

Crime Prevention Through Environmental Design Report

12 HASSALL STREET
PARRAMATTA

12 MAY 2022



QUALITY ASSURANCE

Report Type: Crime Prevention Through Environmental Design Report

Project: Build to Rent Development

Address: 12 Hassall Street, Parramatta

Council: City of Parramatta

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BACKGROUND AND INTRODUCTION

This Crime Prevention Through Environmental Design (CPTED) report has been prepared in support of a development proposal for construction of a 61 storey mixed use building at 12 Hassall Street, Parramatta.

The development is comprised of; 5 levels of basement parking (not including the B1 mezzanine and a pit maintenance level) containing 175 car parking spaces; a 4 storey podium providing commercial floor space and residents' amenities; Level 4 will provide residential amenities including a bar/lounge, podium terrace with swimming pool, wellness centre, indoor gym and dining; a residential tower (levels 5 to 59) providing 391 build-to-rent apartments; and level 60 will provide residential amenities including a rooftop terrace, pool and lounge.

CPTED is the term that encompasses the philosophical theory and practical application of design practices for buildings and places that seek to prevent crime. A building or place designed with CPTED principles in mind achieves:

- deterring crime by increasing the perception and chance of crime being detected, witnessed, challenged or criminals captured
- making the opportunities for crime occurrence more difficult
- limiting or concealing opportunities for crime.

The NSW Police Force describe the “Safer by Design” approach in the following manner:

CPTED is a crime prevention strategy that focuses on the planning, design and structure of cities and neighbourhoods. It reduces opportunities for crime by using design and place management principles that reduce the likelihood of essential crime ingredients (law, offender, victim or target, opportunity) from intersecting in time and space.

Predatory offenders often make cost-benefit assessment of potential victims and locations before committing crime. CPTED aims to create the reality (or perception) that the costs of committing crime are greater than the likely benefits. This is achieved by creating environmental and social conditions that:

- *Maximise risk to offenders (increasing the likelihood of detection, challenge and apprehension);*
- *Maximise the effort required to commit crime (increasing the time, energy and resources required to commit crime);*
- *Minimise the actual and perceived benefits of crime (removing, minimising or concealing crime attractors and rewards); and*

- *Minimise excuse making opportunities (removing conditions that encourage/facilitate rationalisation of inappropriate behaviour).*

CPTED employs four key strategies. These are territorial re-enforcement, surveillance, access control and space/activity management.

All CPTED strategies aim to create the perception or reality of capable guardianship.

The following tasks were undertaken in the preparation of this CPTED assessment:

- Review of relevant literature on CPTED
- Collection and Analysis of local and NSW State crime statistics from the Bureau of Crime Statistics and Research (BOCSAR)
- Audit of matters and principles relating to:
 - Surveillance
 - Lighting/technical supervision
 - Territorial reinforcement
 - Environmental maintenance
 - Activity and Space Management
 - Access Control.

A preliminary CPTED checklist has also been undertaken, noting a number of matters are premature for this stage of the design and matters of final design detail will occur as the design progresses beyond Development Application concept plans.

CPTED strategies must work in conjunction with other crime prevention strategies and police operations. By using recommendations contained within this document, any person who does so must acknowledge that:

- it is not possible to make areas assessed completely safe for the community and their property
- recommendations are based upon information provided to, and observations made at the time the document was prepared, noting that CPTED should not be 'static' and CPTED should be further considered during the ongoing detailed design stages of the project
- this document does not guarantee that all risks have been identified, or that the area evaluated will be free from criminal activity if its recommendations are followed.



SITE CONTEXT

The subject site is legally described as Lot 156 DP 1240854, though is more commonly known as 12 Hassall Street, Parramatta.

SUBJECT SITE

The subject site (shown in Figure 1 below) is in a prime location at the heart of Parramatta. The site is strategically located within proximity to Parramatta Train Station, bus depot and the future Parramatta Metro Rail and Light Rail stops.

The subject site is situated located on the northern side of Hassall Street, within a rapidly developing area of Parramatta. The site is bound by land zoned B3 Commercial Core to it's northern, eastern and western boundaries, providing a range of mixed-use developments, high rise office developments and educational facilities, including the new education and innovation hub by Western Sydney University at 6 Hassall Street. An aerial map is provided below demonstrating the immediate locality.

