Crime Prevention Through Environmental Design (CPTED) Report

New Education Campus at Jindabyne, NSW

(SSD 8845345)

Prepared on behalf of NSW Department of Education

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*This document is for discussion purposes only unless signed and dated by project director.

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1 Introduction

This Crime Prevention Through Environmental Design (CPTED) accompanies an Environmental Impact Statement (EIS) pursuant to Part 4 of the Environmental Planning and Assessment Act 1979 (EP&A Act) in support of an application for a State Significant Development (SSD No 15788005).

The SSDA is for a new education campus at Jindabyne, comprising of a new primary and high school, located at the Jindabyne Sport and Recreation Centre (JSRC).

This report addresses the Secretary's Environmental Assessment Requirements (SEARs), notably:

Table 1. SEARs CPTED Requirement

SEAR heading	SEAR content
1. Statutory Context, Strategic Context and Policies	Address the relevant planning provisions, goals and strategic planning objectives in all relevant planning policies including but not limited to the following: […] • Crime Prevention Through Environmental Design Principles
2. Built Form and Urban Design	• Address how CPTED Principles are to be integrated into development.

1.1 Report Purpose

The purpose of this report is to assess the proposal in terms of the key principles of CPTED and to provide recommendations that can be considered as part of detailed design for the site.

This report responds to the Secretary's Environmental Assessment Requirements (SEARs) for the project (described further below). It has been prepared with regard to the following documents:

- Crime prevention and the assessment of development applications – Guidelines under section 79C [now 4.15] of the Environmental Planning and Assessment Act 1979 (Department of Urban Affairs and Planning, 2001);
- "Safer by design – Crime Risk Assessment' (NSW Police Force, 2016); and
- Companion to Safer by Design Crime Risk Assessment (NSW Police Force).

The assessment undertaken in this report is based on drawings package issued by DJRD Architects on 23 July 2021.

1.2 Report Structure

The structure of this report is as follows:

- Chapter 1 introduces the report;
- Chapter 2 identifies the site and context;
- Chapter 3 provides an overview of the proposal;
- Chapter 4 provides an overview of crime in the area

- Chapter 5 provides a discussion of the development in the context of CPTED principles and provides recommendations for future implementation;
- Chapter 6 concludes the report.

Additionally, an assessment against the NSW Police Force CPTED Checklist is provided at **Appendix 1**.

1.3 About the Author

The author has completed the Safer by Design Course (Attendee ID: 51255068) by the NSW Police Force, which provides CPTED approved courses and qualifies the author to prepare this report.

2 Site Analysis

2.1 Regional Context

The site is situated within the Snowy Mountains Special Activation Precinct (Precinct), which is an investigation area that covers 70,000ha focusing on the Jindabyne town centre and areas of high tourism interest within Kosciuszko National Park, including Thredbo, Perisher and Charlotte Pass.

The site is located within the proposed 'Sport and education precinct', which seeks to develop a best practice, future-focused spot and education precinct that caters to the local community, athletes and visitors.

A site aerial, depicting the location of the site in relation to the Precinct, is provided in **Figure 1**.

2.2 Local Context

The site is located within the western extent of the existing Jindabyne Sport and Recreation Centre (JSRC), a high performance and community sport centre providing for a range of sporting and accommodation facilities including a synthetic running track, cycling track, new constructed BMX track and new ski jump currently under construction.

The surrounding area comprising remnant grassland, woodland and agricultural land. The Jindabyne Airstrip located to the west of the site on Tinworth Drive offers scenic and adventure flights including training courses for members and tourists.

Further south of the Jindabyne Airstrip is the industrial area of Jindabyne, which contains various industrial businesses including supplier warehouses, equipment hire and trade services. The Jindabyne Community recycling centre is located east of the JSRC.

Figure 1: Local context map
Source: Draft Snowy Mountains Special Activation Precinct Master Plan

2.3 Site Description

The site of the proposed new education campus at Jindabyne is located within the western extent of the existing JSRC at 207 Barry Way (101 DP1019527). The site is located within the Snowy Monaro Regional Council local government area and is approximately 2.2km south of the Jindabyne town Centre. A site aerial is provided in **Figure 2**.

The site is approximately 9 ha in size, containing a former golf course and three existing workers cottages which were occupied during the construction of the Snowy Hydro Scheme. The site is undeveloped and contains scattered trees. Much of the surrounding land comprises remnant grassland, woodland and agricultural land.

As identified above, the site is within the existing JSRC which is a high performance and community sport centre located directly east of the site. The JSRC has a range of sporting facilities including a synthetic running track, cycling track, netball and tennis courts, fitness and indoor sports centres, and sporting ovals, as well as other services and accommodation facilities. The newly constructed BMX track is located directly east of the site with the new ski jump currently under construction to the northeast.

TAFE NSW have recently lodged a development application for a Connected Learning Centre (CLC) and Mobile Training Unit (MTU) which is proposed to the south of the site. The CLC and MTU will utilise interactive, digitally enabled, flexible, and multipurposed learning environments to provide high-quality training and learning experiences accommodating a maximum of 20-25 students and 3 teachers.

The site provides a fall from the north-south and west-east (approx. 10m). The highest point of the site is approximately 1,002m AHD in the southwest near the current JSRC entry off Barry Way.

The site is situated in the northwest portion of the lot and is depicted in **Figure 2 – 3**.

