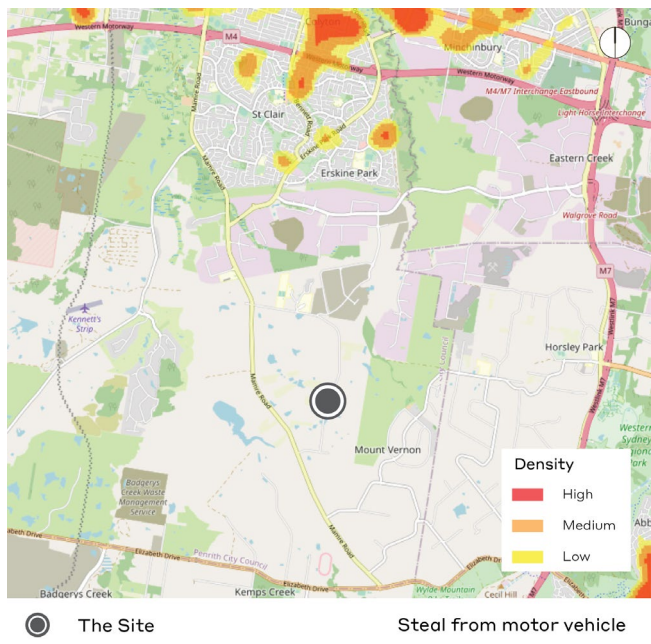
**Figure 8 Hotspot – Malicious damage to property**  
Source: BOSCAR / Ethos Urban



**Figure 9 Hotspot – Motor vehicle theft**  
Source: BOSCAR / Ethos Urban



**Figure 10 Hotspot – Steal from dwelling**  
Source: BOSCAR / Ethos Urban



**Figure 11 Hotspot – Steal from motor vehicle**  
Source: BOSCAR / Ethos Urban

Hotspots indicate areas of higher crime density (number of incidents per 50m by 50m) relative to crime concentrations across NSW. They are not adjusted for the number of residents and visitors in the area and thus may not reflect the risk of victimisation. We note that the BOSCAR statistics indicate that the majority of the Sydney and Parramatta CBDs are included within these hotspot areas. Given the site’s location away from built up urban areas the risk of victimisation is considered low.

## Crime Prevention Policy

Penrith City Council produced Penrith's Community Safety Plan 2018-2022. The plan details numerous measures aimed at reducing crime and increasing public safety throughout the LGA. The Strategy details three priorities for crime reduction including:

- **Public Space Safety** – Ensuring the safety of residents and visitors in public spaces through activation and effective management, lighting, vehicle mitigation systems, design, CCTV strategy, alcohol management and graffiti minimisation.
- **Domestic and Family Violence** – Awareness raising through events such as White Ribbon Day, support for DV networks and organisations, and support and resources for people experiencing domestic and family violence.
- **Community Cohesion and Resilience** – Supporting connected and inclusive communities where residents know their neighbours and know who to call when needing assistance, events that raise awareness regarding fraud prevention or cyber bullying.

The design of the proposal has considered the priorities within the Penrith Community Safety Plan 2018-2022 and has considered the positive perception of safety by demonstrating an architectural scheme that maximises natural surveillance to the surrounding streetscape areas that can assist in maintaining safe public places via the increase of population on site. The proposed development will provide a high-quality industrial estate on site that provides ownership and uses that have a vested commercial interest on the site and within the wider Mamre Road Precinct. This is expected to result in buildings and places that are well cared for, and thus, assist in the minimisation of crime.

## 5.0 Matters for Consideration

A potential perpetrator can take advantage of the environment, with access and the opportunity for concealment significantly affecting the safety and perceived safety of an environment. Given that domestic assault, motor vehicle theft and malicious damage to property are likely to be the main criminal offences affecting the users of the proposed development, the following is an assessment of the potential of the proposed development to create opportunities for such crimes. However, with significant change occurring to the site and the surrounding area it is difficult to predict the future crime trends of the area, this CPTED will look to minimise the potential for any future crime trends to develop.

The proposed development is an industrial precinct, which will feature warehousing with external areas and internal public roads. For this reason, understanding the relationship between the different elements of the proposed development is integral in forming recommendations for crime reduction. This context underpins an assessment of the proposed development in accordance with the CPTED principles.

### 5.1 Surveillance

Opportunities for crime can be reduced by providing opportunities for effective natural surveillance. This principle indicates that offenders are often deterred from committing a crime in areas with high levels of natural surveillance that foster communal activity. The following design features can improve natural surveillance:

- Clear and direct paths that encourage pedestrian activity and allow for clear lines of sight;
- Clear sight lines between public and private places and maximising natural surveillance;
- Establishing buildings close to the street frontage to allow passing traffic to observe the development;
- Clear building entry points, highly visible from the street and pedestrianised areas;
- Orientation of building entrances and windows towards the street, public domain, open space and parking areas;
- Appropriate lighting and effective guardianship of communal and/or public areas; and
- Minimal opportunity for offenders to conceal themselves or entrap victims.