Figure 1: Aerial Map Extract (Source: Six Maps 2022)



 Development Site

The higher levels of the proposal benefit from views to the north towards Parramatta River, then to the East towards Sydney CBD and to the west towards the Blue Mountains. There are views in all directions from the proposed future tower forms.

The location of the site is within close proximity to a number of public transport nodes with access to Parramatta Station, the Light Rail and the future Parramatta Metro station.

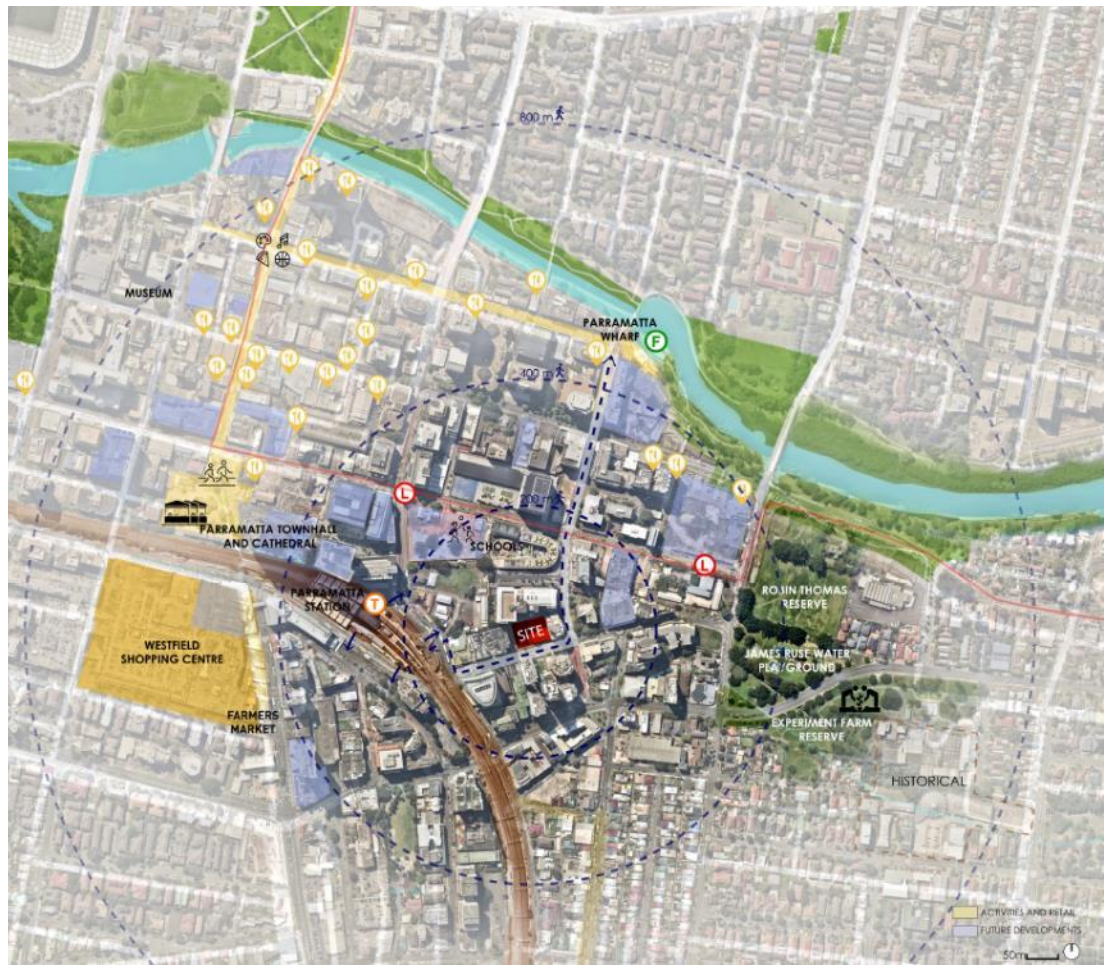
A 1 to 2 storey building currently occupies the site, which is currently being used as the “Engineering Hub” associated with the Western Sydney University. A photograph of the subject site is provided below.

Photograph 1: Shows the site viewed from Hassall Street.



An extract of the site analysis prepared by PTW Architects for the design excellence competition is provided overleaf.