Figure 2: Site aerial of new education campus within the JSRC
Source: DJRD

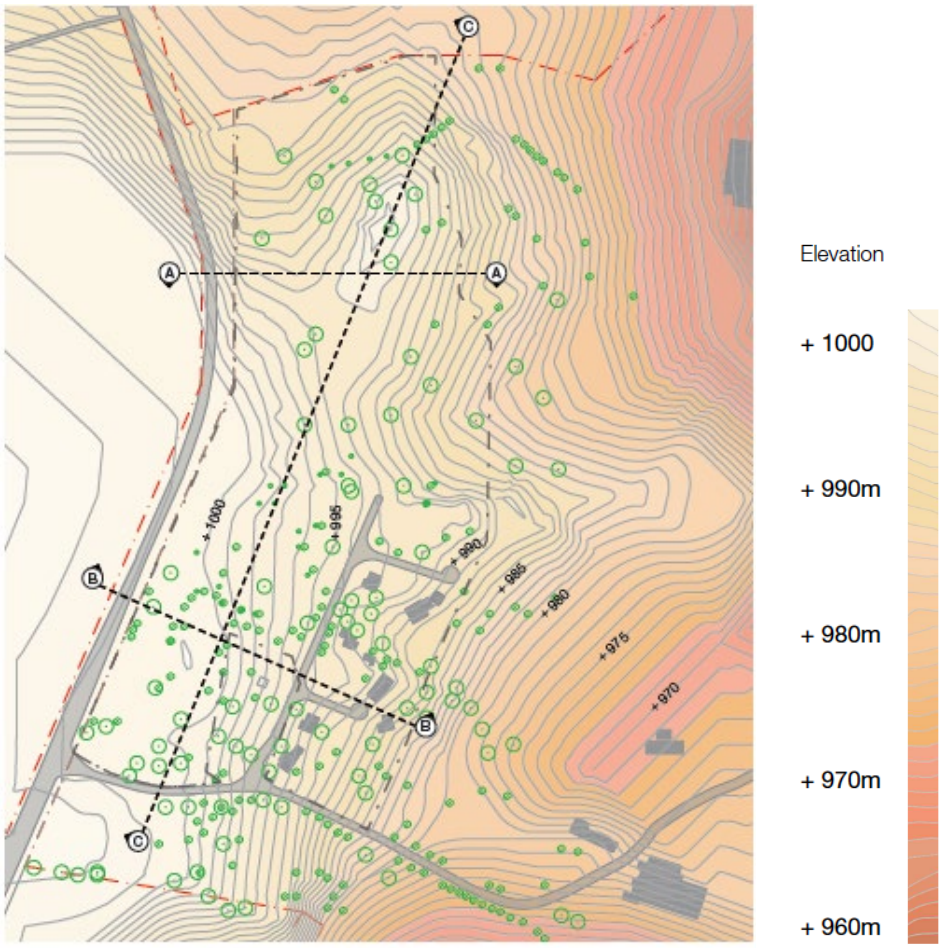

Figure 3: Elevation diagram
Source: DJRD Architects

2.4 Existing Development

The existing lot contains the JSRC, several sporting facilities and accommodation buildings across the lot including a synthetic running track, cycling track, netball and tennis courts, fitness and indoor sports centres, and sporting ovals, as well as other services and accommodation facilities.

The newly constructed BMX track is located directly east of the site with the new ski jump currently under construction to the northeast.

The site itself contains a former golf course and three existing workers cottages which were occupied during the construction of the Snowy Hydro Scheme.

An internal road is also identified off the main driveway to the JSRC which connects to the existing cottages in the south-eastern corner of the site. A small storage shed is also located in the southern extent of the site.

An existing site plan is shown at **Figure 4**, which depicts the extent of the school site and associated buildings and structures.

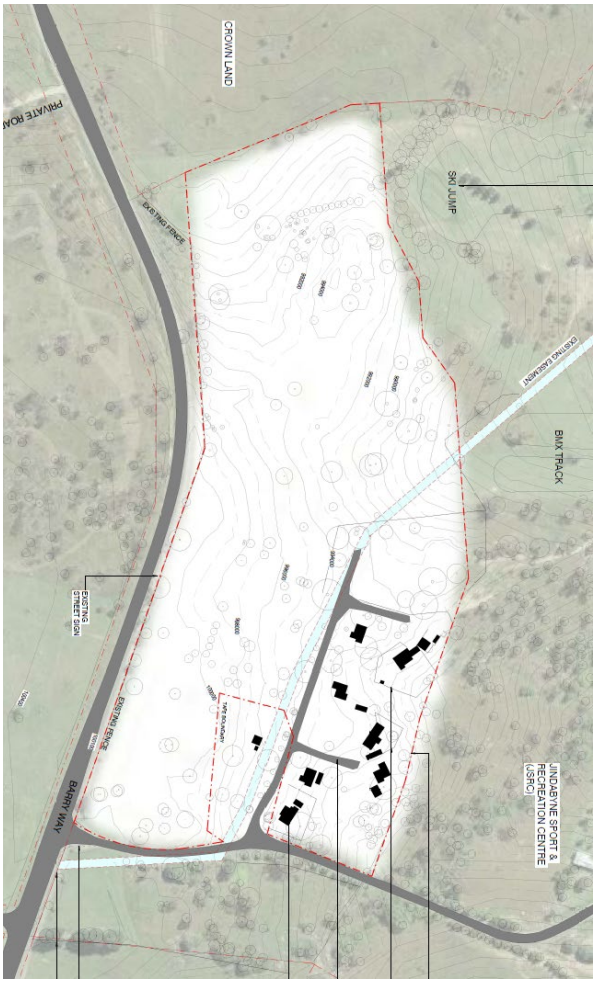

Figure 4: Existing site plan
Source: DJRD Architects

2.5 Surrounding Development

The lot is generally bound by Barry Way to the west, undeveloped rural land to the north and south and the Jindabyne Community Recycling Centre to the east.

On the other side of Barry Way to the west is the Jindabyne Aero Club and air strip and the Jindabyne Pony Club.

The local heritage item no. 147 "Leesville Hotel" is located to the southwest of the lot which consists of a group of vernacular rural buildings built in the mid-19th century. To the southwest of the site is Leesville industrial estate containing various industrial businesses including supplier warehouses, equipment hire and trade and automotive services.

The photos below depict the key surrounding development.

Figure 5: Looking north from existing JSRC vehicle entrance
Source: SINSW

Figure 6: Looking west towards Barry Way from the centre of the site
Source: SINSW

Figure 7: Looking east towards JSRC from western boundary of site
Source: SINSW

Figure 8: Looking east towards JSRC from site
Source: SINSW

3 Proposed Development

The proposed development is for the construction of the Jindabyne Education Campus comprising a new primary school and a new high school at Jindabyne (the proposal). The proposal is located within the JSRC located at 207 Barry Way (the site) and will accommodate approximately 925 students with the capacity for expansion in the future.

The new primary school will be located generally in the northern portion of the site whilst the new high school will to the south of the site. While the schools are inherently separate identities, with separate student entries, opportunities for integration are provided in a central shared plaza with co-located school administration facilities, as identified in Figure 1 below. This outdoor learning space is activated by the school canteen (shared) and separate core facilities including the primary school hall and library, and the high school gym and library, and provides opportunities for shared community use.

The new primary school will provide for a Core 21 school. This will comprise of 20 home base units and 2 support learning units, administration and staff facilities, covered outdoor learning area (COLA), hall, staff and student amenities, out of school care facilities, library and special programs. Landscaped areas include active and passive open space play areas, and a games court.

The new high school will provide for a stream 2 high school. This is to comprise of 20 general/specialised learning spaces and support learning units, administration and staff facilities, covered outdoor learning area (COLA), hall, staff and student amenities, library, an agricultural learning unit. Landscaped areas include active and passive open space play areas, a sports field and multipurpose games courts.

A new access driveway is proposed off Barry way Road along the western boundary of the site and includes car parking, bus and private vehicle drop-off zones, and delivery zones.

Architectural extracts of the proposed development are provided below.