The external areas of the site consist of the loading docks, car parks, driveways and internal access ways. The proposed development provides a high level of natural surveillance, both to the development itself and its surrounds. The site benefits from a significant number of individual lots in the proposed development, in which are ancillary offices that face the streets except for Lot C and G that face the open space and/or basin in Lot D. These elements provide a reasonable level of natural surveillance from neighbouring tenancies in an active precinct.

Buildings that address the street or public domain areas provide opportunities for natural surveillance between occupants and the general public, which can be maximised through the provision of windows in the ancillary office spaces and pedestrian entrances which face public areas. The office spaces for each subdivided lot will be located facing the primary street frontage providing a high level of natural surveillance over the activity along the public areas, activity in the car park and the truck entrance during office hours.

The proposed internal road network of the industrial precinct has been designed to enable road connections to the neighbouring developments to the north and east (both of which are anticipated to be redeveloped for industrial purposes) in the future that will result in an increase in the vehicle movements and general activity through the precinct contributing to natural surveillance.

Recommendations in respect of territorial reinforcement are provided in **Section 6.1.1**.

## 5.2 Lighting and Technical Supervision

Effective lighting and discrete technical supervision can reduce fear, increase community activity, improve visibility and increase the likelihood of offenders being detected. Lighting and technical supervision are integral in increasing the safety and perceived safety. All lighting provided within and around the development should ideally exceed the minimum Australian Lighting Standard AS/NZ 1158 for public streets, car parks and pedestrian areas, specifically addressing crime and fear reduction. Furthermore, a consistent maintenance regime should be put in place to ensure all lighting and CCTV cameras remain in good working condition.

The development will bring an unprecedented number of users within the site at various times throughout the day. For this reason, the consistency of lighting will be critical in reducing the fear of crime and optimising facial recognition of potential offenders. Given the nature of the proposed development, consideration of the appropriate type of lighting is essential. Consistent lighting should ideally be included in all publicly accessible areas of the precinct (roads, footpath and open space), as well as areas which do not benefit from natural surveillance.

Lighting levels should be adequate to permit facial recognition and allow for informal surveillance. Bright and well distributed lighting should be in place at all of the building's entrances (including the ancillary offices) and egress points, and the lighting types should be of a high quality and be vandal resistant to ensure longevity and allow for less maintenance or replacement. All lighting should be designed and managed in the context of the location to maximise effectiveness. Where recesses and blind corners cannot be avoided, the use of extra lighting and / or mirrors should be considered.

The placement of CCTV external to various warehouse buildings and office spaces, and other spaces throughout the site should provide coverage to key access points, and areas that do not benefit from natural surveillance. To ensure the CCTV network is effective, lighting in and around the development should be designed to correspond with the placement of the CCTV cameras to permit adequate facial recognition of CCTV images at all times. A suitably qualified consultant should be engaged to advise on the lighting specifications.

Recommendations in respect of territorial reinforcement are provided in **Section 6.1.2**.

## 5.3 Territorial Reinforcement

The NSW Police Safer by Design Guidelines note that people generally recognise areas that are well cared for and areas that display strong ownership cues are less likely to be improperly used than those that do not. In particular, ownership cues are heightened and fear can be reduced amongst residents and visitors through the personalisation, marking, maintenance and decoration of a building or place.

The clear definition of the development being private territory will increase the risk to an offender and promote territorial reinforcement, as criminals do not want to be detected, challenged or apprehended. The increase in persons on the site provides a notable increase in natural surveillance opportunities. The industrial estate, designed by SBA Architects, will enhance the area image when compared to the existing situation with a vacant site.

Additionally, sometimes way finding in large environments and industrial areas can be confusing. Knowing where and how to enter and exit and find assistance within parking facilities can impact on perceptions of safety, victim vulnerability and crime opportunity. Suitable wayfinding signage at key entry and decision making points, around the perimeter of the development, along with building / business identification signage associated with the industrial tenants are recommended to help reduce the opportunities for people to find excuses to gain unauthorised access and / or to loiter in areas of the development, or immediately adjacent to entries. Whilst all access points are legible and inviting, signage will further enhance this perception.

Territorial reinforcement of each lot's office spaces has been designed to provide access and visible surveillance to the external areas and street frontage of the lots which assists in reinforcing what are public and private spaces. The location of building entries are within close distance of public roads and clearly demonstrates that it does not provide any opportunities to cut-through the site or provide opportunities that lead to uses other than industrial spaces. The proposed development is also absent of undefined space, with landscape treatment extending to the site's boundary and therefore clearly delineating public from private space.

