

Crime Prevention Through Environmental Design Report

Narwee Parkland Care Community

59-67 Karne Street North, Narwee NSW 2209

Prepared for Opal HealthCare



'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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07/12/2022

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25/11/2022

Version 1.0 DRAFT

24/11/2022

Version 2.0 FINAL

07/12/2022

Version 3.0 FINAL

23/01/2023

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1.0 Introduction

This Crime Prevention Through Environmental Design (CPTED) Assessment supports the Environmental Impact Assessment (EIS) submitted for the State Significant Development (SSD) of 59-67 Karne Street North, Narwee, NSW. This 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 new Narwee Parkland Care Community development, as envisaged in the EIS to which this report is appended to.

CPTED is a situational crime prevention strategy that focuses on the design, planning and structure of the environment. This assessment aims to identify the potential opportunities of 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 prepared and reviewed by experienced CPTED professionals, following their 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.

In accordance with the NSW Department of Planning and Environment's guidelines (2001) the aim of the CPTED strategy is to influence the design of buildings and places by:

- increasing the perception of risk to criminals by increasing the possibility of detection, challenge and capture;
- increasing the effort required to commit a crime by increasing the time, energy or resources which need to be expended;
- reducing the potential rewards of crime by minimising, removing or concealing 'crime benefits'; and
- removing conditions that create confusion about required norms of behaviour.

Architectural drawings prepared by Group GSA 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, and assessment of the proposed development against the following assessment principles:
 1. Surveillance
 2. Lighting/technical supervision
 3. Territorial reinforcement
 4. Environmental maintenance
 5. Activity and Space Management
 6. Access Control
 7. Design, Definition and Designation

A site inspection was undertaken on the 22 November 2022 between the hours 11.30am and 12.30pm to assess the current site conditions, situational crime prevention measures and perceived safety of the existing environment.

1.1 Project Background

Opal Health Care is seeking to develop a 165-bed residential care facility on a currently vacant site located at 59-67 Karne Street North, Narwee, NSW. Given the size of the proposed residential care facility its Capital Investment Value (CIV) will be in excess of \$30 million and therefore with the commencement of SEPP (Housing) 2021 on 26 November 2021 a State Significant Development (SSD) planning pathway has also been made available for the proposed development. Accordingly, this is the planning pathway intended to be pursued for the proposed development.

In accordance with section 4.39 of the *Environmental Planning & Assessment Act 1979* (EP&A Act), Secretary's Environmental Assessment Requirements (SEARs) for SSD 49295711 were issued on 22 June 2022. This report has been prepared to respond to the issued SEARs, as set out in the table below.

SEAR	Response / Location in Report
7. Public Space <ul style="list-style-type: none"> Address how Crime Prevention through Environmental Design (CPTED) principles are to be integrated into the development, in accordance with <i>Crime Prevention and the Assessment of Development Applications Guidelines</i>. 	This report has been prepared in response to this SEAR.

1.2 Disclaimer

CPTED strategies must work in conjunction with other crime prevention and social intervention strategies and police operations. By using the recommendations contained in this assessment, a person must acknowledge 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 document was prepared.
- this document 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.

2.0 The Site

2.1 Site Location and Context

The site is located in the residential area of the suburb of Narwee, to the north of the M5 South Western Motorway in the City of Canterbury Bankstown Local (LGA) with a street address of 57-69 Karnes Road North, Narwee. It is situated approximately 15km south west of the Sydney Central Business District (CBD) and 15km to the south east of the Parramatta CBD. Narwee railway station is approximately 700m south east of the site.

The immediate surrounds are characterised by predominantly low and medium density residential development to the north, west and east, with the Riverwood industrial area 300m to the west of the site. Bennett Park, a local community park and sports oval, is approximately 200m to the west of the site.

A map illustrating the sites location and context is provided below in **Figure 1**.