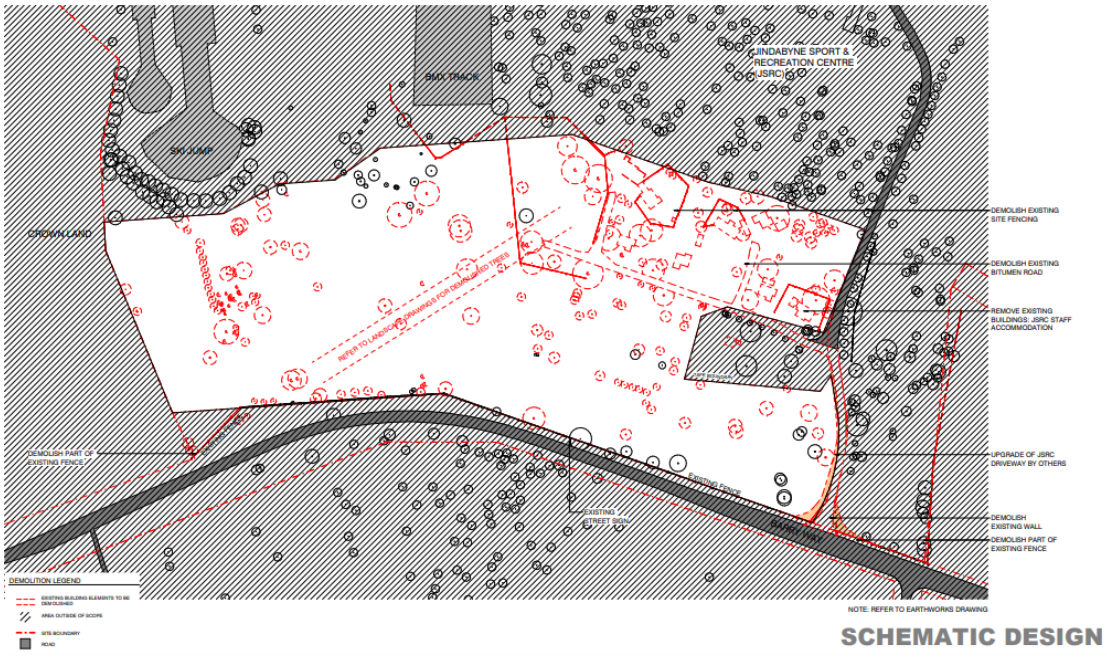

Figure 9: Proposed demolition plan
Source: DJRD Architects

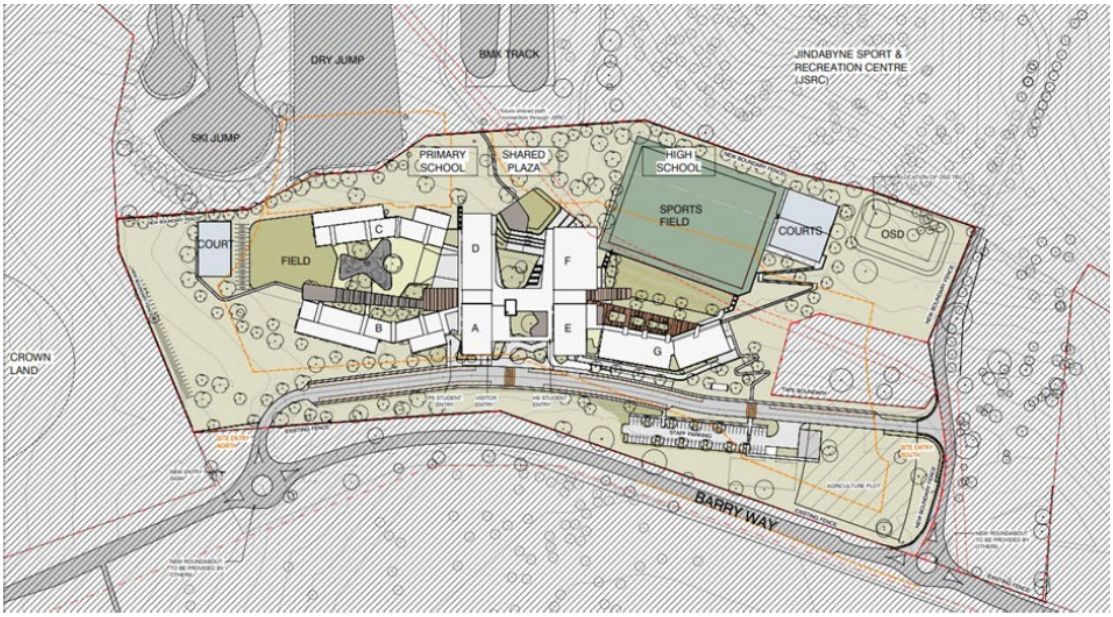

Figure 10: Proposed site plan
Source: DJRD Architects

Figure 11: Proposed ground floor plan
Source: DJRD Architects

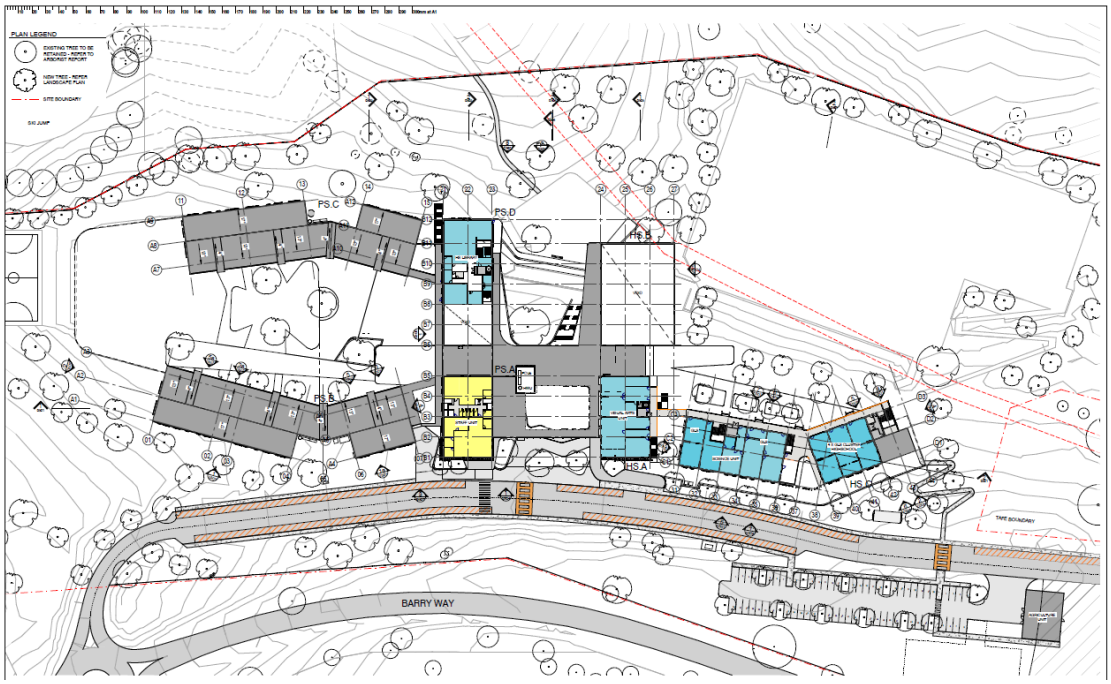

Figure 12: Proposed first floor plan
Source: DJRD Architects

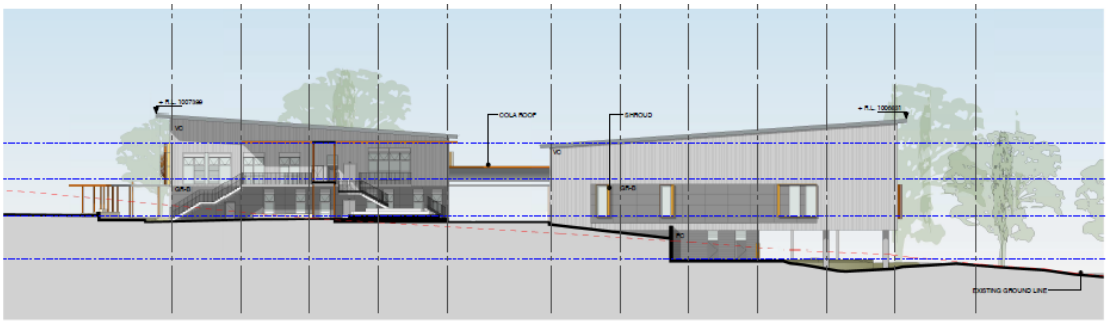

Figure 13: Central zone south elevation
Source: DJRD Architects

Figure 14: Central zone east elevation
Source: DJRD Architects

4 Crime Profile

Table 2 below provides a breakdown of major crime rates in Snowy Monaro Regional LGA based on data from the NSW Bureau of Crime and Statistics and Research (BOSCAR).

The table shows the incident rate ratio of Snowy Monaro Regional-to-NSW crime rates (with the NSW rate equivalent to 1) from the past year (March 2020 to March 2021).

The crime figures discussed in this section of the report are only those crimes that have been recorded by NSW Police and as such cannot be seen to represent all crimes committed in the area.

Also, levels of reported crime are sensitive to a range of factors, such as the willingness or ability of people to report a criminal activity and the levels and nature of police activity.

Table 2. Snowy Monaro Regional LGA Crime Overview – 2020 to 2021

Offence Type	Snowy Monaro Regional-to-NSW incident rate ratio
Murder	5.8:1