Recommendations in respect of territorial reinforcement are provided in **Section 6.1.3**.

#### **5.4 Environmental Maintenance**

There is a strong association between environmental maintenance and the fear or perceived fear of crime. General image can greatly affect the individual's desire to enter and engage with space. Environmental maintenance and territorial reinforcement are co-dependent in achieving a safer space and are integral in achieving optimal natural surveillance. The maintenance of the built form, landscaping and lighting will assist in communicating care and the presence of effective guardianship. Routine maintenance is a strong indicator of area management and perceived safety.

It can also affect the economic prosperity of areas and lessen the likelihood of prolonged future success of the area. Vandalism, graffiti and other crimes can induce fear and avoidance of public spaces. As such, maintenance of the proposed development and its surrounds is a key crime prevention mechanism. The proposed development will provide a high quality urban environment which will convey a clarity of ownership and display a space that is well cared for.

As the proposed development will likely comprise numerous tenants in its operation, the clear articulation of a management body is necessary. We understand Fife will ensure the overall site is maintained to a high standard with the tenancy contracts requiring the lots also are maintained to a high standard.

In this regard, the external environments of the lots will be subject to a Precinct Management Body that will ensure the maintenance of all external environments. Specifically, areas such as the publicly accessible space and visible external private area will require specific attention as it will include a significant quantity of planting and landscaping treatments that will facilitate the amenity and territorial reinforcement of these spaces. Environmental maintenance should also consider the effect of topography and associated retaining walls, which is highly relevant to the site. Generally, environmental maintenance procedures should ensure that this vegetation does not compromise other principles of CPTED such as access control and surveillance.

Further recommendations in respect of environmental maintenance are provided in **Section 6.1.4**.

#### **5.5 Activity and Space Management**

Similar to environmental maintenance, there is a strong association between activity and space management, and the fear or perceived fear of crime. Space management relates to the supervision, control and the ongoing care of a development. Spaces that are infrequently used are known to experience crime and be the subject of abuse. Unlike environmental maintenance, this principle endeavours to manage the more dynamic activity and use of space.

The management of space and activity is important to maintaining control over a space and preventing incidents of crime. Space management relates to the supervision, control and the ongoing care of a development, similarly to environmental maintenance. Spaces that are infrequently used are known to experience crime and be the subject of abuse. Effective space management also encourages people to feel a shared responsibility for its use and condition.

Further recommendations in respect of environmental maintenance are provided in **Section 6.1.5**.

## 5.6 Access Control

Access control strategies restrict, channel and encourage the movement of people and vehicles into and through designated areas. Unauthorised entry is reduced by physical and technical barriers, as they increase the effort required to commit a crime. The proposed development includes multiple types of access, these include:

- Primary – access to all public accessible areas.
- Secondary – access to semi-public areas including car parks and reception areas.
- Vehicle – Access to the loading dock and car park.

Access control within the proposed development is well considered to protect the private premises from unauthorised entry. Truck entrance and car park access will be restricted by boom gates accompanied by an intercom system to prevent access to unrestricted areas. Outside of operation hours access through the site entrances will be secured by solid gates to secure access and restrict crime. Lastly, access control measures are proposed at all entry points to the factory to ensure unauthorised entry is protected to the valuable and potentially sensitive goods within.

The site's Fencing Plan outlines the use of palisade fencing around the lots where the lots border with publicly accessible areas such as the internal road network and Aldington Road and Chain Wire fencing will be used along the boundary between lots and areas that are not publicly accessible.

Recommendations in respect of territorial reinforcement are provided in **Section 6.1.6**.

## 5.7 Design, Definition and Designation

The design of the proposed development reflects its purpose, and while potential perpetrators may seek to exploit areas with unclear spatial definition, the design of the proposed development generally benefits from achieving multiple principles of CPTED.

The design clearly shows a logical separation of the proposed development's uses and their access points, minimal area of unclear spatial definition and an appropriate choice of landscaping materials and vegetation. The orientation and layout of the site maximises surveillance opportunities the surrounds, and the linear configuration of car park bays further assists natural surveillance opportunities.

With a number of tenancies on the site, the operational management of these buildings is integral in identifying and resolving opportunities for conflict and should consider a holistic approach to estate-wide management.

Recommendations in respect of territorial reinforcement are provided in **Section 6.1.7**.



## 6.0 Crime Risk Rating and Recommendation

The Crime Risk Rating considers the development as proposed in the architectural plans prepared by SBA at **Appendix C** within the site's environment.

