

Crime Prevention Through Environmental Design Report

Summit at Kemps Creek

706-752 Mamre Road, Kemps Creek

ISPT Pty Ltd



'Gura Bulga'

Liz Belanjee Cameron


'Gura Bulga' – translates to Warm Green Country. Representing New South Wales.

By using the green and blue colours to represent NSW, this painting unites the contrasting landscapes. The use of green symbolises tranquillity and health. The colour cyan, a greenish-blue, sparks feelings of calmness and reminds us of the importance of nature, while various shades of blue hues denote emotions of new beginnings and growth. The use of emerald green in this image speaks of place as a fluid moving topography of rhythmical connection, echoed by densely layered patterning and symbolic shapes which project the hypnotic vibrations of the earth, waterways and skies.

Ethos Urban acknowledges the Traditional Custodians of Country throughout Australia and recognises their continuing connection to land, waters and culture.

We acknowledge the Gadigal people, of the Eora Nation, the Traditional Custodians of the land where this document was prepared, and all peoples and nations from lands affected.

We pay our respects to their Elders past, present and emerging.

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1.0 Introduction

This report supports a State Significant Development Application (SSDA) for the development of land situated at 706-752 Mamre Road, Kemps Creek (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 ISPT.

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.

CPTED is a situational crime prevention strategy that focusses 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 prepared by Watson Young Architects, included at **Appendix D** of the Environmental Impact Statement (EIS) 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.

We note that Ethos Urban are not specialist security consultants and therefore cannot comment on specific security measures or system requirements. Therefore, 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 the placement, installation, monitoring and maintenance of the CCTV network and other security measures such as bollard/barriers.

2.0 Site analysis

2.1 Site location and context

The site is located at 706-752 Mamre Road, Kemps Creek, within the Penrith local government area (LGA). The site is approximately 13km southeast of the Penrith CBD and approximately 40km west of the Sydney CBD. The location of the site within its surrounding context is shown at **Figure 1**.

The surrounding land uses comprise a predominantly rural typology, with a variety of rural dwellings, rural land, farm dams and scattered vegetation to the south, east and west of the site. Beyond this, the Mamre Anglican School and Emmaus Catholic College are located to the north of the site. The nearest residential area is situated approximately 1.4km to the southwest of the site in Luddenham.