Assault – domestic violence related	0.7:1
Assault – non-domestic violence	0.8:1
Sexual assault	1.1:1
Indecent assault, act of indecency and other sexual offences	1.2:1
Robbery without a weapon	/
Robbery with a firearm	/
Robbery with a weapon not a firearm	/
Break and enter dwelling	0.6:1
Break and enter non-dwelling	1.2:1
Motor vehicle theft	0.6:1
Steal from motor vehicle	0.5:1
Steal from retail store	0.2:1
Steal from dwelling	0.4:1
Steal from person	/

Table 2. Snowy Monaro Regional LGA Crime Overview – 2020 to 2021	
Fraud	0.4:1
Malicious damage to property	1:1

Compared to the rest of NSW, Snowy Monaro Regional generally has **moderately lower crime rates.**

There is no meaningful data on trends at the suburb or Council level. It cannot be determined if crime has increased or decreased over the previous two-year period.

While Snowy Monaro Regional LGA broadly displays moderately lower crime rates, it is important to note that the location of the proposed school is not located within a designated "hotspot".

As shown in the images below, BOSCAR data for Jindabyne indicates that the site is not located in or near any hotspots, which are mostly located in the nearby Jindabyne township. There have been no isolated incidents in the locality of the proposed school.

Hotspots indicate areas of high crime density (number of incidents per 50m x 50m) relative to crime concentrations across NSW.