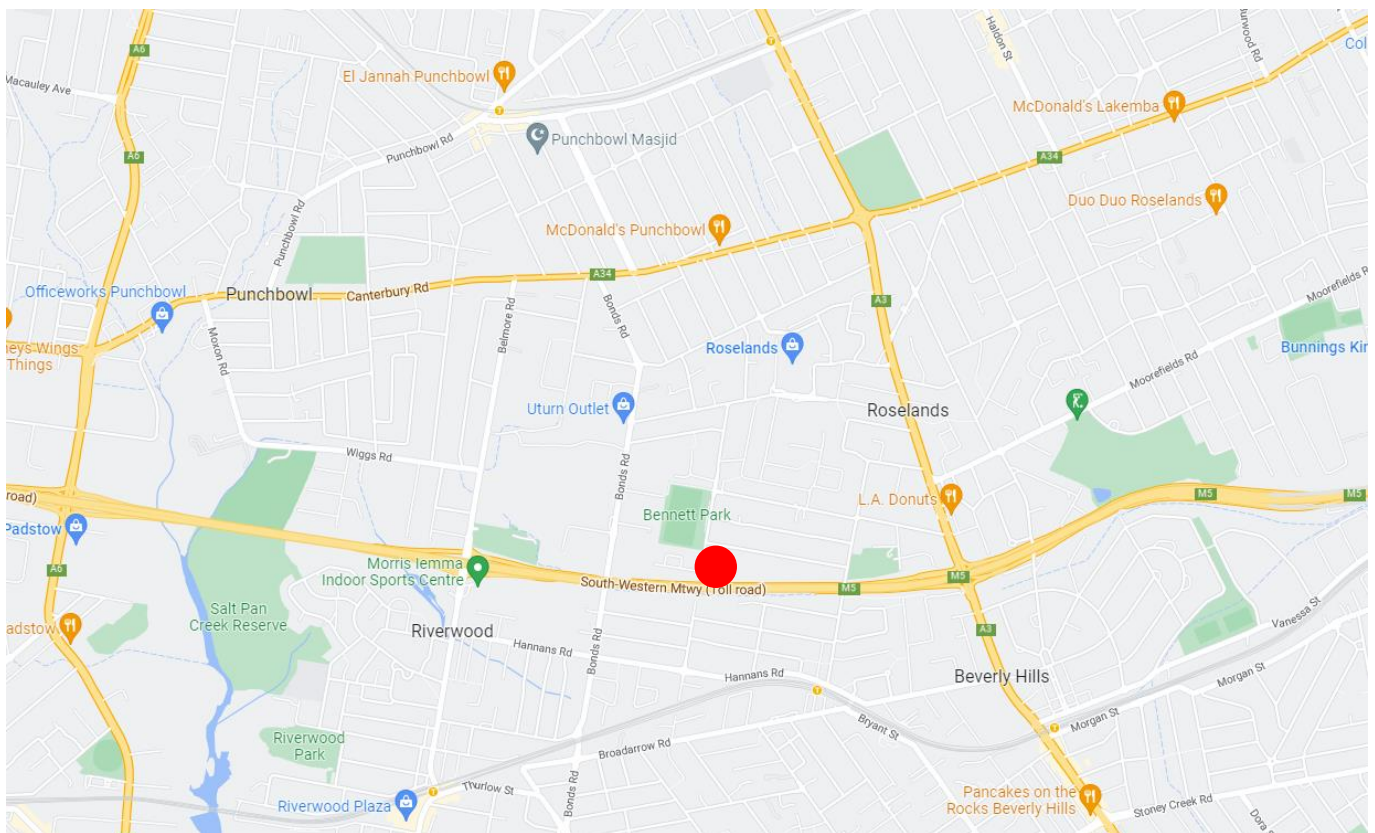


Figure 1 Site Location and Context Map

2.1 Site Description

The site is irregular in shape. 1 Martins Lane has a site area of 19,112m² and 3A Homelands Avenue has a site area of 793m². The site has the following legal description:

Lot	DP
D	403467
C	403467
2	518877
2	16063
3	16063

Until 2016, the site was used as single dwellings and a seniors housing development comprising a RACF and a respite care facility operated by BUPA.

An aerial image of the site is shown at **Figure 2**.



Figure 2 Site Aerial

2.2 Key Features of Site and Surrounds

2.2.1 Existing Development

59-63 Karnes Street North comprises generally vacant land with scattered vegetation, grass and mature trees near the western boundary and eastern boundary. There are no built form structures present on site however there is evidence of previous structures on site via the prevalence of concrete slabs where the prior building footprints has existed.

65 and 67 Karnes Street North each contain a single dwelling and outbuildings on each lot. The dwellings are currently vacant and the windows and doors have been boarded up to prevent access into each building.

The site in its entirety is currently fenced off from the public domain at all boundaries via differing fencing typologies including corrugated iron fencing, brick fencing and colourbond fencing. Photographs of the existing site conditions are shown on the following page via **Figure 3** to **Figure 6**.



Figure 3 Existing development at 65 and 67 Karnes Street North



Figure 4 Existing site conditions to Karnes Street North



Figure 5 Existing site conditions to Karnes Street North



Figure 6 Existing site conditions within the property boundaries

2.3 Transport and Access

2.3.1 Vehicular Access

There are no existing car parking facilities on site at 59-63 Karnes Street North, however there is a vehicular cross-over evident which can facilitate vehicular access into the site from the roadway. Similarly, 65 and 67 Karnes Street North each contain a driveway vehicular cross-over with area reserved for a car parking space, no private garage or car port structure exists on these two sites.

The site is serviced by the surrounding road network from Karnes Street North to the west of the site. This provides access to the site from regional roads including Canterbury Road, King Georges Road and the M5 South Western Motorway.

2.3.2 Pedestrian Access

Pedestrian access can be afforded to the site from Karnes Street North. However, the site in its existing condition is fenced at all boundaries, with no public access available.

2.3.3 Public Transport

The site is serviced by the local bus network, available from Grove Avenue to the north or Bonds Road to the west. These bus services provide routes that provide public transport access to the Bankstown Interchange, Hurstville, Campsie or to Lugarno (Cedar Street). Further, the site is located approximately 1.3km north of the Narwee Railway Station and provides railway connections to the T8 Railway Line which provides access to the City Circle, Airport and to Central Station which connects to the greater NSW train network.

2.1 Surrounding Area

The site is generally surrounded by residential development comprising varied building typologies including single detached dwellings, multi dwelling housing and residential flat buildings.

North

To the immediate north of the site are low density detached single dwellings accessible from Grove Avenue, being single or two storey in height. Similar forms of development are located further beyond. Two neighbourhood shops are 300m north of the site and consist of a restaurant and a hair and beauty salon at the corner of Karne Street North and Shorter Avenue.

South

To the south of the site is the Richard Podmore Dog Park. Further south is the M5 South Western Motorway, with the acoustic wall preventing any views and access further to the south.

East

To the immediate east of the site is low to medium residential development accessed from Grove Avenue. South east of the site is a landscaped area providing a natural buffer between residential development and the M5 South Western Motorway further to the south.

West

To the west of the site is low density residential development. Bennett Park is a community park including sport fields and basic sporting facilities to the north west of the site. The Riverwood industrial area is located further west which includes industrial warehouses and manufacturing.

2.2 Crime Risk Rating

Overall, the Crime Risk of the site is considered to be 'moderate'. The key elements of the site which have contributed to this rating are identified below.

The key positive elements of the site are:

- The surrounding streetscape provides dedicated footpaths and opportunities that enable people to overlook the site.
- The site abuts the Richard Podmore Dog Park which can provide opportunities for overlooking at the site and good levels of natural surveillance.
- The existing land use is well established, marked and compatible with its surroundings as a residential area.