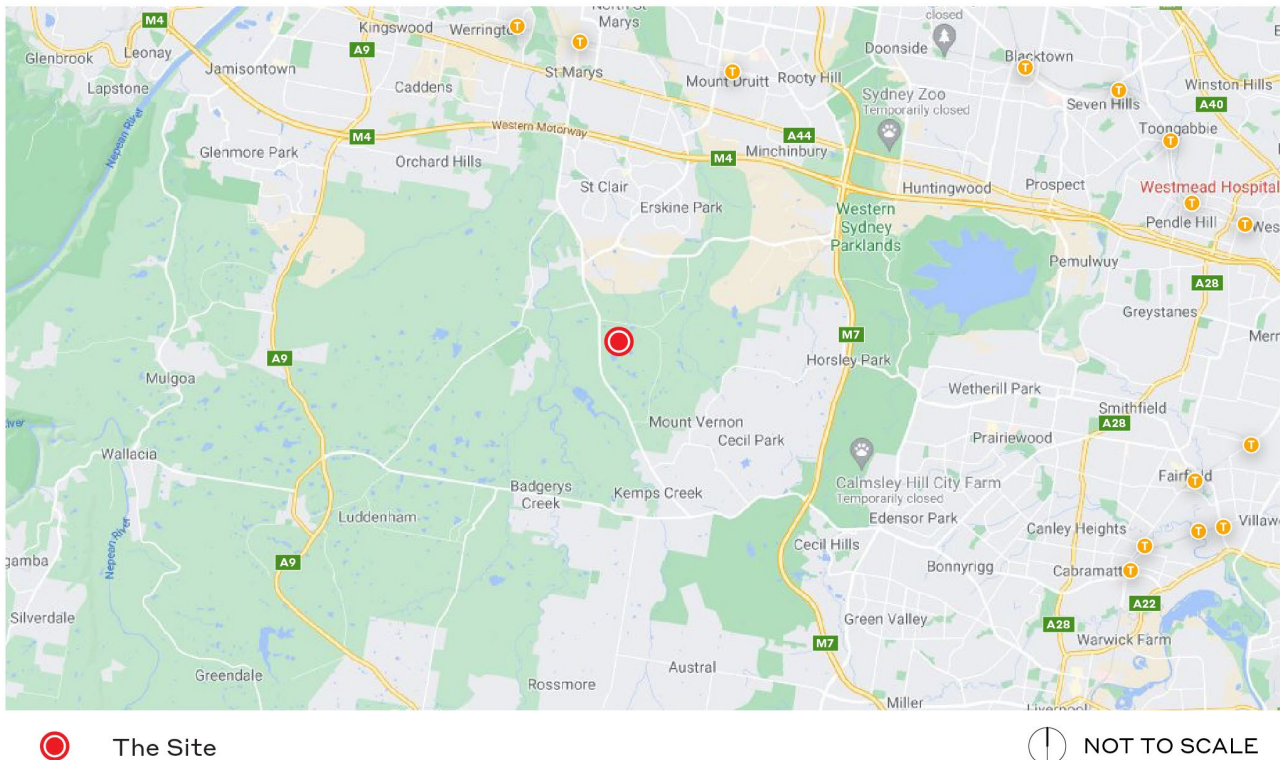


Figure 1 Site context

Source: Google Maps, edits by Ethos Urban

2.2 Site description

The site is rectangular in shape, with direct frontages to Bakers Lane (spanning 1.1km) and Mamre Road (spanning 495m). The site comprises one allotment which is legally described as Lot 1 DP 104958. The site has an area of approximately 522,506m². An aerial image of the site is provided at **Figure 2** below.

The site currently comprises undulating and undeveloped rural land, one residential dwelling, as well as interspersed vegetation. It is therefore best described as being rural in nature, with significant areas of land currently remaining unused.



The Site

 NOT TO SCALE

Figure 2 Site aerial

Source: Nearmap, edits by Ethos Urban

2.3 Access and transport

Vehicular access to the site will be provided from the Southern Link Road to the north of the site, as well as through the collector road to the south, that will be constructed within the site's extent as part of the proposal. The collector road and other internal roads will facilitate access to the individual warehouses. The site benefits from strong vehicular connections to the M7 Motorway via Mamre Road and Elizabeth Drive and to the M4 Motorway via Mamre Road.

2.4 Surrounding development

The site's surrounding context predominantly comprises rural residential allotments that have been rezoned for industrial purposes and are awaiting redevelopment. To the east and south of the site is a continuation of the rural agricultural land that characterises the site, with scattered farm dams and vegetation throughout.

Beyond the immediate peripheries of the site is more varied development activity. Of particular note is the following developments/locations:

- large lot residential development at Mount Vernon is located approximately 3km to the southeast;
- Emmaus Catholic College is located approximately 150m to the north of the site;
- Mamre Anglican School is located approximately 20m to the north of the site;
- Trinity Primary School is located approximately 265m to the north of the site;
- Little Smarties Early Learning Centre is located approximately 20m to the north of the site;
- Emmaus Retirement Village is located approximately 450m to the north of the site;
- Erskine Park Industrial Area is located approximately 1.3km to the north of the site; and
- Badgerys Creek Airport site/construction area is located approximately 6km to the southwest of the site.

Given the site's strategic context, surrounding development activity is predominantly industrial. **Figure 3** below indicates current and future industrial developments within the Mamre Road Precinct, as well as the Oakdale West Estate to the northeast of the site.