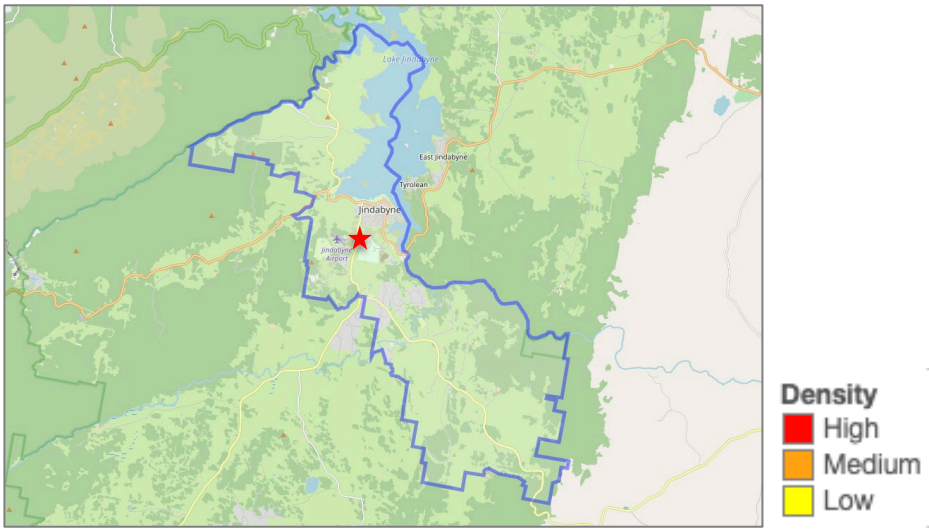

Figure 3: Incidents of domestic assault hot spot map
Source: BOSCAR NSW

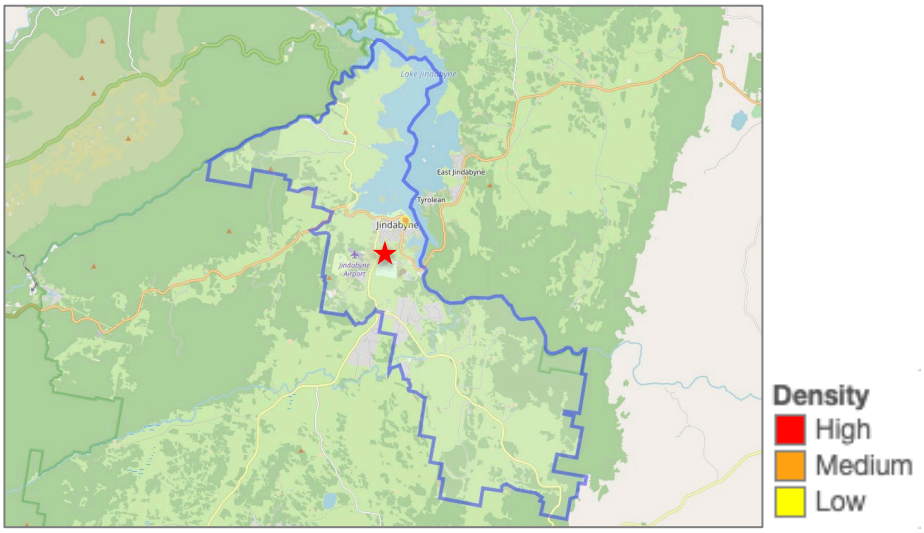

Figure 4: Incidents of non-domestic assault hot spot map
Source: BOSCAR NSW

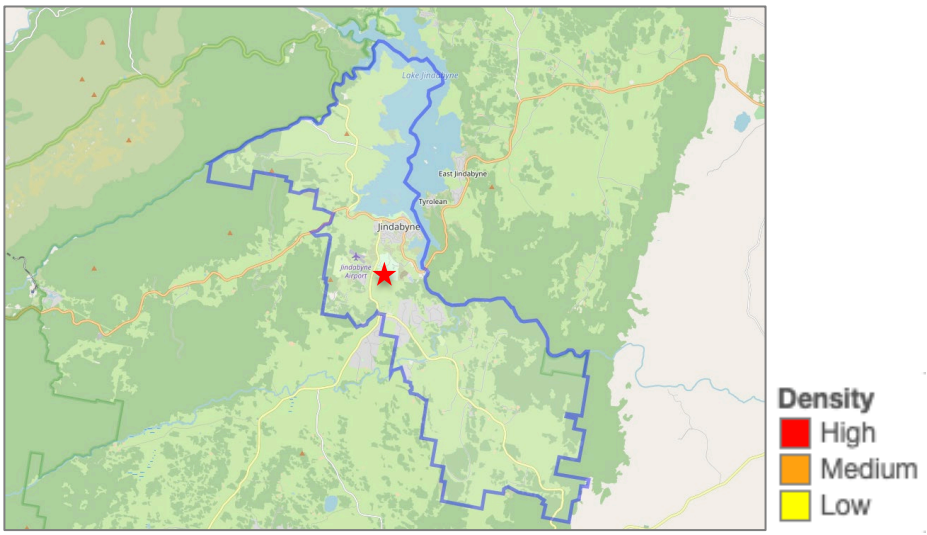

Figure 5: Incidents of robbery hot spot map
Source: BOSCAR NSW

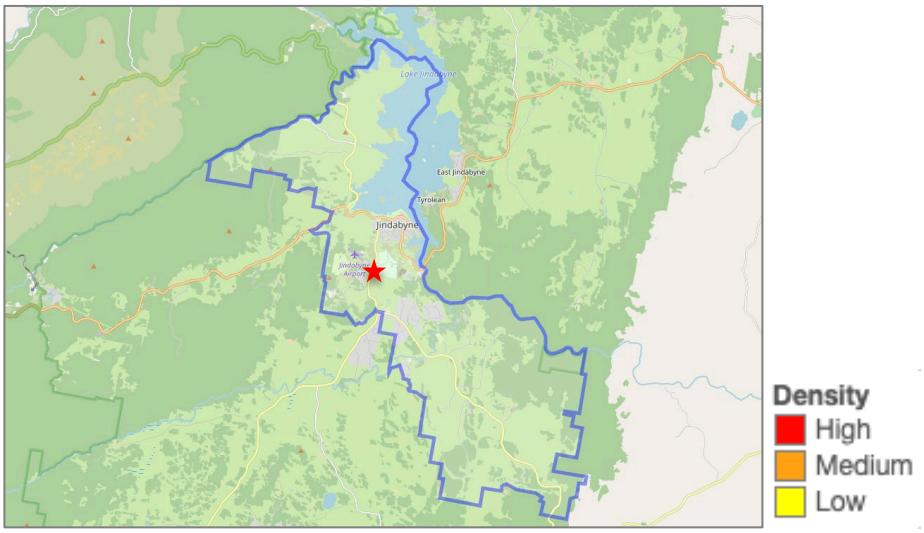

Figure 6: Incidents of theft (break and enter dwelling) hot spot map
Source: BOSCAR NSW

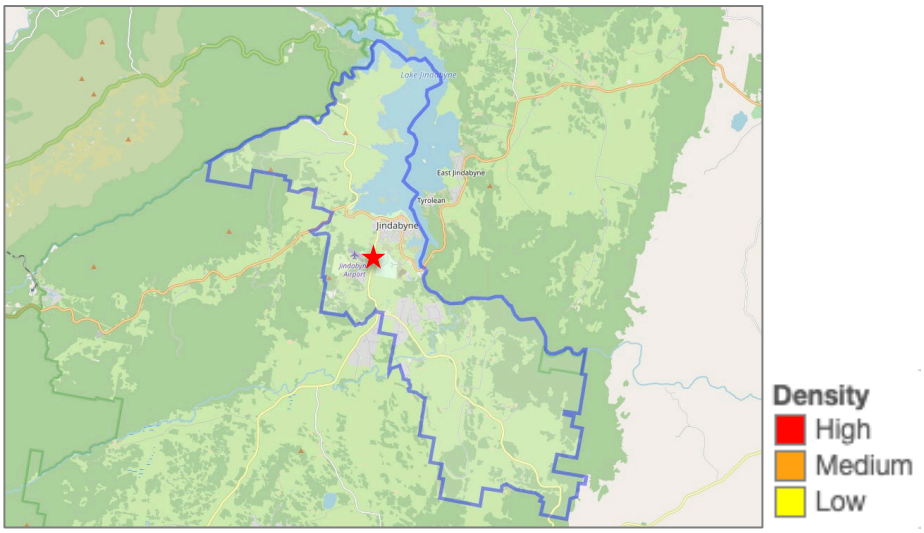

Figure 7: Incidents of theft (break and enter non-dwelling) hot spot map
Source: BOSCAR NSW

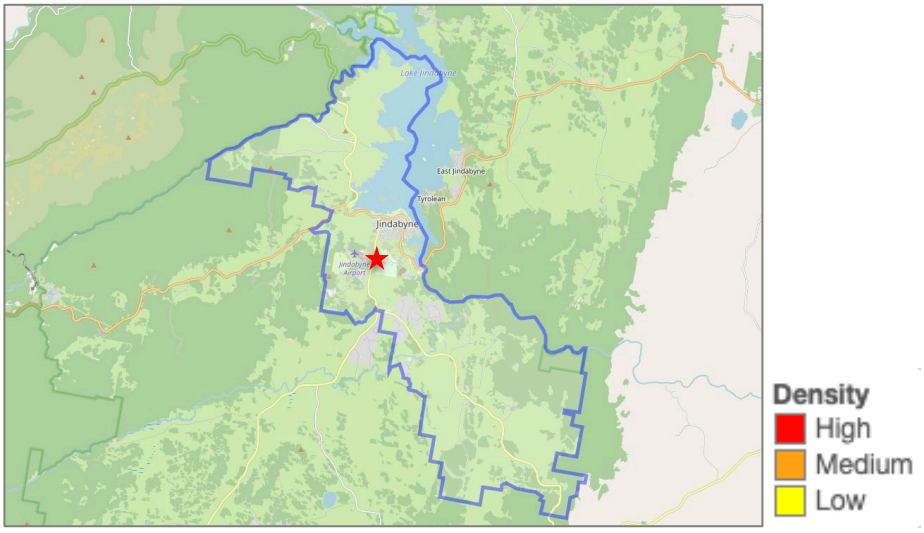

Figure 20: Incidents of theft (motor vehicle theft) hot spot map
Source: BOSCAR NSW