Acknowledging the site context and the issues discussed in Sections 2, 4 and 5, the Crime Risk Assessment Rating of the proposed development is rated within the 'low category'. An assessment of the proposal using CPTED principles has found that, with the actions recommended below are implemented, the rating would improve its rating within the 'low' category.

This Crime Risk Rating incorporates the inevitable risk of crime associated with large-scale industrial development precincts. Notwithstanding this, our assessment finds that the design of the precinct is generally consistent with the principles of CPTED and worthy of support provided the recommendations below are implemented.

In informing the Conditions of Consent, recommendations to further improve the safety and security of the proposed development are detailed in **Section 6.1**.

### 6.1 Recommendations

#### 6.1.1 Surveillance

- Ensure opportunities for natural and incidental surveillance are maintained through effective lighting, access control and environmental maintenance.
- In areas of the proposed development that have minimal opportunities for natural surveillance are created by concealment and entrapment opportunities are minimised.
- Wayfinding signage should be provided to ensure that users understand how and where to enter, exit and find assistance.
- Limit the unnecessary placement of temporary signage and banners along pedestrian paths.
- Ensure the environmental conditions and landscaping do not create opportunities for concealment, entrapment or reduced visibility.

#### 6.1.2 Lighting and Technical Supervision

- Ensure feelings of safety are enhanced and lines of sight are retained, it is recommended that any acute or blind corners at building entries and within lobbies are well lit with bright consistent lighting.
- Outdoor lighting is recommended to have a minimum Colour Rendering Index (CRI) of 60 and comply with the relevant Australian Standards.
- While endeavouring to minimise light-split into the surrounds, exterior lighting to buildings should have a average Lux of 30 and a minimum uniformity of 0.4 Uo. It is recommended that exterior lighting be consistent. 'Inactive' lighting is not recommended in public spaces. A lighting consultant is recommended to be engaged to provide advice on the design of the exterior lighting strategy which considers CPTED principles.
- The CCTV network should endeavour to ensure blackspots of coverage are not created.
- Ensure adequate and discrete CCTV coverage monitors entry/exits to semi-private and private spaces.
- Discrete CCTV systems such as small dome cameras are recommended.
- Any emergency lighting shall also be installed and maintained in accordance with the relevant Australian Standards.
- It is recommended that CCTV footage should be stored for a minimum of 30 days. Footage should have embedded time, date and camera location details.
- Immediate access to the CCTV system and the ability to review recordings is granted to NSW Police Officers.

- It is recommended that a security consultant with a Class 2A licence under the Security Industry Act 1997 is engaged to provide specific advice on placement, installation, monitoring and maintenance of the CCTV network.

### **6.1.3 Territorial Reinforcement**

- Ensure an appropriate level of wayfinding and signage is installed, reinforcing public and private space.
- Display CCTV security notice signs to convey that the site is under constant surveillance.
- Maintain that building entrances remain free of clutter to ensure entry points are highly visible from the street and public domain frontages.

### **6.1.4 Environmental Maintenance**

- Ensure environmental maintenance procedures align with the principles of CPTED, including the minimisation of concealment opportunities and maintaining surveillance opportunities and access control.
- Environmental maintenance should ensure general building maintenance and cleanliness is maintained throughout the subdivision to display the site is well maintained, discouraging crime.
- Regular maintenance and cleaning and rapid removal of graffiti and the repair of vandalism is crucial to the ongoing perception of safety. Any environmental maintenance procedures should prioritise a prompt response.

### **6.1.5 Activity and Space Management**

- Ensure wayfinding strategies are incorporated for the development as a whole and each individual lot.
- During the hours of office operation, the designated car parking area is likely to be publicly accessible. Outside of these hours, public access to the site's car park should be prohibited. It is recommended that visitors be afforded access through an intercom system.
- Portable signage and unfixed equipment such as outdoor seating and other landscaping furniture should be appropriately stored when not in use, minimising the opportunities for these items to be misused or opportunity for concealment.

### **6.1.6 Access Control**

- Ensure that any access control does not appear to fortify the environment. Any fencing along the internal roads are to not have a significant visual impact on the lots and ideally provide visual designation between private and public land, rather than enclosing fencing to restrict access
- Ensure access to the loading dock is controlled, ideally with electronic pass systems and intercoms.
- Ensure the access control mechanisms and physical barriers separating vehicles areas also restrict the movement of pedestrians between these areas. (i.e. pedestrians from the loading dock).
- Access to the car park outside of office hours should be secured via locked gates.

### **6.1.7 Design, Definition and Designation**

- Appropriate and clear wayfinding signage should be provided for the external areas of development to prevent unauthorised individuals from inadvertently or intentionally accessing these spaces. Wayfinding signage provides clarity for navigating the site reducing ambiguity and excusing making for potential perpetrators.