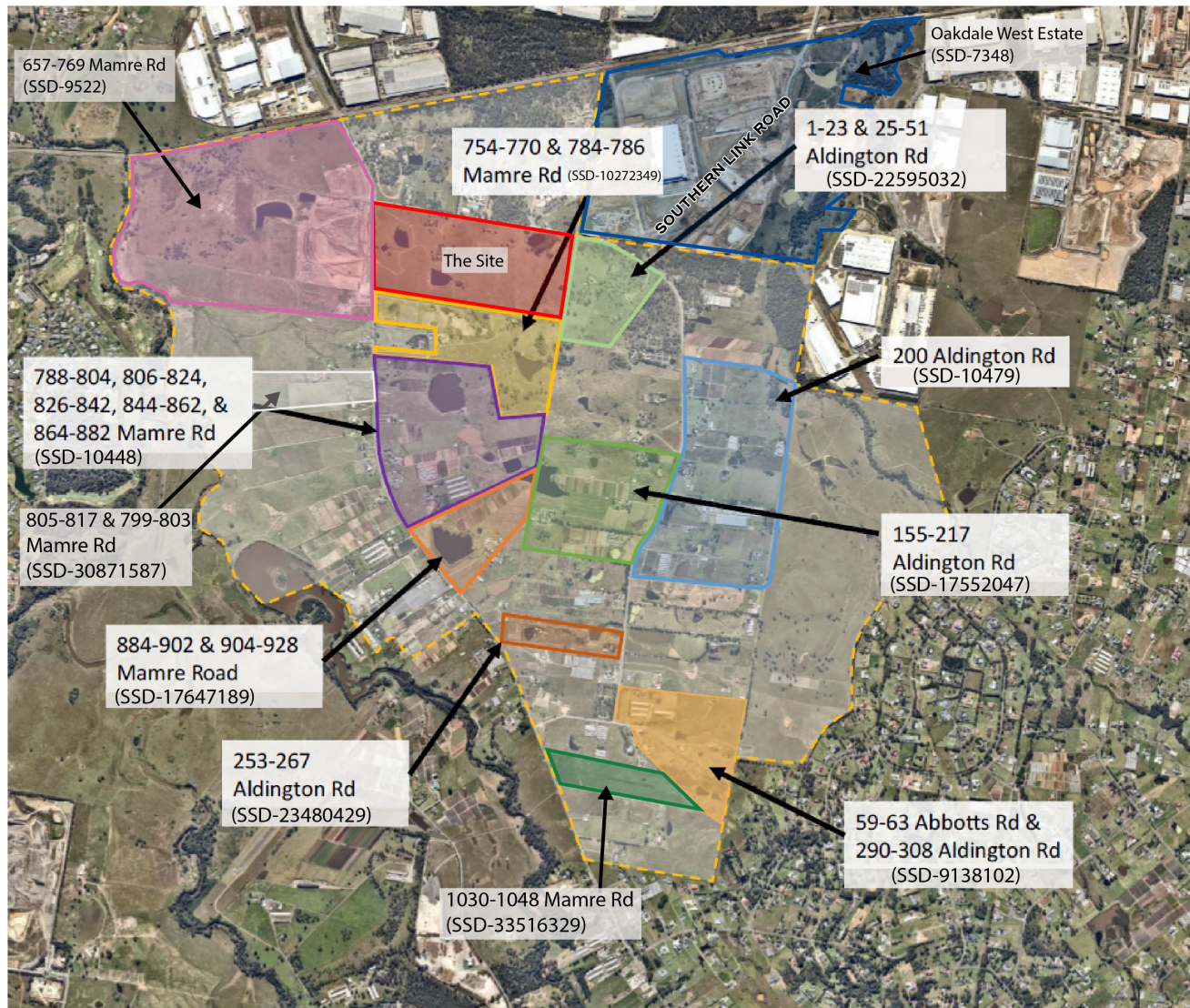


Figure 3 Surrounding industrial development activity

Source: Ason Group and edits by Ethos Urban

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 and other centres, namely 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

The SSDA seeks approval for a concept masterplan for an industrial estate comprising eight buildings for warehouse and distribution, and general industrial use at 706-752 Mamre Road, Kemps Creek (the site). Additionally, subdivision of the site into two (2) lots and detailed Stage 1 consent is sought for site preparation, earthworks, infrastructure works and construction of three of the buildings, and the associated site road network and access infrastructure.

Specifically, the SSDA seeks approval for the following:

- A Concept Masterplan for the site comprising 8 industrial buildings and a café, including:
 - Proposed use of the land for warehouse, distribution and general industrial development;
 - An indicative total building area of 263,010m², comprising;
 - Warehouse 1 – 42,591m²
 - Warehouse 2 – 22,137m²
 - Warehouse 3 – 18,471m²
 - Warehouse 4 – 46,600m²
 - Warehouse 5 – 21,495m²
 - Warehouse 6 – 21,430m²
 - Warehouse 7 – 44,356m²
 - Warehouse 8 – 37,404m²
 - Café – 242m²
 - Road layout including high order roads with external connections, and internal estate local industrial roads;
 - Conceptual building locations, car parking arrangements, building heights, setbacks and built form parameters;
 - Associated conceptual site landscaping; and
 - Provision of a corridor for the proposed future Dedicated Freight Corridor.
- Subdivision of the site into three (3) lots, comprising the following:
 - 1 super lot comprising warehouses 1 – 3;
 - 1 residue super lot comprising warehouses 4 – 8; and
 - 1 lot dedicated for the proposed road network.
- Detailed Stage 1 consent for site preparation, earthworks and infrastructure works on the site, including:
 - Demolition and clearing of all existing built form structures;
 - Clearing of all existing vegetation;
 - Site wide bulk earthworks including 'cut and fill' to create flat development platforms for the warehouse buildings, and topsoiling and grassing/site stabilisation works;
 - Site wide roadworks and access infrastructure;
 - Construction of high order roads with external connections, and internal estate local industrial roads (subject to final design agreed with TfNSW);
 - Construction of three warehouse buildings with ancillary offices comprising a total of 86,214m², including:
 - Warehouse 1 – 42,591m²
 - Warehouse 2 – 22,137m²
 - Warehouse 3 – 18,471m²
 - Hardstand area for loading and vehicle manoeuvring; and
 - Car parking and landscaping.
 - Stormwater and drainage works including stormwater basins, diversion of stormwater lines, gross pollutant traps and associated swale works;
 - Sewer and potable water reticulation;
 - Inter-allotment, road and boundary retaining walls;
 - Estate signage and external façade signage zones; and
 - Hours of operation of 24 hours a day, 7 days a week

The proposed site masterplan is illustrated in **Figure 4**, the Architectural Drawings prepared by Watson Young Architects are included at **Appendix D** of the Environmental Impact Statement.