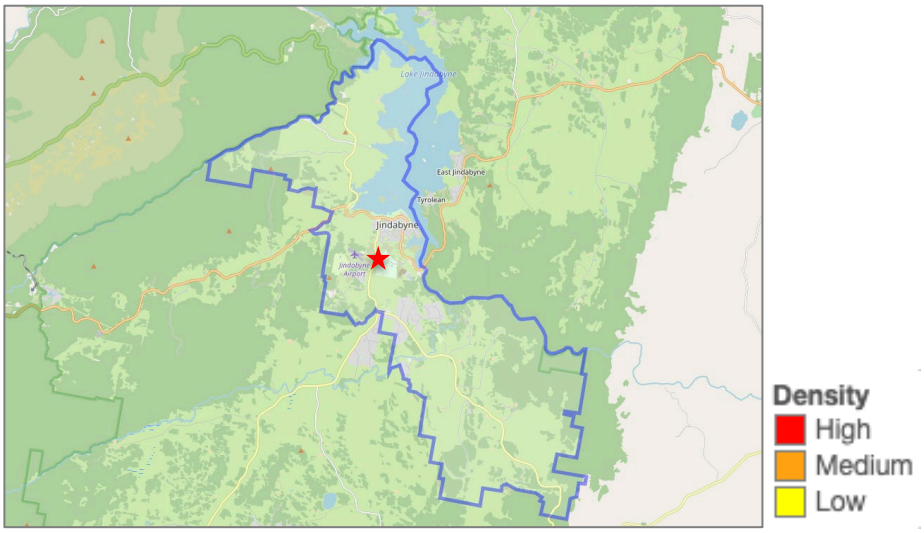

Figure 21: Incidents of theft (steal from motor vehicle) hot spot map
Source: BOSCAR NSW

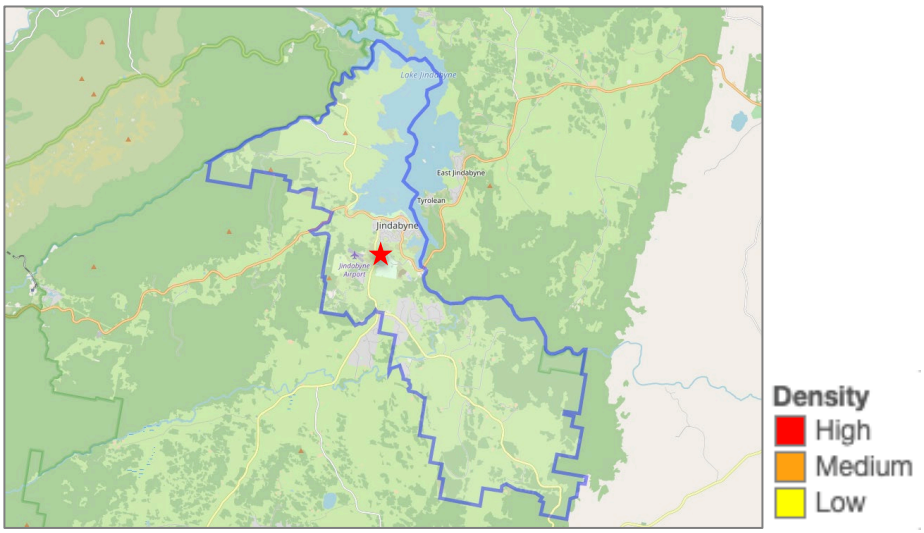

Figure 22: Incidents of theft (steal from dwelling) hot spot map
Source: BOSCAR NSW

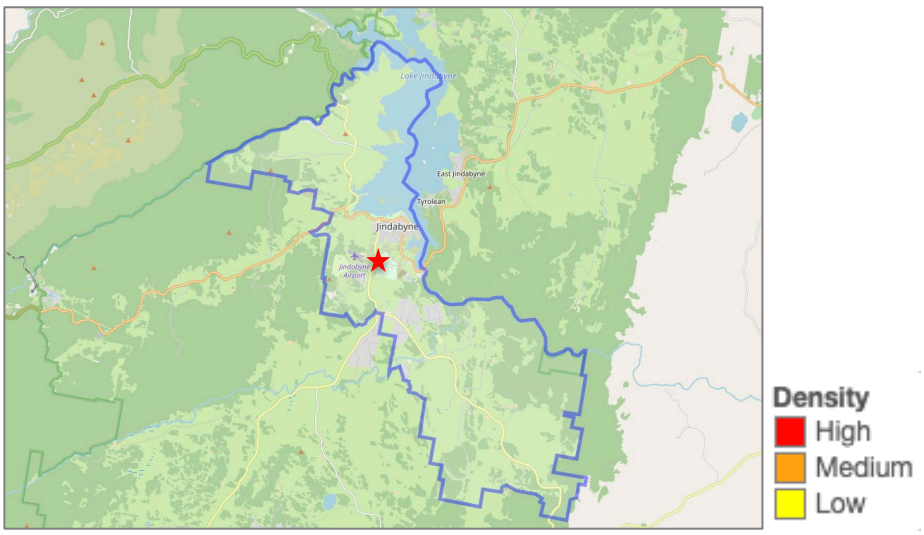

Figure 23: Incidents of theft (steal from person) hot spot map
Source: BOSCAR NSW

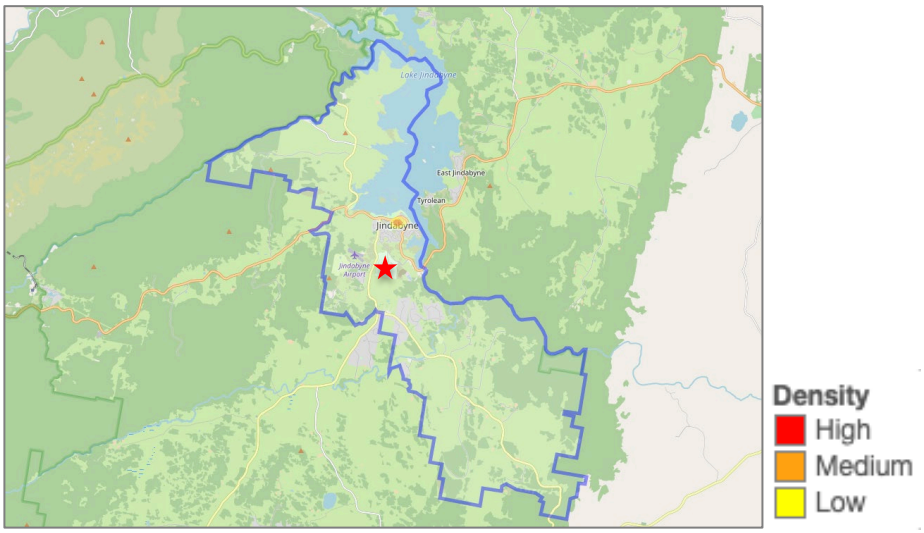

Figure 24: Incidents of malicious damage to property hot spot map
Source: BOSCAR NSW

Overall, the crime data for the suburb of Jindabyne and Snowy Monaro Regional LGA point to a **low-incident crime environment**.