Figure 2: Site analysis prepared by PTW Architects for the design excellence competition.



URBAN SETTING

The site is located on the northern side of Hassall Street, approximately 20m from the intersection of Hassall Street and Charles Street, noting that the site is prominent when viewed from the intersection. As can be seen in Figure 2 above, the site forms part of a key pedestrian route from Parramatta Train Station to Parramatta Wharf and foreshore area.

A photograph is provided overleaf to demonstrate the prominence of the site when viewed from the intersection of Hassall Street and Charles Street.

Photograph 2: Shows the site from the intersection of Hassall Street and Charles Street.



PUBLIC TRANSPORT AND BICYCLE ROUTES

The site is well serviced by public transport connections due to its proximity to Parramatta Train Station and Bus Exchange (which provides intermodal movements throughout Greater Sydney). There is rail about 200m from the site which connects to the T1, T2 and T5 trainlines. The site has good access to local and regional bicycle routes via the existing road network and dedicated bicycle paths.

The Parramatta Valley Cycleway provides access to the Parramatta CBD from Ryde, through Parramatta to Sydney Olympic Park. Additionally, bicycle access to the CBD can be achieved along the north-west Transit-way which provides shared bicycle paths enabling connections from Blacktown and Liverpool via Rouse Hill.

PARRAMATTA LIGHT RAIL

On 29 May 2018, The NSW Department of Transport approved the Stage 1 preferred route for the Parramatta Light Rail network. The proposal connects key precincts and

renewal areas such as the Western Sydney University Westmead Campus and Westmead medical precinct to the CBD, and north towards Telopea and Carlingford. The light rail network will provide a frequent and reliable service aimed to provide greater transport connections within Greater Parramatta and facilitate corridor revitalisation and job creation. The Parramatta Light Rail is expected to open in 2023.

SYDNEY METRO

The Sydney Metro project will support a growing city and deliver world-class metro services to more communities. This new underground railway will connect Greater Parramatta and the Sydney CBD. This once-in-a-century infrastructure investment will transform Sydney for generations to come, doubling rail capacity between the two CBDs, linking new communities to rail services, and supporting employment growth and housing supply. The subject site will benefit substantially by the access provided by the new Sydney metro line.

SURROUNDING AREA

The site's location in central Parramatta places it in a complex dialogue between existing buildings and their uses. The site sits in proximity to several precincts defined by a mix of commercial and retail land uses.

Photographs are provided below and overleaf to give context to the development site as well as its surrounding area.

Photograph 3: Shows the emerging developments on the adjoining site at 6 Hassall Street