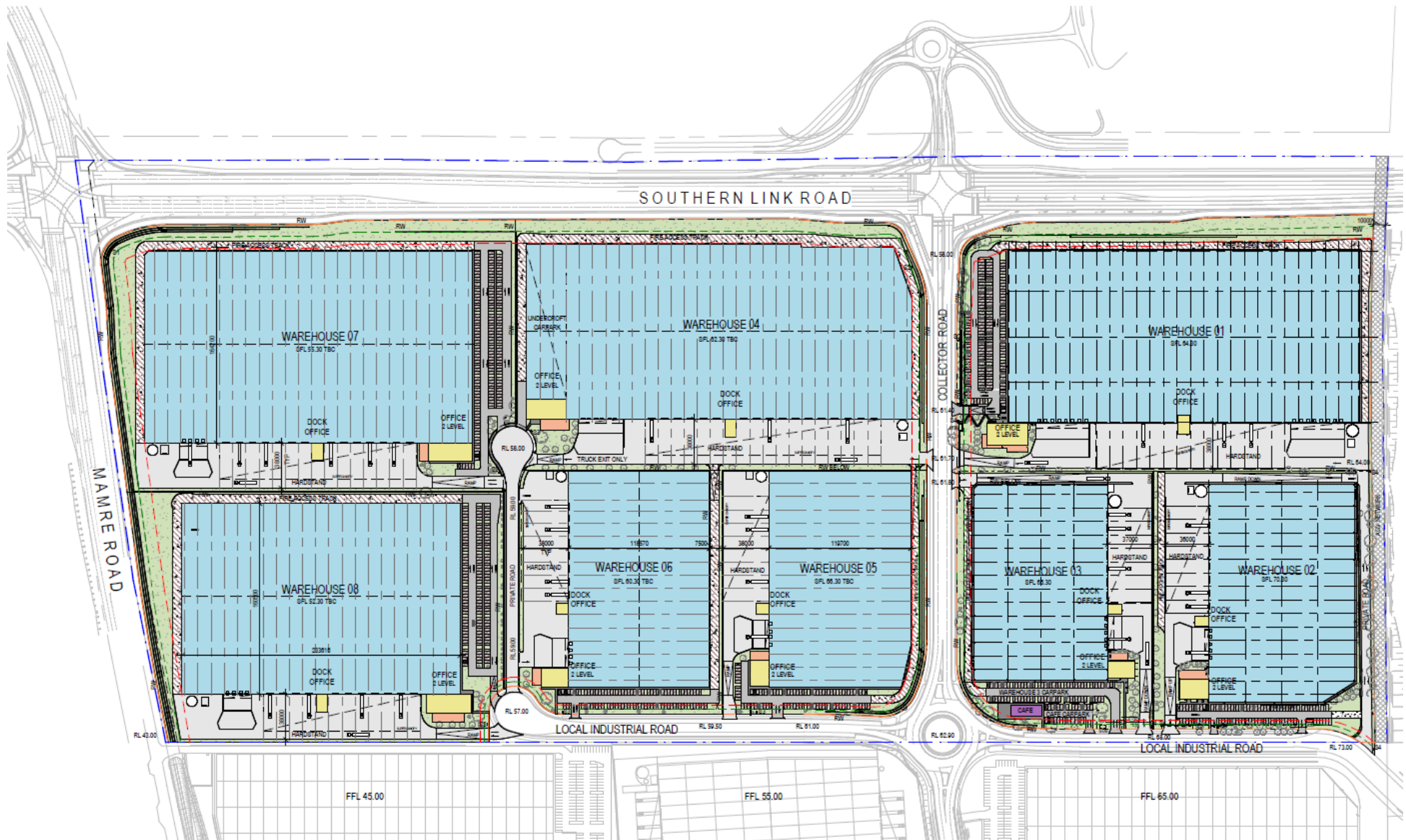


Figure 4 Proposed site masterplan

Source: Watson Young Architects

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 Kemps Creek were:

- assault – non-domestic violence related;
- assault – domestic violence related;
- break and enter – dwelling;
- break and enter – non-dwelling;
- steal from motor vehicle;
- motor vehicle theft;
- steal from retail store;
- steal from dwelling; and
- malicious damage to property.

The frequency of the above crimes in the suburb of Kemps Creek, between January 2018 and December 2021 are detailed in **Table 1** below.

Table 1 Statistics of recorded crime in Kemps 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 5** to **Figure 12**, the BOCSAR database indicates that the site is not located within or on the periphery of a hotspot for the above crimes.