5 CPTED Principles

This report utilises the principles of CPTED, which are based on a situational approach to crime prevention that seeks to minimise the risks for possible crime offences to occur. This is achieved by:

- Increasing the possibility of detection, challenge and capture;
- Increasing the effort required to commit crime;
- Reducing the potential rewards of crime by minimising, removing or concealing 'crime benefits'; and
- Removing conditions that create confusion about required norms of behaviour.

Notwithstanding, this report and approach acknowledge that any design strategy cannot operate effectively in isolation and is just one element of a broader approach to a crime prevention strategy that includes social and community inputs and complementary strategies.

There are four key CPTED principles laid out in the CPTED guidelines:

- Natural surveillance;
- Access control;
- Territorial re-enforcement; and
- Space management.

The following subsections discuss these principles in greater detail in the context of the proposed development. Additionally, an assessment against the NSW Police Force CPTED Checklist is provided at **Appendix 1**.

5.1 Natural Surveillance

NSW police defines natural surveillance as follows:

> *Natural surveillance is achieved when normal space users can see and be seen by others. This highlights the importance of building layout, orientation and location; the strategic use of design; landscaping and lighting – it is a by-product of well-planned, well-designed and well-used space.*

Natural surveillance is achieved by:

- Orienting buildings, windows, entrances and exits, car parks, rubbish bins, walkways, landscape trees and shrubs, in a manner that will not obstruct opportunities for surveillance of public spaces;
- Placing persons or activities to maximise surveillance possibilities; and
- Providing lighting for night-time illumination of car parks, walkways, entrances, exits and related areas to promote a safe environment.

5.1.1 Evaluation

Our review of the plans indicates the following in relation to natural surveillance:

- The primary school and general learning spaces have been sited in a 'U' shape. This provides ongoing natural and passive surveillance of the central play area and walkway;

- Buildings are generally aligned and set back to the street frontage, which affords opportunities for passive and natural surveillance along the accessway, car park and Barry Way;
- The central play areas will have high levels of visibility throughout school hours and supervised after school hours, if needed;
- The school has been designed to respond to the topography and steep fall of the land. It avoids significant changes in level to maintain adequate levels of visibility and generally even surfaces. This minimises opportunities for concealment in outdoor areas.
- The proposed walkways providing access between the buildings, car park and access road will provide overlooking of the at-grade car park, loading bay and the immediate surrounds;
- The school itself is located along a straight, central spine, ensuring constant surveillance of main activity areas;
- The buildings provide glazed facades and on all elevations that allow for good natural surveillance of the site entries, surrounding campus facilities, at-grade car park and broader outdoor areas;
- It is anticipated the field and associated courts in the south western portion of the site will be adequately lit in the evenings;
- Uses within the building are positioned such that there will be ongoing activity throughout all areas of the building, providing ongoing opportunity for overlooking by staff of the surrounding areas; and
- All frontages will contribute to an attractive, animated streetscape that will encourage pedestrian activity and help create natural community policing.

5.1.2 Recommendations

- Entries and the car park should be illuminated during night-time in accordance with the relevant standards;
- All areas intended to be used at night should allow for appropriate levels of visibility;
- CCTV at entries and in the car park should be considered however, these should be discrete and incorporated into the building design having regard for the overall use of the site;
- Particular consideration of surveillance should be made between the car park footpath and access to the administration building in the event the facility is used at night or after hours;
- Landscaping should utilise low level shrubs interspersed with canopy trees to allow for sightlines at eye-level and to minimise opportunities for hiding, particularly where level changes are significant; and
- Trees should be maintained by a regular maintenance plan that keeps good sightlines to the building entries, particularly within the at-grade car park.

5.2 Territorial Re-Enforcement

NSW Police defines territorial re-enforcement as follows:

> *Territorial re-enforcement uses actual and symbolic boundary markers, spatial legibility and environmental cues to 'connect' people with space, to encourage communal responsibility for public areas and facilities, and to*

communicate to people where they should/not be and what activities are appropriate.

Territorial enforcement is achieved by:

- Enhancing the feeling of legitimate ownership by reinforcing existing natural surveillance and natural access control strategies with additional symbolic or social ones;
- Designing space to allow for its continued use and intended purpose; and
- Using landscaping, pavement finishes, art, screening and fences to define and outline ownership of space.

5.2.1 Evaluation

Our review of the plans indicates the following in relation to territorial re-enforcement:

- The development has been designed for specific purposes with general learning spaces, library, specialised teaching spaces administration and staff facilities, a multi-purpose hall, gym and amenity areas;
- The separation of the primary and high school on either side of the central administration block is well considered in context of the school's function and assists with navigation on the school grounds;
- The separation will assist with legibility and direct movements from students into their respective areas and avoid unnecessary access or confusion through school grounds;
- The design of the buildings are clearly delineated in relation to adjoining uses. Different fencing treatments, such as solid palisade fencing and landscaping berms, respond to the various conditions on the site boundaries and are suitably incorporated into the overall campus design.
- The building entries have regard to existing site topography, interfaces and are located and designed to be easily identifiable;
    - Main entries have been provided for the administration building, high school and primary school. These are clearly delineated and legible from the internal accessway and act as a strong visual cue;
- It is anticipated that building entries will be marked with appropriate wayfinding signage, this is particularly important given the combined primary and high school campus; and
- The development's materials and finishes will distinguish the development from the surrounding public domain.

5.2.2 Recommendations

- The buildings should incorporate appropriate entry signage and wayfinding signage, particularly at the main transition areas between the high school and primary school (within the shared courtyard);
- Appropriate signage and wayfinding should be provided in semi-public areas including the car park;
- Outdoor seating areas should be located in areas of active use;
- The use of signage and transition cues should be carefully considered primarily around the primary and high school entry points to avoid confusion of this space.

5.3 Access Control

NSW Police defines access control as follows:

> *Access control treatments restrict, channel and encourage people and vehicles into, out of and around the development. Way-finding, desire-lines and formal/informal routes are important crime prevention considerations. Effective access control can be achieved by using physical and symbolic barriers that channel and group pedestrians into areas, therefore increasing the time and effort required for criminals to commit crime.*

Access control is achieved by:

- Using footpaths, pavement, lighting and landscaping to clearly guide the public to and from entrances and exits; and
- Using of gates, fences, walls, landscaping and lighting to prevent or discourage public access to or from dark or unmonitored areas.