Other elements of the site are:

- The site is adjacent to motorway that is characterised by a high perimeter fence and untamed nature reserve and includes densely overgrown vegetation, dirt mounds which could invite opportunities for hiding which can facilitate unconcealed activity.
- The site is adjacent to a parkland reserve (currently Richard Podmore Dog Park) which can sometimes be associated with being more susceptible to anti social behaviour and/or crime after hours.
- The existing site condition has evidence of rubbish dumping on site, vandalised fencing and evidence of multiple empty (and broken) bottles at the site's western boundary.
- The site is un-activated and devoid of any current use.
- The boarded up nature of the existing dwelling houses, in conjunction with the existing corrugated iron fencing around the site contributes to the perception that the site is vacant and unpatrolled, which has some potential to attract anti-social behaviour, loitering and trespass on site.
- The site sits near to an existing infrastructure asset that include high sound attenuation fencing and thus no natural surveillance is afforded from the south-western motorway.

Key site characteristics which have formed this crime risk rating are expressed in the images contained within **Figures 7 to 10** on the following page.



Figure 7 Existing site conditions - wine bottles present at the site interface



Figure 8 Existing site conditions - rubbish dumping and vandalised fencing



Figure 9 Existing site conditions - evidence of rubbish dumping on site



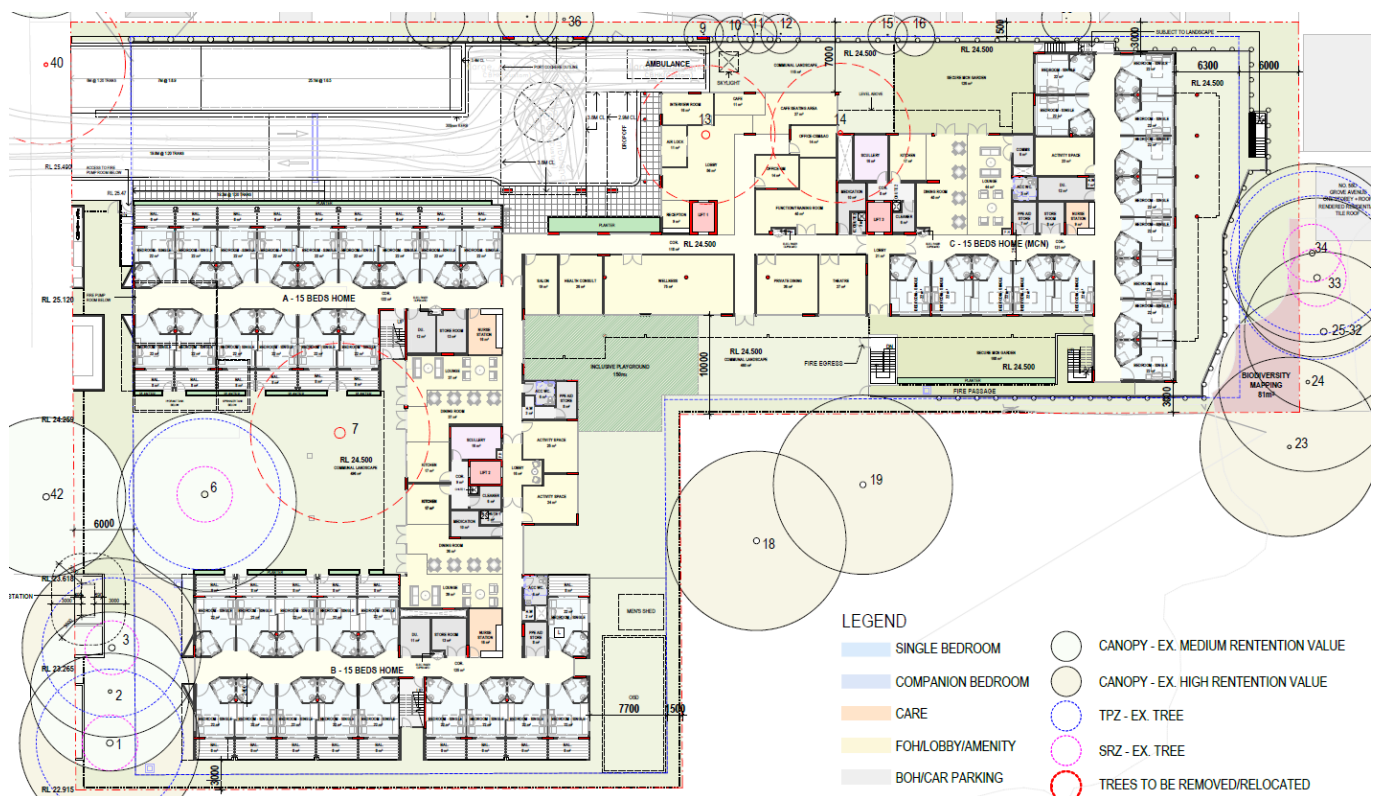
Figure 10 Existing site conditions - vandalised fencing on site

3.0 Description of the Proposed Development

This SSD application seeks consent for the development of the site for the purposes of seniors housing. Specifically, the application comprises:

- Demolition of all existing structures on the site;
- Site preparation works, excavation and tree removal;
- The construction of a residential aged care facility (RACF) development comprising of 7,039m² gross floor area, including:
 - 165 beds within a single building three (3) storeys in height;
 - Communal facilities including kitchens, dining rooms, lounge rooms and activity rooms on each level;
 - 30 spaces of basement car parking and one at grade ambulance bay.
- Building identification signage and wayfinding;
- Associated landscaping works; and
- Inground building services works and utility works.

Figure 11 below provides the general floor plan arrangement for the RCF levels.



3.1.2 Vehicular Access

Vehicular access to the building is proposed from a new driveway access from Karnes Street North. One internal access road provides access to the ambulance bay and porte cochere drop off area and another provides access to the basement car park. All vehicles are able to enter and exit the site in a forward direction.