Photograph 4: Shows the adjoining building at 14 Hassall Street



PUBLIC DOMAIN

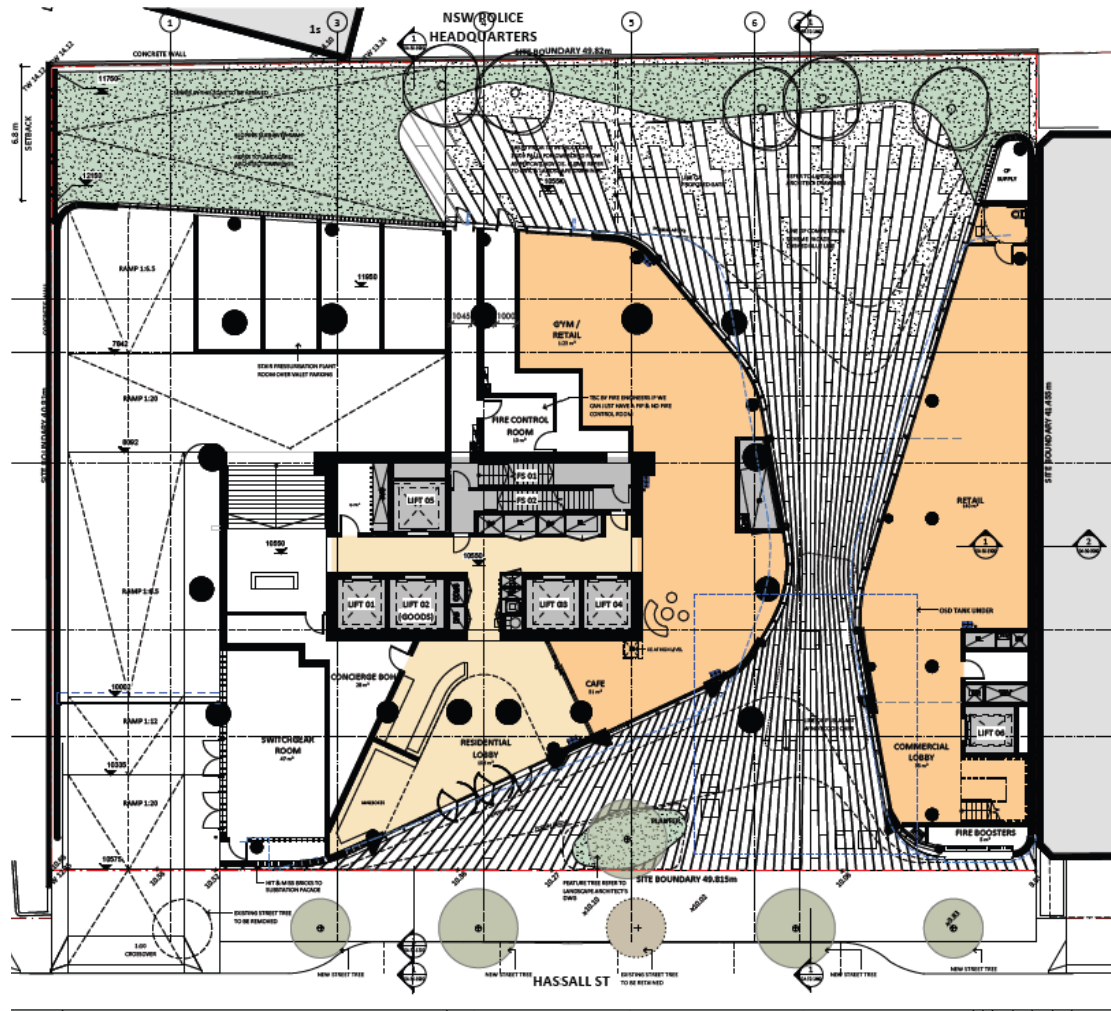
In response to the desired future character of the precinct set down by Parramatta Council the proposal has incorporated a high-quality public forecourt area in the setback to Hassall Street, which will increase the activation and public surveillance of the public domain. The development also proposes permeable commercial tenancies which will assist in activating the public domain. An image of the proposed public domain interface is provided below.

Figure 3: Proposed public domain interface (Source: PTW Architects).



The proposed development will have a positive impact on the existing public domain, improve the pedestrian environment, as well as creating a substantial level of activation through and around the site. The new through Hassall Street forecourt, major entry points and tenancies will create a place for retail, entertainment, cultural and community activities to occur on a regular basis. An extract of the proposed ground floor plan is provided overleaf.

Figure 4: Proposed public domain interface floor plan (Source: PTW Architects).



CRIME AND SAFETY CONTEXT AND REVIEW OF BOCSAR

Notwithstanding the transformation of the urban character of the site, and the broader area contemplated in the planning controls, a review of crime and safety issues identified in the Parramatta LGA, derived from the NSW Bureau of Crime Statistics and Research (BOCSAR), provides a relevant baseline of data.

It is important to point out that the crime figures discussed in this section of the report relate to those crimes that have been recorded by BOCSAR i.e. Recorded Incidents (RI), not necessarily all crimes committed in the Parramatta LGA. Levels of crime are sensitive to the willingness or ability of people to report crime, levels and nature of police activity and actual levels of criminal activity.

In addition, it is pointed out that crime data must be interpreted with caution as many factors may influence apparent trends. Police “crackdowns”, for example, on particular types of offences may push up recorded crime rates for those categories of offences. The increase in figures therefore does not necessarily translate to an increase in that type of crime, but rather an increase in convictions for that type of crime.

The table below shows crime trends within the Parramatta LGA between July 2019 to June 2021. These figures are not disaggregated to the suburb level. They show that most recorded crimes were stable and there are several crimes where there has been a significant downward trend. There is an important consideration for the downward trends which is the recent global pandemic which has meant that lots of people are staying home more which then results in lower crime rates as shown below.

Figure 5: Crime Statistics Table 1: Crime Trends in the Parramatta LGA (Source: NSW Bureau of Crime Statistics and Research 2021).