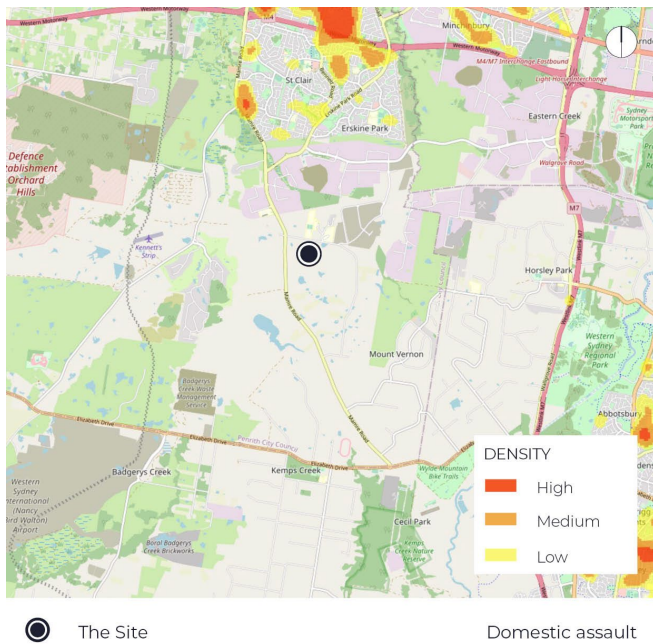


Figure 5 Hotspot – assault domestic violence

Source: BOCSAR and Ethos Urban

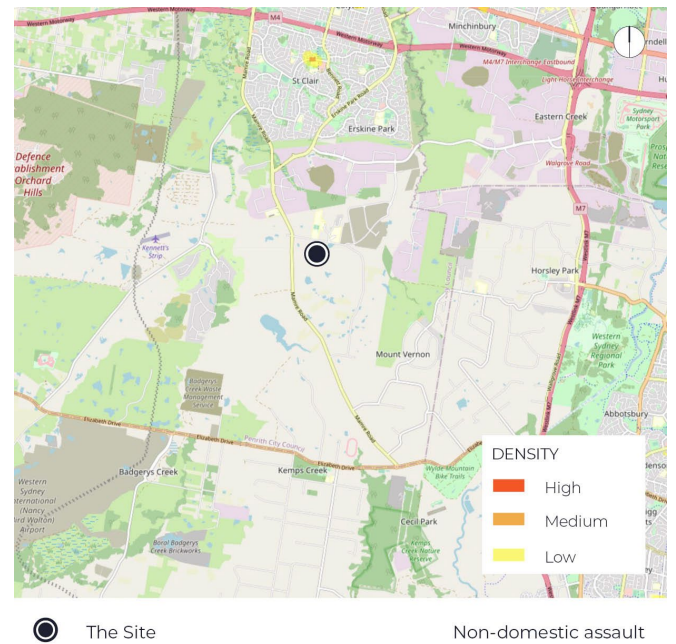


Figure 6 Hotspot – assault non-domestic

Source: BOCSAR and Ethos Urban

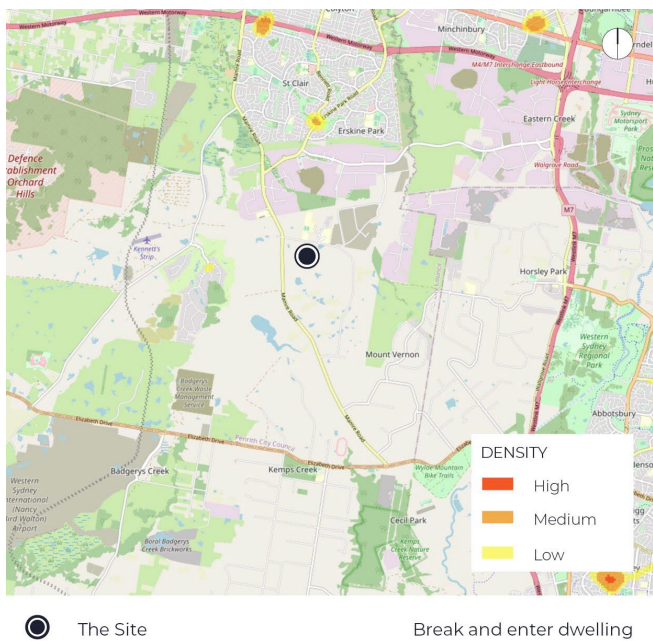


Figure 7 Hotspot – break and enter dwelling

Source: BOCSAR and Ethos Urban

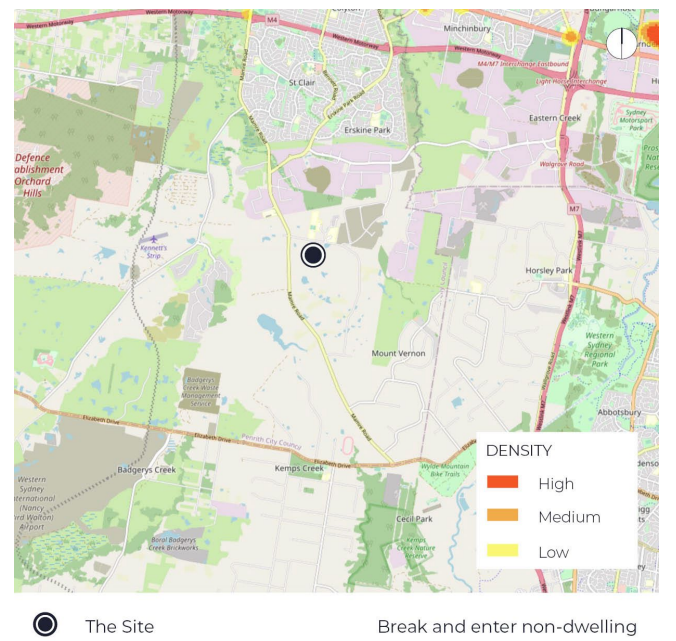
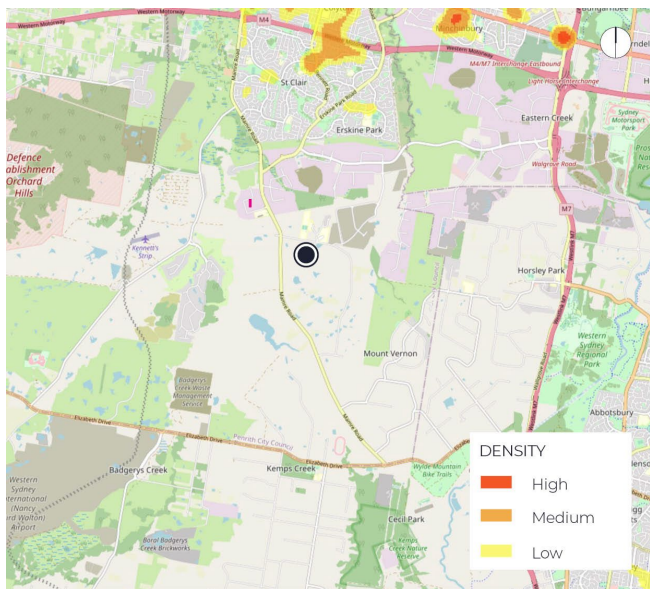