3.1.3 Pedestrian Access

Pedestrian access is provided to the building from Karnes Street North by a walkway to the south of the driveway and north of the proposed building. This walkway provides access to the drop off area and internal lobby.

4.0 Nature of Recorded Crime

Crime statistics obtained from the NSW Bureau of Crime Statistics and Research (BOCSAR) represents criminal incidents recorded by NSW Police. A review of the local statistics over the 12 months to June 2022¹ found that the most commonly occurring crimes relevant to within the suburb of Narwee were:

- Non-domestic assault;
- Domestic assault;
- Robbery (without a weapon);
- Theft (Break and enter dwelling and break and enter non-dwelling)
- Steal from motor vehicle;
- Malicious damage to property;
- Motor vehicle theft

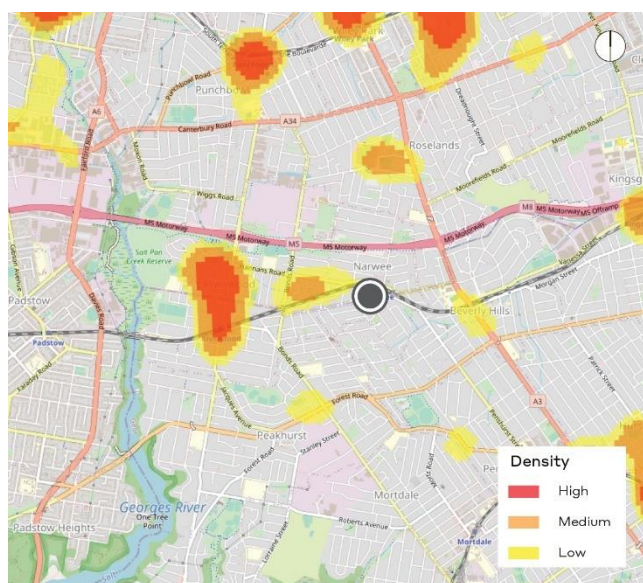
The frequency of the above crimes in the suburb of Narwee, between July 2018 and June 2022 are detailed in **Table 1** below.

Table 1 *Statistics of crime in the suburb of Narwee between July 2018 and June 2022*

Crime	Incidents year from July 2018	Rate per 100,000 persons	Incidents year from July 2019	Rate per 100,000 persons	Incidents year from July 2020	Rate per 100,000 persons	Incidents year from July 2021	Rate per 100,000 persons	2018-2022 Trend	Rate per 100,000 Category
Assault – domestic violence related	15	250.9	18	300.8	25	418.1	23	384.6	Stable	Very Low
Assault – non-domestic violence related	6	100.4	14	234.0	14	234.1	7	117.1	Decline	Very Low
Break and enter – dwelling	11	184.1	19	317.4	11	183.9	13	217.4	Stable	Very Low
Break and enter – non-dwelling	4	66.9	0	0.00	0	0.0	3	50.2	Stable	Very Low
Steal from motor vehicle	24	401.5	24	401.5	15	250.8	19	317.7	Stable	Very Low
Steal from dwelling	6	100.3	2	33.4	10	167.2	16	267.6	Stable	Low
Motor vehicle theft	7	117.0	6	100.3	11	183.9	4	66.9	Decline	Very Low
Malicious damage to property	27	452.0	33	551.5	26	434.8	13	217.4	Stable	Very Low

¹ The most recent crime data available in relation all crimes affecting the suburb of Narwee between July 2021 to June 2022.

As shown in **Figure 12** to **Figure 20**, the BOSCAR database indicates that the site is located within or on the periphery of a hotspot for the above crimes.