Offence	July 2019-June 2020	July 2020-Jun 2021	24 Month trend
Break and enter - dwelling	849	644	Down 24.1%
Break and enter – non-dwelling	192	181	Stable
Steal from motor vehicle	1356	909	Down 33%
Steal from dwelling	529	476	Down 10%
Steal from person	161	82	Down 49.1%
Malicious damage to property	1383	1124	Down 18.7%

The proposed development has been designed in a manner that will permit the safe and efficient use of the site. The proposal has incorporated CPTED principles where relevant including the provision of appropriate landscaping and access to the basement will be security controlled.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN & MATTERS FOR CONSIDERATION

SURVEILLANCE

Crime can be reduced by providing opportunities for effective surveillance. In areas with high levels of natural and passive surveillance offenders are deterred from committing a crime. Natural and passive surveillance in relation to the proposal needs to be understood at the macro / site level and the individual occupant level.

Macro / Site Level

The proposed development will provide a façade overlooking Hassall Street and will create internalised movement spaces and communal gathering areas.

The following passive surveillance attributes are demonstrated in the proposal:

- The provision of retail tenancies along the site's frontage will contribute towards activating the streetscape, significantly increasing pedestrian activity and surveillance through new pathways, public seating, alfresco dining areas and glass shopfronts.
- Sight lines from the public spaces are generally to the external outer edges of the proposed buildings, lobby spaces and driveway entrances. The site lines are clear and are not overly complicated or blocked by landscaping.
- Landscaping provides for designation of spaces without creating "blind" spots or concealment areas.

Individual Occupant Level

The proposal creates a series of public areas along with more private areas allocated to individual commercial/retail occupants. The proposal is characterised by a series of activate and vibrant lobbies throughout the building that create individual address and sense of ownership.

The following passive surveillance attributes are demonstrated:

- A series of entry and exit points to the buildings with retail space and lobby areas at the ground level are designed to overlook the street frontage and common areas of the development.
- Clear sight lines to the building from the street and from the building to the street are provided. There are also clear sight lines from the retail spaces to the common areas on site. This will ensure there are no inactivated areas within the ground plane.
- The proposal landscaping has been carefully designed to ensure it does not result in "blind" spots or areas for hiding with the proposed landscape plantings design to enable clear sightlines to entry points to the building.

- The key entry points of the lobby areas are orientated toward the street with the retail shops designed to sleeve and activate the ground floor areas. These spaces, in combination with the lobby arrangements provide numerous opportunities for passive surveillance of public spaces to act as a deterrent for criminal activity.
- The 'eyes on the street' approach to the street frontage, lobby arrangements and retail premises will serve to discourage anti-social behaviour.
- Concealment opportunities are limited, and appropriate lighting will be provided to publicly accessible areas.
- The series of individual entry points to the building assist in creating ownership of each space and improved recognition and familiarity with fellow residents and visitors to each lobby.

ACCESS CONTROL

The use of physical and symbolic barriers to attract, channel or restrict the movement of people assists in minimising opportunities for crime and increases the effort required to commit a crime.

In this regard the proposal provides:

- Clear and identifiable entry points to the site, commercial retail and residential spaces. This is achieved with the difference in physical levels and landscaping to define the edge of in-trafficable areas.
- Clearly identifying public and private access points.
- The design allows for ease in clearly marking entrance points and way finding features such as pathways, lighting, and signage.
- Security systems are provided within the basement to distinguish between the public and private parking areas. Thereby preventing unauthorised access to the private basement parking areas.
- Opportunity exists to incorporate security access doors to lobby's which could be controlled by cards, codes, or keys. This would be recommended.

TERRITORIAL REINFORCEMENT

Places that are well maintained and designed are often more regularly visited and endowed with a sense of community ownership.

Accordingly, well used spaces reduce crime opportunities. In this regard the proposal provides:

- High quality landscaping to encourage its use by visitors, employees, and guests.
- Delineating between public and private areas using landscaping and boundary walls or screens around courtyards etc.
- The provision of several lobbies that discharge to banks of lifts that give opportunity for familiarisation with occupants.

SPACE / ACTIVITY MANAGEMENT

Well maintained and cared for spaces discourage crime as they tend to be more actively used and unwelcome persons are readily identified.