Figure 8 Hotspot – break and enter non-dwelling

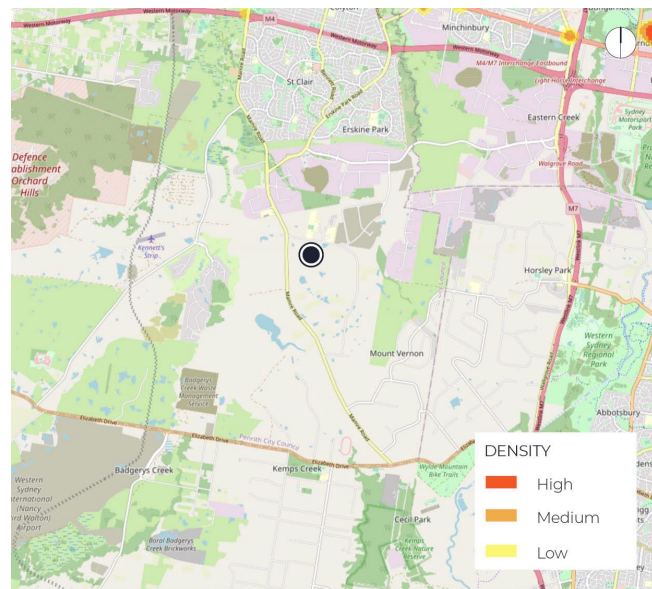
Source: BOCSAR and Ethos Urban



● The Site Malicious damage to property

Figure 9 Hotspot – malicious damage to property

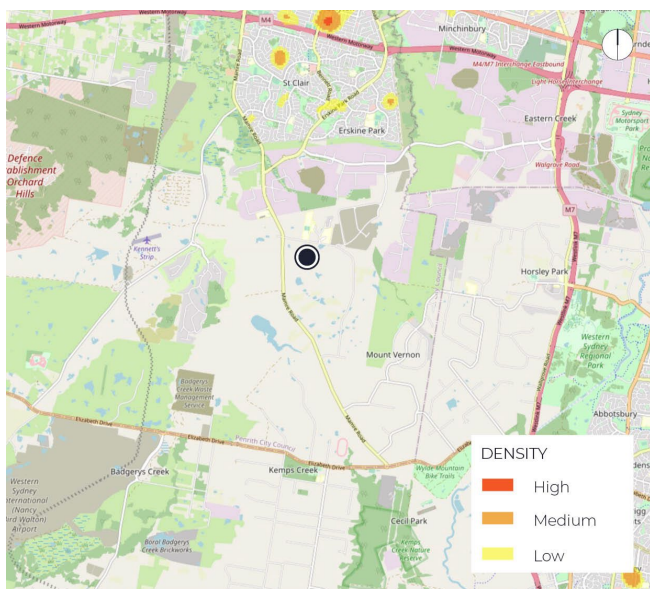
Source: BOCSAR and Ethos Urban



● The Site Motor vehicle theft

Figure 10 Hotspot – motor vehicle theft

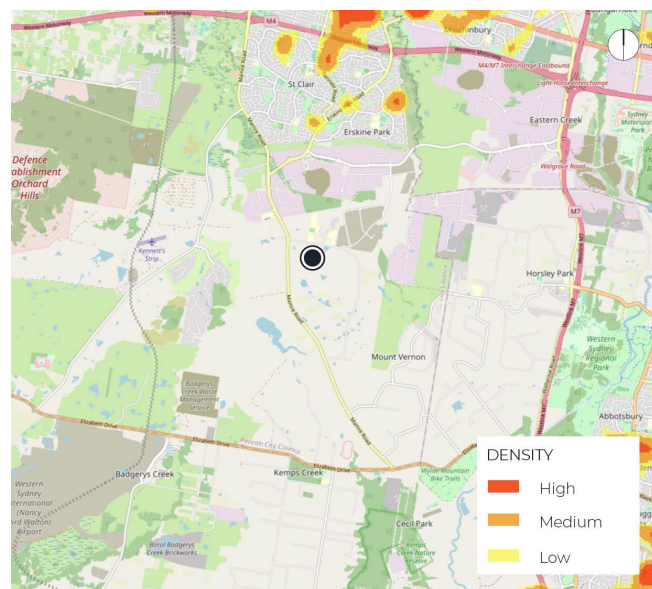
Source: BOCSAR and Ethos Urban



● The Site Steal from dwelling

Figure 11 Hotspot – steal from dwelling

Source: BOCSAR and Ethos Urban



● The Site Steal from motor vehicle

Figure 12 Hotspot – steal from motor vehicle

Source: BOCSAR and 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 BOCSAR 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.

4.1 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 including an architectural design that maximises natural surveillance to the surrounding streetscape areas. Further, this design 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 therefore 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 to reduce 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 estate, 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 the internal road network. The proposed development provides a high level of natural surveillance, both to the development itself and its surrounds, by locating the warehouses parallel to each other in a manner that provides clear sightlines through the site. The site also benefits from the inclusion of eight separate warehouses that are complemented by ancillary offices positioned in the corner of each warehouse building, in locations that face different parts of the internal road network, therefore providing a high level of natural surveillance over the activity in the car parks, road network, public areas, and the vehicular entrance during office hours. The careful placement of the warehouses throughout the site and the ancillary office spaces respectfully provide a reasonable level of natural surveillance from neighbouring tenancies and from the warehouses contained within the development.

The proposed internal road network of the industrial precinct has been designed to enable road connections to the neighbouring developments to the south (which are anticipated to be redeveloped for industrial purposes) and to the southern link road at the north of the site. Consequently, this will increase vehicular movements and general activity throughout the precinct, which will contribute to increased natural surveillance.

Recommendations in respect of surveillance 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 that 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 buildings' 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 lighting and technical supervision 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 Watson Young Architects will enhance the area's image when compared to the existing situation with a vacant site.