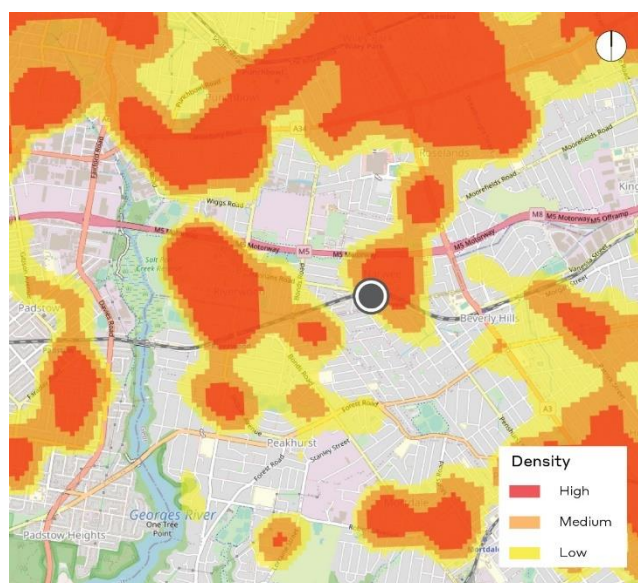


● The Site

Non domestic assault

Figure 12 Hotspot - Non-domestic assault

Source: BOSCAR / Ethos Urban



● The Site

Domestic assault

Figure 13 Hotspot - Domestic assault

Source: BOSCAR / Ethos Urban

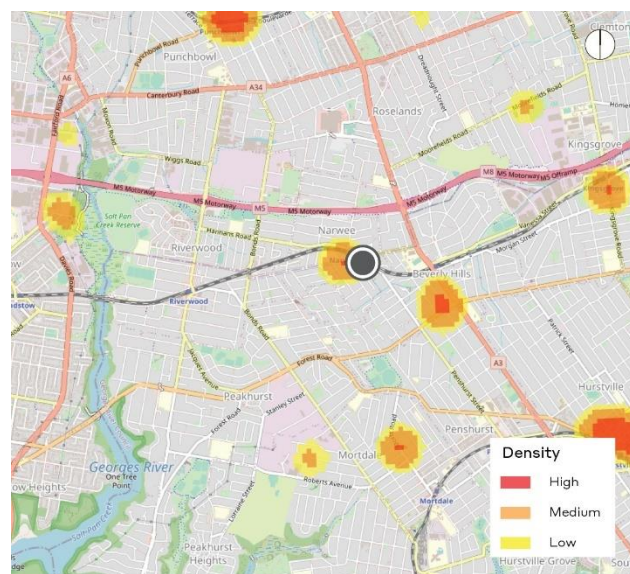


● The Site

Break and enter dwelling

Figure 14 Hotspot - Break and enter dwelling

Source: BOSCAR / Ethos Urban

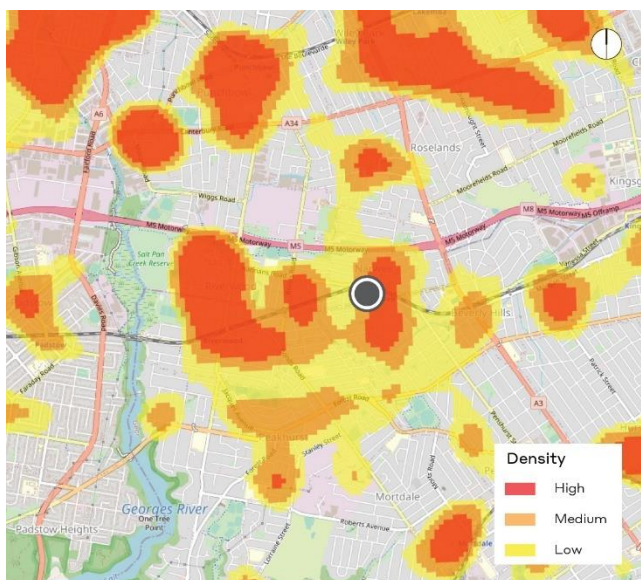


● The Site

Break and enter non-dwelling

Figure 15 Hotspot - Break and enter non-dwelling

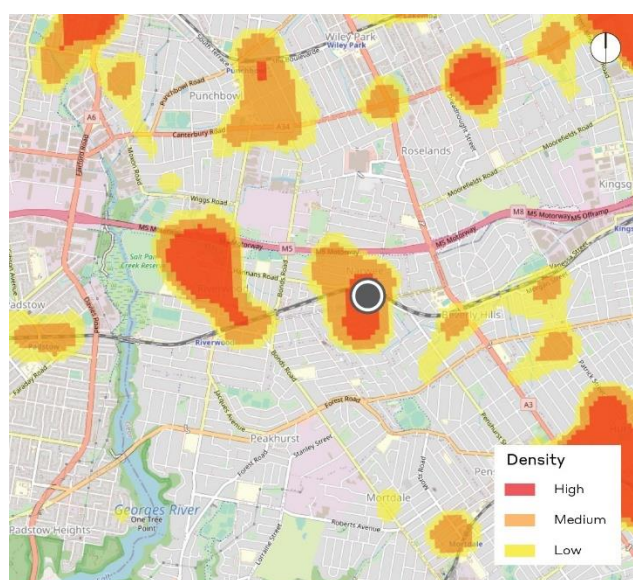
Source: BOSCAR / Ethos Urban



 The Site Steal from motor vehicle

Figure 16 Hotspot - Steal from motor vehicle

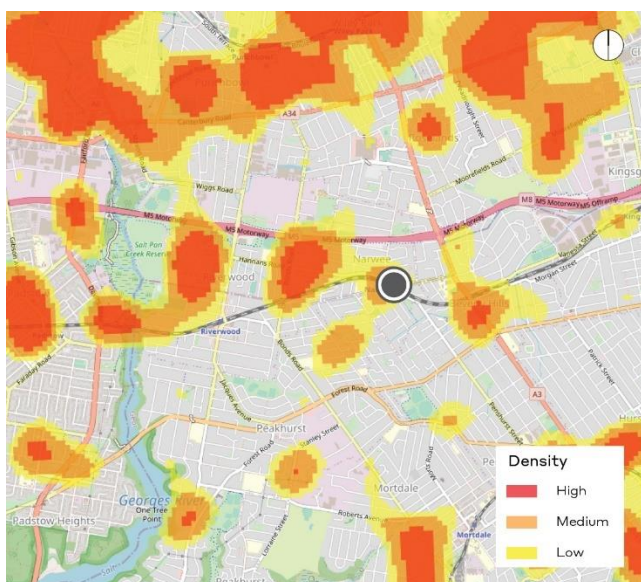
Source: BOSCAR / Ethos Urban



 The Site Steal from dwelling

Figure 17 Hotspot - Steal from dwelling

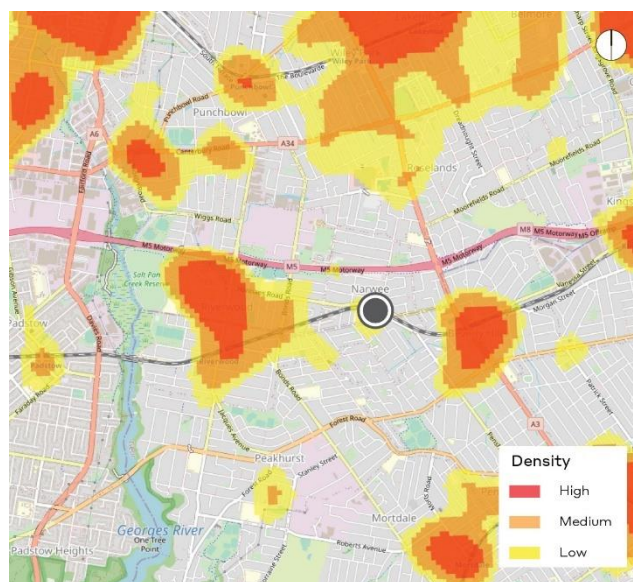
Source: BOSCAR / Ethos Urban



 The Site
  Motor vehicle theft

Figure 18 Hotspot - Motor vehicle theft

Source: BOSCAR / Ethos Urban



 The Site
  Malicious damage to property

Figure 19 Hotspot - Malicious damage to property

Source: BOSCAR / Ethos Urban

Hotspots indicate areas of 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 accurately reflect the risk of victimisation in particular locations, such as areas that are located within proximity to CBD's or other centres that accommodate high density residential, employment and tourism activity.