In this regard the proposal provides:

- For the establishment of a body corporate responsible for space management strategies include activity coordination, site cleanliness, rapid repair of vandalism and graffiti, the placement of lighting and the maintenance of common areas and furniture.
- As addressed the privatisation of retail spaces visible to the street will encourage a sense of ownership and ensure ongoing maintenance by operators at the lower levels where there is greater potential for damage to buildings and/or graffiti.

CONCLUSION AND RECOMMENDATIONS

Having regard to the design of the proposal; its inter-relationship with the public domain; and its provision of secure privatised and common spaces it is noted that the design of the development proposal incorporates CPTED measures and demonstrably improves the safety of occupants, while at the same time diminishing opportunities for crime. The safer by design theory has been appropriately applied at the design stage, ensuring the proposal will not necessitate retro fitting post construction, which tends to be more costly and less effective.

It is recommended that the following measures be implemented to mitigate potential crime risk associated with the development:

- All lighting should meet minimum Australia and New Zealand Lighting Standards. Lighting objectives relevant to crime and fear reduction are outlined in Australian lighting standard AS/NZS 1158 for pedestrian areas.
- Internal obstructions should generally be kept below waist height or above head height to maximize sight lines across the main entry points.
- Graffiti resistance surfaces should be chosen where possible and retail tenants should have the maintenance and removal of graffiti incorporated into leases.
- Access to the basement should be restricted by a swipe card system or like prevent unauthorised entry as deemed appropriate.
- Any future mailboxes should be physically secure to prevent mail theft and should be provided internal to lobbies where this aligns with Australia Post requirements.
- Any “alcoves” to be fitted with CCTV camera and motion sensor lighting.

NSW POLICE FORCE CHECKLIST

NSW POLICE

Crime Prevention through

Environmental Design Checklist



CPTED MEASURES	RECOMMENDATIONS	COMPLY * YES ✓ and description	IF NO, PLEASE PROVIDE JUSTIFICATION
* Where relevant, each item is to be shown on the architectural plans. A description of how the development complies, together with the corresponding plan reference number, should also be provided.			
1. STREET NUMBER / WAY FINDING SIGNAGE	1.1 The street number must be clearly visible from the street.	The street number of the site will be clearly legible from the street.	
	1.2 The street number must be visible at night.	Given the nature of the proposal lighting is anticipated to retail areas and the lobbies after dark.	
	1.3 Unit block identification signage must be visible from the street frontage.		
2. SIGNAGE	2.1 There must be directional signage located at the entry to the estate/complex clearly indicating the location of estate managers office, building names and unit numbers.	A directory and a map of the respective apartment layout will be provided within each of the foyer areas of the buildings affixed to the internal wall adjacent the entries. This will assist with wayfinding etc. A condition is requested to be imposed requiring a detailed plan of this to be submitted at the construction certificate stage.	
	2.2 There must be warning signs displayed.		
	2.3 The warning signs must be appropriate.	Given the nature of the proposal it is not intended to be provided on site.	
	A map must be displayed of the complex.		
3. BUILDING DESIGN	3.1 The orientation of buildings must allow for easy natural surveillance between the street,	The orientation of the building on the site maximises passive surveillance opportunities of the site's	

neighbouring property frontage and internal
and the buildings. common areas.

3.2 The floors, walls and The floors and ceiling as well
ceilings must be of solid as external walls will be of
construction. solid construction.

3.3 There must be adequate The design of the building
steps taken to ensure eliminated climbable
that persons cannot opportunities.
utilise the design of the
premises to climb
structures from the
outside.

3.4 Have entry/exit points to The main entry points are
the estate and/ or appropriately limited, with
buildings been limited? If separate residential,
yes please comment. commercial and retail
lobbies.

3.5 At entry/exit points there
must be electronic entry A swipe card system will be
for example keypad or utilised in conjunction with an
swipe card entry. intercom system to
appropriately control access
to the building.

3.6 Alcoves or recesses Foyer and letter box areas
must be monitored by can be covered by CCTV.
CCTV.

3.7 Garbage bays must be The waste rooms are to be
locked to restrict managed to ensure there is
unauthorised entry. no unauthorised access.

3.8 There must be a 'Rapid It is envisioned that a
Removal' policy for condition of development
graffiti. consent will require this.