5.3.1 Evaluation

Our review of the plans indicates the following in relation to access control:

- The campus limits pedestrian entry to two primary locations – the central administration block and future shared path to the adjoining high performance precinct. The limited entries will serve to channel people into the desired lobby areas and associated learning spaces;
- Limited entry points and fit-for-purpose fencing will create a safe and secure school campus;
- The future adjoining TAFE site will be securely fenced from the school site;
- The building entries are positioned to allow clear and direct access to the surrounding pedestrian network, car park and access road;
- The consolidated driveway, car park and loading bay formalise vehicular and pedestrian movements into and out of the site; and
- It is anticipated that appropriate signage will direct pedestrians to the entries.

5.3.2 Recommendations

- The campus facilities should be locked after hours and only be accessible via a security key;
- Appropriate signage should be implemented that delineates the primary school, high school and visitor access points. This should be particularly considered at the pedestrian crossing over the new access road;
- Consideration should be made as to how the campus will be secured particularly along the eastern boundary;
- All pathways should be clearly illuminated to provide a clear and safe path of travel from the car park to the buildings;
- Fire exit doors should be fitted with measures to restrict unauthorised access from the outside; and
- All areas should be fitted with doors that comply with relevant Australian Standards.

5.4 Space/Activity Management

NSW Police defines space/activity management as follows:

> *Space/Activity Management strategies are an important way to develop and maintain natural community control. Space management involves the formal supervision, control and care of the development. All space, even well planned and well-designed areas need to be effectively used and maintained to maximise community safety. Places that are infrequently used are commonly abused. There is a high correlation between urban decay, fear of crime and avoidance behaviour.*

Space/activity management is achieved by:

- Ensuring premises are well maintained and cared for; and
- Ensuring rapid repair of vandalism and replacement of lighting.

5.4.1 Evaluation

Our review of the plans indicates the following in relation to space/activity management:

- The building has been designed for specific purposes and will be owned and maintained by DoE; and
- It is anticipated that a management plan/strategy will be put into place to ensure proper building maintenance.

5.4.2 Recommendations

- Consideration should be given to the use of graffiti-resistance materials;
- Graffiti management measures should be incorporated into the maintenance plan/strategy for the building. Research has shown that the most effective strategy for reducing graffiti attacks is the quick removal of graffiti within a 48-hour period;
- The building maintenance plan/strategy should provide information within the building on how to report maintenance or vandalism;
- The building maintenance plan/strategy should also maintain landscaping to ensure the site displays strong ownership; and
- The design should incorporate a robust material palette, particularly for outdoor spaces in order to reduce susceptibility to vandalism and wear and tear.

6 Conclusion

This CPTED report supports a SSDA submitted to the DPIE for the proposed New Education Campus at Jindabyne, NSW.

The proposed development has been evaluated in the context of the four key principles of CPTED and relevant data from BOSCAR.

Section 5 of this report outlines measures that will enable the design and ongoing use of the development to align with those CPTED principles to reduce opportunities for crime.

The recommendations identified are minor in scope and can be achieved by means of conditions of consent or otherwise detailed in the Construction Certificate drawings.

This CPTED report demonstrates that the proposed new school campus will promote casual surveillance of the Barry Way and JSRC, further activate the area and provide appropriate security measures to ensure the safety of students and broader public.

Given the above, we conclude that the development is acceptable from a crime risk perspective.

Appendix 1
NSW Police CPTED Guideline Assessment

NSW Police CPTED Guideline Assessment		
Standard	Provisions	Compliance
Natural Surveillance	Openings in buildings are located and designed to overlook public places to maximize casual surveillance.	Entry points are visible and clearly distinguishable.
	The main entry to a building should face the street.	The main entry to each building faces the central pedestrian spine, providing natural surveillance to the corridor. Windows are provided to Block PS.A, PS.B, HS.A and HS.C that overlook the road and proposed car park.
	An external entry path and the foyer to a building must be direct to avoid potential hiding places.	Paths provide no opportunity for potential hiding places and direct line of sight into the building.
	Entry lobby areas to and from car parking areas should be transparent allowing viewing into and from these areas.	Entrances to lobby areas are clearly defined and transparent.
	Landscaping must not conceal the front door to a building when viewed from the street	Able to be implemented.
	Pedestrian access should be well lit and maximize sight lines.	Pedestrian access paths are direct and provide sight lines into the development.
	Landscaping should not inhibit sight lines.	Able to be implemented.
	ATM design and location is within direct view of pedestrian paths so that they can be overlooked from vantage points.	No ATMs are proposed.
	The street number of a building must be visible from the street and made of a	Able to be implemented, if required.

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	reflective material to allow visitors and emergency vehicles to easily identify the location of the building.	
	Landscaping should be designed to maximise sight lines.	Able to be implemented.
Measures /security devices	All windows and doors on the ground floor must be made of toughened glass to reduce the opportunities for 'smash and grab' and 'break and enter' offences.	Able to be implemented.
	A security alarm system must be installed in a building.	Able to be implemented.
	Unless impracticable, access to an outdoor car park must be closed to the public outside of business hours via a lockable gate.	Able to be implemented.
	CCTV system must cover all high-risk areas and including all entry areas.	Able to be implemented.
Access control	Loading docks in the vicinity of main entry areas are secured outside of business hours.	N/A.
	Access to a loading dock, or other restricted area in a building must only be accessible to tenants via a security door, intercom, code or other mechanism.	N/A.
	Clear signage should be erected indicating loading docks and other areas which	Able to be implemented.

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	cannot be accessed by the general public.	
Territoriality/ownership	Site planning provides a clear definition of territory and ownership of all private, semi-public and public places.	The site and design make a clear distinction between private and public areas.
Lighting	Both natural and artificial lighting is used to reduce poorly lit or dark areas and therefore deterring crime and vandalism.	Natural and artificial light will improve visibility of the development, the semi-public spaces and the street.
	Lighting must be provided to the following areas of a building to promote safety and security and night; A – an external entry path, foyer, driveway and car park to a building b- shopfront. This may be in the form of motion sensitive lighting or timer lighting c – the underside of an awning.	Able to be implemented.
	Lift access to a car park that are intended for night use must be well lit using a vandal resistant, high mounted light fixture.	N/A.
	The lighting in a car park must confirm to Australian Standards 1158.1, 2890.1.	Able to be implemented.
	The use of lighting fixtures, and vandal resistant, high mounted light fixtures, which are less susceptible to damage in the car park and laneway areas.	Able to be implemented.

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	Car parking areas should be painted in light colours which will increase levels of illumination.	Able to be implemented.
Vandalism and graffiti	Development minimizes blank walls along all street frontages.	The design includes articulation and modulation in the façade and transparent materials to both express the building and avoid graffiti opportunities.