It is noted that the site does not experience high levels of visitors or high pedestrian flow as it is located in a low density suburban locality that does not benefit from major road frontages or is located in proximity to activity centres. The site does abut an existing dog park but it was not observed to have any visitors or persons walking their dog at the time of site inspection.

The main hotspots that may be concerned with the proposal include 'steal from motor vehicle', 'steal from dwelling' and 'break and enter dwelling'. Recommendations relating to CCTV coverage of the site is provided in Section 6.1 of this report.

4.1 Canterbury Development Control Plan 2012

The Canterbury Development Control Plan 2012 (Canterbury DCP) stipulates objectives and controls relating to Crime Prevention Through Environmental Design measures in Part B7 of the Canterbury DCP and details the following provisions to assist in reducing opportunities for crime:

- *Avoid blind corners in pathways, stairwells, hallways and car parks through:*
 - *Designing and locating pathways so they are direct, with permeable features, such as landscaping and fencing;*
 - *Considering the installation of mirrors to allow users to see ahead of them and around corners; and*
 - *Installing glass panels in stairwells where appropriate.*
- *Provide natural surveillance for communal and public areas, including:*
 - *Position active uses or habitable rooms with windows adjacent to main communal/public areas (playgrounds, swimming pools, gardens, car parks);*
 - *Design and locate communal areas and utilities (laundries and garbage bays) where they are easily seen;*
 - *Use open style or transparent materials on doors and walls of elevators and stairwells;*
 - *Locate waiting areas and entries to elevators and stairwells close to areas of active uses, and to be visible from the building entry; and*
 - *Locate seating in areas of active uses.*
- *Provide clearly visible entries, through:*
 - *Locating entrances in prominent positions.*
 - *Designing entrances to allow users to see in before entering.*
- *Avoid landscaping that obstructs natural surveillance.*
- *Ensure lighting does not produce glare or dark shadows.*
- *Entrances, exits, service areas, pathways, car parks are to be well-lit after dark when they are likely to be used.*
- *Use vegetation as barriers to deter unauthorised access.*
- *Use security hardware and/or human measures only where required to reduce opportunities for unauthorised access.*
- *Create a 'cared for' image through:*
 - *Ensuring the speedy repair or cleaning of damaged or vandalised property;*
 - *Providing for the swift removal of graffiti; and*
 - *Providing information advising where to go for help and how to report maintenance or vandalism problems.*
- *Clearly define spaces to express a sense of ownership and reduce illegitimate use/entry.*

The detailed design of the development demonstrates an ability to achieve compliance with the above provisions. A review of the architectural plans for the site has demonstrated that the designed development is capable of satisfying and complying with the above provisions to provide a safer outcome on site than what currently exists by providing a development scheme that showcases good surveillance in and out of the site, has appropriate access control measures by way of informal and formal guardians at the site and provides a built form and open space arrangement that communicates good space management and territorial reinforcement, especially in relation to the surrounding park context. The development will incorporate an effective governance structure designed to manage each component of the proposed development and help safeguard the increase in population density on site

Section 5.0 of this report undertakes a detailed assessment with regards to the relevant matters for consideration and exemplifies how the design of the proposed development achieves compliance with the relevant CPTED principles. Further recommendations that satisfy the provisions contained in the Canterbury DCP with regards to CPTED are detailed in **Section 6.0** of this assessment.

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 the site's locational context and its position in proximity to the Richard Podmore Dog Park and the motorway reserve area, along with its associations within the hotspots identified above, the following is an assessment of the proposed development's potential to create opportunities for such crimes.

5.1 Surveillance

Opportunities for crime can be reduced by providing opportunities for effective natural surveillance. The surveillance 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, direct path that encourage pedestrian activity and allow for clear lines of sight;
- activated day uses and casual streetscape surveillance offered by ground floor active uses;
- establishing buildings close to the street frontage and pedestrian boulevards 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 and parking areas;
- appropriate lighting and effective guardianship of communal and/or public areas; and
- minimised opportunities for offenders to hide or entrap victims.

The proposed development provides a high level of natural surveillance, both to the development itself and to the surrounds. The site benefits from multiple frontages that address both the streetscape and also Richard Podmore Dog Park. This SSDA incorporates the following design solutions that maximise on the principle of natural surveillance:

- the proposed ground floor bedrooms each incorporate windows or balconies that front either the streetscape to the west or the Richard Podmore Dog Park and the motorway reserve to the south. Additionally, other bedrooms at the ground floor have balcony frontages that face the main pedestrian walkways, including the main point of pedestrian egress from the streetscape, as well as towards the northern driveway which provides vehicle ingress / egress into the site.
- The various ancillary uses proposed within the development to support the use of the building as a RACF are located centrally within the site and have dual aspects to the centralised internal corridor as well as to the inclusive playground and communal landscaped space, providing high levels of passive surveillance over these areas. Ancillary spaces such as private dining areas, wellness space, café, lounge areas and activity nooks are positioned adjacent to garden and communal open spaces in multiple points of the ground floor layout and this provides an even distribution of activity and opportunity for natural surveillance internally within the development.
- The main reception area and lobby is located within direct line of sight from the main pedestrian entrance and this allows reception employees to oversee persons coming and going within the development. It also demonstrates to visitors approaching the lobby that there is an active presence of both formal and informal guardians on site as they pass residential balconies towards the reception area which assisted through the use of glazed elements at this location.
- the configuration of the basement car parking design maximises on providing short sightlines to lobby areas from car parking spaces and benefits from using grid rows as opposed to herringbone row design.