3.9 There must be graffiti Graffiti resistance materials
resistant materials will be used to high risk areas
utilised in the design of at the ground floor level.
the building. For
example painted on
masonry garden walls,
fencing.

4. FENCES AND GATES

- 4.1 There must be appropriate perimeter fences perimeter fences are proposed.
erected around the property.
- 4.2 Access must not be restricted. Can comply.
- 4.3 Fences must be fitted with locks. Can comply.
- 4.4 Fences and gates must be in good condition. Complies.
- 4.5 Fences must be constructed of appropriate materials. Complies.
- 4.6 Gates must be secured. Can comply.
- 4.7 If the estate complex is a gated complex local Ambulance, Fire Brigade and Police must have keys/swipe cards etc for access in an emergency. NA

5. LANDSCAPING

- 5.1 People must be able to see your unit/premises clearly from the street. As illustrated on the landscaped plan and architectural plans, appropriate landscaping within the context is provided. It is noted that planned
- 5.2 Landscaping must be regularly maintained. landscape embellishment works minimises the opportunities for entrapment points and provides clear
- 5.3 No person should be able to conceal themselves behind vegetation or gardens. views from the street to the centrally located pedestrian entry points. The future body corporate will ensure the maintenance of landscaping on the site.

6. SECURITY LIGHTING

- 6.1 Security lighting must be installed. Security lighting is to be installed and operating.
- 6.2 Security lighting must be operating.
- 6.3 The entry and exit points must be adequately lit. Appropriate down lighting will be provided for the entry and exit points.
- 6.4 Lighting must be positioned in a way to reduce opportunities for vandalism? Lighting will be positioned out of reach.
- 6.5 The lighting must be sufficient to support images obtained from CCTV footage. Lighting will be sufficient for CCTV footage.
- 6.7 Light switches for all lights must be located in a secure area within the premises. Switches for common areas will operate on sensors and be provided within a locked cabinet.
- 6.8 There must be light timers. Light timers to be provided.

7. POWER BOARD & LETTERBOX

- 7.7 The power board must be enclosed in a cabinet or room. The power board will be located in an enclosed, secure area. It will be located in accordance with Endeavour Energy's requirements. Details of this will be illustrated on plans submitted with the construction certificate and it is envisioned that Council's conditions of consent will address this.
- 7.8 The cabinet or room must be fitted with a lock set approved by the local authority.
- 7.9 The cabinet or room must be kept locked?
- 7.10 The letter box must be fitted with an appropriate lock set and kept locked. It is anticipated mailboxes will be installed in foyer areas of buildings as needed.

This is a strongly recommended method on how to secure the letter box system in a unit complex

- 7.11 The letter box collection facility must be enclosed in the foyer window of the property that has street frontage.

8. GARAGE

- 8.7 The garage must be lockable. Access to the basement is to be secured with a roller door operable via the intercom system.
- 8.8 The garage 'tilta' door must have a bolt lock installed.
- 8.9 The garage facility must have floor to ceiling wall. For example strong mesh or masonry walls.
- 8.10 The garage ceiling and walls must be painted white. The lighting of the basement is to ensure the basement has a satisfactory level of illumination. Painting the ceiling white is only relevant to a refurbished basement.
- 8.11 The contents inside the garage facility must not be able to

be visible from the outside.

8.12 The garage facilities must have CCTV coverage. A CCTV camera will monitor access to the basement.

8.13 The garage facility area must be restricted to non-residents by way of security gates. Access to the basement carpark will via a secured roller shutter.

9. BALCONY

9.7 The balcony must be designed so as not to act as a natural ladder. Designed to comply.

9.8 The balcony must be adequately designed so as not to allow hand and foot holds to potential offenders trying to scale up the outside of the building. Provided.

9.9 The railings must be designed so that foot or hand grips cannot be used by offenders. Provided.

9.10 The balcony must have a sensor light to automatically activate when motion is detected. Provided.

9.11 Sliding doors and windows adjacent to balconies must be re-enforced with adequate locks etc. to restrict unauthorised access. Provided.