Additionally, sometimes wayfinding in large environments and industrial areas can be confusing. Knowing where and how to enter, 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 warehouse'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 building entry locations are within close distance to the internal road network and clearly demonstrate 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 the 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 that 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 ISPT will ensure the overall site is maintained to a high standard with the tenancy contracts requiring the warehouses and their surrounding area are maintained to a high standard.

In this regard, the external environment of the lots will be subject to a Precinct Management Body that will ensure their maintenance. 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 activity and space management 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 publicly 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. The 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 warehouses to ensure unauthorised entry is protected to the valuable and potentially sensitive goods within.

Recommendations in respect of access control 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 demonstrates 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 throughout the site, and the linear configuration of car park bays further assists natural surveillance opportunities.

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

Recommendations in respect of design, definition and designation 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 Drawings prepared by Watson Young Architects at **Appendix D** 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 implementation of the recommendations below, the rating would improve within the 'low' category.

This Crime Risk Rating incorporates the inevitable risk of crime associated with large-scale industrial development estates. 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 the absence of technical supervision, ensure natural surveillance is maximised, while minimising opportunities for concealment and entrapment.
- 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 an average Lux of 20 and a minimum uniformity of 0.4 Uo. It is recommended that exterior lighting be consistent. 'Inactive' lighting is not recommended in public or outdoor 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.
- Ensure general building maintenance and cleanliness is maintained throughout the building layout, therefore demonstrating that the site is well maintained and 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 warehouse, as well as the surrounding internal roads and loading docks.
- During the hours of office operation, the designated car parking areas are 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 vehicle 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 the development to prevent unauthorised individuals from inadvertently or intentionally accessing these spaces. Wayfinding signage provides clarity for navigating the site, therefore reducing ambiguity and excuse making for potential perpetrators.