Although the built form provides straight building alignments and is generally devoid of alcoves, inset doorways or recesses that are capable of impeding sightlines or providing opportunities for offenders to hide, the use of formal surveillance through the provision of CCTV cameras in these locations would further add to the level of surveillance, especially at the interface with Richard Podmore Dog Park where there are fire stair alcoves and boundary setbacks. In light of this, formal surveillance measures such as CCTV should still be incorporated, as discussed in the recommendations provided in **Section 6.1**.

5.2 Lighting and Technical Supervision

Effective lighting can reduce fear, increase community activity, improve visibility and increase the likelihood that offenders will be detected. All lighting should meet (and preferably exceed) minimum Australia and New Zealand Lighting Standards and the objectives for crime and fear reduction outlined in Australian Lighting Standards.

Furthermore, a consistent maintenance and cleaning regime should be put in place to ensure all lighting and CCTV cameras remain in good working condition.

Lighting will be provided internally and externally to the development. Lighting levels should be adequate to permit facial recognition and allow for informal surveillance. Bright and well distributed lighting should be in place at all of the building's entrances and egress points. 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.

It is recommended that a CCTV network plan be developed by a security consultant. 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 are provided in **Section 6.1**.

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.

The proposal will provide a high level of territorial reinforcement, with the following ownership cues and formal guardians provided:

- the site includes perimeter fencing at each boundary that is permeable and able to facilitate sight lines to external areas beyond the site boundary.
- The reception and lobby area is proposed at the ground floor in a position that allows it to be highly visible from the main pedestrian walkway, where formal guardians (employees) are able to be seen from the pedestrian approach.
- The site is activated by the orientation of windows to the streetscape and to Richard Podmore Dog Park, as well as via the inclusion of various amenity areas that have an interface to communal gardens and other open space areas. These features will provide strong casual surveillance and territorial reinforcement cure that signify ownership and management of space.

Suitable way finding signage throughout the development is 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 public access points are designed to be legible and inviting, signage will further enhance this perception.

Overall, it is considered that the development is capable of providing appropriate opportunities for formal guardians in and around the development that will help to deter offenders and increase the risk of detection. As such, it is considered the proposed development will be an improvement to the current situation on the site and will significantly enhance the safety of the area.

5.4 Environmental Maintenance

It is commonly understood that area image can impact on feelings of safety and danger, influence local confidence and individual decisions to withdraw or engage in community life. It can also affect the economic prosperity of areas and lessen the likelihood of visitors to return.

Environmental maintenance and territorial reinforcement are co-dependent in achieving a safer space and are integral in achieving optimal natural surveillance.

As shown within the Architectural Plans prepared by Group GSA, the proposal provides a higher quality outcome than what previously exists on site, eliminating current conditions that contributed to its overall crime risk rating. This in turn provides the opportunity to act as a catalyst for environmental improvements to the surrounding public areas and provide the opportunity to reduce levels of graffiti, litter, and urban decay, which all negatively impact perceptions of safety; community confidence in using a space; and crime opportunity.

The maintenance of an area encourages regular use in attracting visitors and ensuring their return, which in turn provides opportunities for natural supervision. It is recommended that high quality courtyard furniture, building

materials and design of signage should be used to lessen the likelihood of damage and to help reduce maintenance costs.

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. Unlike environmental maintenance, this principle endeavours to manage the more dynamic activity and use of space. Knowing where and how to enter, exit and find assistance within public places can impact on perceptions of safety.

The perceived image of an area can impact upon feelings of safety and danger, influence local confidence and individual decisions to either withdraw or engage in community life within public places. The proposed development will greatly enhance the perceived accessibility and management of the site.

The management of the publicly accessible frontages and perceivable open space from public areas will be a key element in preventing the opportunity for crime and will also have a bearing on amenity with regard to restricting noise and light spill into RACF rooms and the wider facility. Furthermore, effective guardianship plays a critical role in the safety and perceived safety of the proposed development. The ability of Opal HealthCare to manage and organise on-going activities, events and initiatives etc for future residents improves the sense of community ownership and effective guardianship of public and common spaces.

It is in the interest of management of the site to ensure that the overall development is well managed and any damage or vandalism is repaired rapidly.

Given the above, it is considered that the architectural design provides for clearly defined spaces, capable of being well managed and cared for in order to prevent incidents of crime. Recommendations relating to activity and space management are provided in Section 6.1.

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 semi-public areas, including internal driveway, pedestrian entrance and facility lobby.
- Vehicle – i.e access for vehicles for ambulance parking and car parking within the proposed development, accessed from Karne Street North.

Areas within the proposed development such as the RACF bedroom corridors and basement back of house areas that are nominated for private uses only may require provisions that increase access control measures. In this case, secure security swipe access cards are recommended to prevent unwanted persons from accessing these spaces.

It is noted that the outdoor communal open space areas should be secure and not able to be accessed by the general public. As such, side entrances to these areas should be secured with security gates.

5.7 Design, Definition and Designation

The design of the proposed development is considered to heavily reflect its purpose and intent, and while perpetrators will often exploit areas with unclear spatial definition, the design of the proposed development generally addresses multiple principles of CPTED. As mentioned above, the design provides for a clear separation of uses in an overall integrated development.

To further delineate the varying uses provided by the development, it is recommended that clear signage to indicate entry points and facilitate wayfinding be provided to help convey how each space should be used. In particular clear wayfinding signage should be provided at key entrance points to each use of space proposed at the ground floor. This same provision should be extended to the basement also to ensure that persons do not wander into unauthorised spaces.