10. DOORS AND FIRE EXITS

- | | | |
|-------|---|--|
| 10.7 | The external doors must be of solid construction. | Provided |
| 10.8 | The door frames must be of solid construction. | Provided |
| 10.9 | The doors must be fitted with quality lock sets to restrict access when not in use. | Provided |
| 10.10 | The locks must be in good working order. | Provided |
| 10.11 | A peep hole (door viewer) must be installed. | Provided. |
| 10.12 | Keys must be removed from locks when house is unoccupied. | Provided. |
| 10.13 | An Australian standard security/screen door must be installed on all doors. | Provided. |
| 10.14 | Sliding doors must be fitted with a suitable lock sets. | Provided. |
| 10.15 | Entry/exit points must be clearly identified. | Provided. |
| 10.16 | All fire exit doors must be self-closing. | Provided. |
| 10.17 | Fire exit doors must be used appropriately. | Clearly defined pedestrian entry points are provided to the development. |
| 10.18 | All exit doors must be free | Provided |

	from obstructions and/or rubbish.	
	10.19 All high risk doors must be locked at all times?	Provided
	10.20 All external door hinges must be mounted so they cannot be removed?	To be illustrated on the construction certificate plans
11. WINDOWS	11.7 All external windows must be solidly constructed.	Provided
	11.8 All windows must be fitted with quality lock sets.	Provided
	11.9 All unused windows must be permanently closed & secured.	Provided
	11.10 Windows must be able to be locked in a partially open position. For example, with a bolt lock.	To be illustrated on the construction certificate plans
	11.11 Skylights must be suitably secured.	Not applicable
	11.12 Keys must be removed from locks when no persons are home.	Provided
12. CARPARK	12.7 There must be security car parking facilities available.	Provided
	12.8 Residents must have an individual	To be illustrated on the construction certificate plans

- secured garage spaces.
- 12.9 The access to residential car park must be restricted to residents only. To be illustrated on the construction certificate plans
- 12.10 Access and control must be restricted to residents only by keypad, swipe card or remote system. To be illustrated on the construction certificate plans
- 12.11 'Park Smarter' signage must be displayed within this area to warn motorists to secure their vehicle and property. To be illustrated on the construction certificate plans
- 12.12 CCTV system must be installed and monitor inside the car park facility. A CCTV system that provides surveillance of the ground floor foyer, lift, the mailboxes and basement carpark will be provided.
- 12.13 All residents must be supplied with additional storage facilities so that items are not left in areas where they can be seen or easily removed. Not relevant to this proposal.
- 12.14 The car park must be well lit. Provided
- 12.15 The ceiling of the car park must be painted white. Concrete and lighting will suffice, painting white is unnecessary
- 12.16 The car park entry must be restricted by a security roller shutter. Provided

12.17 Access to the basement will be via a remote system
the security roller shutter must have access control measures such as swipe card, key pad or remote system.

12.18 Bicycle racks must be positioned in visible areas from the street. Bicycle parking is provided in the secured areas.

12.19 Emergency Services parking should be provided in a large unit complex. N/A

13. SURVEILLANCE SYSTEM

13.7 CCTV systems must be installed at vehicle entry points. Provided

13.8 CCTV systems must be installed at all foyer entry points. Provided

13.9 CCTV systems must be installed on the perimeter of the building. Provided.

13.10 CCTV systems must be installed near to letter box collection facilities. Provided

13.11 CCTV systems must be installed near to waste facilities. Provided.

13.12 CCTV systems must be installed near to fire exits. Provided.

- | | | |
|-------|---|------------------|
| 13.13 | Footage must be recorded appropriately. | Provided |
| 13.14 | Footage must be kept for a minimum of 14 days. | Can be provided. |
| 13.15 | The property must be free of dummy cameras. | Can be achieved. |
| 13.16 | The cameras must be placed in suitable locations to positively identify an individual from recorded images. | Can be provided |

14. FIRE SAFETY

- | | | |
|-------|--|---|
| 14.7 | Smoke detectors must be installed within foyer areas and garages of unit blocks to comply with the Building Code of Australia? | Required by BCA and to be detailed at CC stage. |
| 14.8 | Smoke detector must be installed in the unit complex. | Required by BCA and to be detailed at CC stage. |
| 14.9 | Gutters must be kept clean. | Can be provided |
| 14.10 | The unit complex must have a site plan displayed in a prominent position. | Can be provided |
| 14.11 | Waste bins must be stored in a secure place after hours. | Provided. |