The site plan layout is benefitted by a regular and linear orientation of the building and internal layouts, which will assist in facilitating natural surveillance and enabling intuitive wayfinding for persons within the site. Maintenance of the landscaped elements within the public domain should occur to ensure that these areas do not undermine the principles of CPTED, including access control, natural surveillance, effective lighting and technical surveillance. Access arrangements will play a pivotal use in clearly delineating between the public and private uses on the site.

6.0 Crime Risk Rating & Recommendation

The Crime Risk Rating considers the development as proposed in the design report, and within architectural drawings prepared by Group GSA, acknowledging the existing and future site context along with the issues discussed in Section 2, 4, and 5, the Crime Risk Assessment Rating of the proposed development is rated within the 'moderate' category.

An assessment of the proposal using the CPTED principles has found that, with the implementation of the recommendations, the rating could reduce to the 'low' category. We note the levels of crime as indicated in Section 4.0 hotspot mapping of this report are a reflection of the local area and urban environment rather than the existing development. Crime will continue to exist outside of the development as is typical of an urbanised setting, however the development has the opportunities to improve the safety and security of the proposed development via the recommendations below.

6.1 Recommendations

6.1.1 Surveillance

- Maintain sightlines to and from the proposed development and the surrounds by ensuring signage and equipment do not create a significant visual obstruction.
- Ensure circulation spaces (internal publicly accessible areas / lobby curtilage, basement ingress/egress) are unobstructed by structures, to remove opportunities for concealment and ensure that pedestrians can move freely with clear sightlines of their surrounds.
- The glazed facades of the building where they have an interface with the pedestrian point of ingress and views of the streetscape should be free of clutter and signage to allow uninterrupted sightlines between the development and the surrounding public domain.
- Where possible all new landscaping should ensure that sightlines are achieved. In this regard, proposed vegetation, shrubs and trees should not (as far as possible) impede sightlines for pedestrians and should be regularly maintained to minimise concealment opportunities throughout the site.

6.1.2 Lighting and Technical Supervision

- A CCTV network is recommended for the development entrance points, loading and its curtilage. The CCTV network is to be designed in consultation with a suitably qualified security consultant with a Class 2A licence under the *Security Industry Act 1997* who can provide specific advice on the placement, installation, monitoring and maintenance of the CCTV network.
- The CCTV network should endeavour to ensure blackspots of coverage are not created.
- The CCTV network strategy should be partnered with the internal and external lighting strategy to ensure facial recognition is achieved in all lighting conditions.
- Discrete CCTV systems such as small dome cameras are recommended.
- All lighting is recommended to have a minimum Colour Rendering Index (CRI) of 60.
- A lighting strategy should be developed by a suitably qualified and experienced lighting expert.
- In terms of the basement, as a guide lighting should maintain a minimum average of 30 Lux. It is noted that a standby lower lux level is acceptable after hours for power saving reasons. A standby minimum average of 10 Lux brightening to a minimum average of 30 Lux in sections where motion is detected is advised.

6.1.3 Territorial Reinforcement

- Maintain that future building entrances are highly visible from the streetscape frontages, and avoid any entrapment areas associated with entries.
- Display CCTV security notice signs to convey that the site is under constant surveillance (if applicable).
- Clearly delineate between public and private land via passive boundaries that do not appear to over fortify an environment. High fencing is discouraged forward of the building frontage to Karne Street North. Subtle signage reinforcing the private
- Provide signage throughout the development to direct pedestrian movements and deter loitering where it is not designated.
- Ensure that pathways within lobbies and the centralised landscaped open spaces and communal areas are unobstructed to avoid blind spots.

6.1.4 Environmental Maintenance

- Ensure an effective and prompt response to environmental maintenance for the development is clearly specified through a Plan of Management (or the like). Environmental maintenance should acknowledge the principles of CPTED and ensure general building maintenance and cleanliness is maintained throughout the precinct.
- Ensure mechanisms are in place to facilitate the on-going maintenance of the building, including the implementation of a rapid removal policy for vandalism repair and the removal of graffiti.
- Consistently manage vegetation so that sight lines are maintained and opportunities for concealment are minimised.

6.1.5 Activity and Space Management

- Ensure business, building and wayfinding signage is appropriate to deter access to private spaces and direct pedestrian movements to desired locations.
- Ensure the effective management of the proposed development is articulated through a Plan of Management (or similar).
- Maximise the inclusion of glazed facades wherever possible to maximise lines of sight and help convey the use of activity in a space.

6.1.6 Access Control

- Provide secure electronic access (card / key controlled entries / lifts etc.) to all private entrances of the building to increase security and providing a strong access delineation between public and private spaces.
- Basement car parking needs to include additional access control provisions, such as security doors and CCTV to ensure that no unwanted persons are parking or entering this space without authorisation or being observed.
- Provide security doors at an appropriate locations to prevent unauthorised individuals from entering restricted areas not intended for public use (such as within the back of house areas within the basement or areas intended for employees of the RACF only).
- Provide security gates at side entrances of the building to secure the side and rear communal open space areas of the RACF.
- Fencing to Richard Podmore Dog Park is recommended to be of high quality and attractive that provides an appropriate level of security to the side and rear communal open space areas and ground floor room balconies of the RACF, without giving rise to an appearance of an overly fortified environment.

6.1.7 Design, Definition and Designation

- Security, personnel and/or employees of the hospital are advised to do routine patrol / occupy the publicly accessible areas visibly and regularly to minimise opportunities for anti-social behaviour.
- Provide wayfinding signage where appropriate to reinforce perceptions of safety and legibility and clearly define uses and directions (to be usable at night time).
- Ensure that parking for emergency vehicle parking remains clearly signed.