

The Design Partnership

**CRIME PREVENTION THROUGH
ENVIRONMENTAL DESIGN (CPTED) REPORT**

MIXED USE DEVELOPMENT

**30 - 46 Auburn Road
Regents Park NSW**

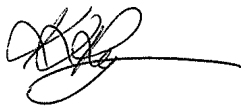
April 2025

30 Auburn Road Pty Ltd

**CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED) REPORT
MIXED USE DEVELOPMENT COMPRISING RETAIL AND RESIDENTIAL USES - STAGE 3**
30-46 AUBURN ROAD REGENTS PARK

PROJECT NUMBER: 23.006

PREPARED BY



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Quality Control Plan

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1 INTRODUCTION

The Design Partnership has been engaged by 30 Auburn Road Pty Ltd to prepare a Crime Prevention Through Environmental Design (CPTED) Report for Stage 3 of a Mixed Use Development at 30-46 Auburn Road, Regents Park in New South Wales.

This report provides an assessment, analysis and recommendations for the design produced for the development.

1.1 What Is CPTED?

Crime Prevention Through Environmental Design (CPTED) is a strategy that aims to reduce crime by designing the built environment according to a set of guidelines.

CPTED is based on the principle that many offenders are guided by rational thought and make a cost/benefit analysis of their actions prior to committing a crime. Applying CPTED methods aims to discourage offenders by maximising the risk and effort of committing a crime, while minimising the benefits and opportunities of committing that crime.

CPTED also identifies ways to create a feeling of safety, leading to increased use of an area, which in turn improves natural surveillance and deters offenders.

In NSW, CPTED is largely administered by Safer By Design, a co-operative made up of NSW Police, local councils, government departments and private sector organisations. The Design Partnership structures its CPTED reports according to Safer By Design guidelines.

Safer By Design identifies seven key areas where CPTED principles can be applied: surveillance; lighting/technical supervision; territorial reinforcement; environmental maintenance; activity and space management; access control; design/definition/designation.

1.2 Scope & Methodology

The scope of this project is an assessment of Stage 3 of the proposed mixed use development at 30-46 Auburn Road Regents Park (The Development). The plans have been prepared by Smith & Tzannes and this CPTED Report will form part of a Development Application. This report is authored by Kristy Cianci (Ryan) of The Design Partnership who undertook CPTED training with the NSW Police. Kristy is a registered architect (ARB NSW No. 9254) and specialises in the preparation of CPTED assessments, studies and reports.

The following Methodology was used to prepare the CPTED report:

1. Desktop review of the design.
2. Review of crime data available through the Bureau of Crime Statistics & Research (BOCSAR).
3. Site visit 16th October 2023.
4. Review of media and similar publications.
5. Meetings with Architects and Project Manager to discuss CPTED design considerations.
6. Email discussions with project manager.
7. Preparation of draft CPTED Report.
8. Preparation of final Report for lodgement with Council with the Development Application.

1.3 Structure Of The Report

The basis of this report is a Crime Risk Assessment (CRA), which is used to identify overall crime risk for the project and the appropriate level of CPTED treatments. Using the CRA as a template, this report assesses the design and provides recommendations under the seven CPTED design principles.

A summary of the Crime Risk Assessment has been provided as diagrams in Section 4.

2 THE WIDER CONTEXT

2.1 The Context of Regents Park

Regents Park is located in Western Sydney, within the City of Canterbury-Bankstown and Cumberland Council Local Government Areas (LGA), 22 km west of Sydney CBD.

The suburb is separated into four main parts: the Bankstown rail line, the Main South Line and the water supply pipe (Figure 2). The northeast part is predominately residential, contains a Local Centre on Amy Street, and comprises a mix of businesses in two-story shop-top housing and residential flat buildings. It has direct access to the Regents Park train station. The northwest portion is predominantly used for light industrial uses and has direct access to Regents Park train station. The southern part, where the subject site is located, has a mix of low-density residential, light industrial and a park.

There are several parks in the suburb, including Magney Reserve, immediately to the east of the subject site. The reserve has playground equipment but no public amenities.

Regents Park train station is located to the north between Amy Street and Park Street. Birrong Station is situated to the south. The stations are both on the Bankstown line. The suburb has good bus services, and Auburn Road is a bus route for the 909 service. The subject site is located in a highly accessible area for public transport.

Regents Park Public School and Karningul School, a special needs school, are located north of the subject site and within the southern area. The schools are located within proximity to the subject site. Like many areas in western Sydney, the area is evolving. The site is currently light industrial and has been rezoned to high-density residential, with a 13-metre height control. There are clusters of high-density zoned land around the Regents Park Local Centre on Amy Street, which permits new development from 14 - 19 metres. These areas are currently low-density residential and may change over time, mainly due to their favourable location near the train station. There are some areas of higher-density residential buildings, but these are older-style developments. The existing industrial parcel of land north of the subject site remains zoned light Industrial but could be rezoned in the future.

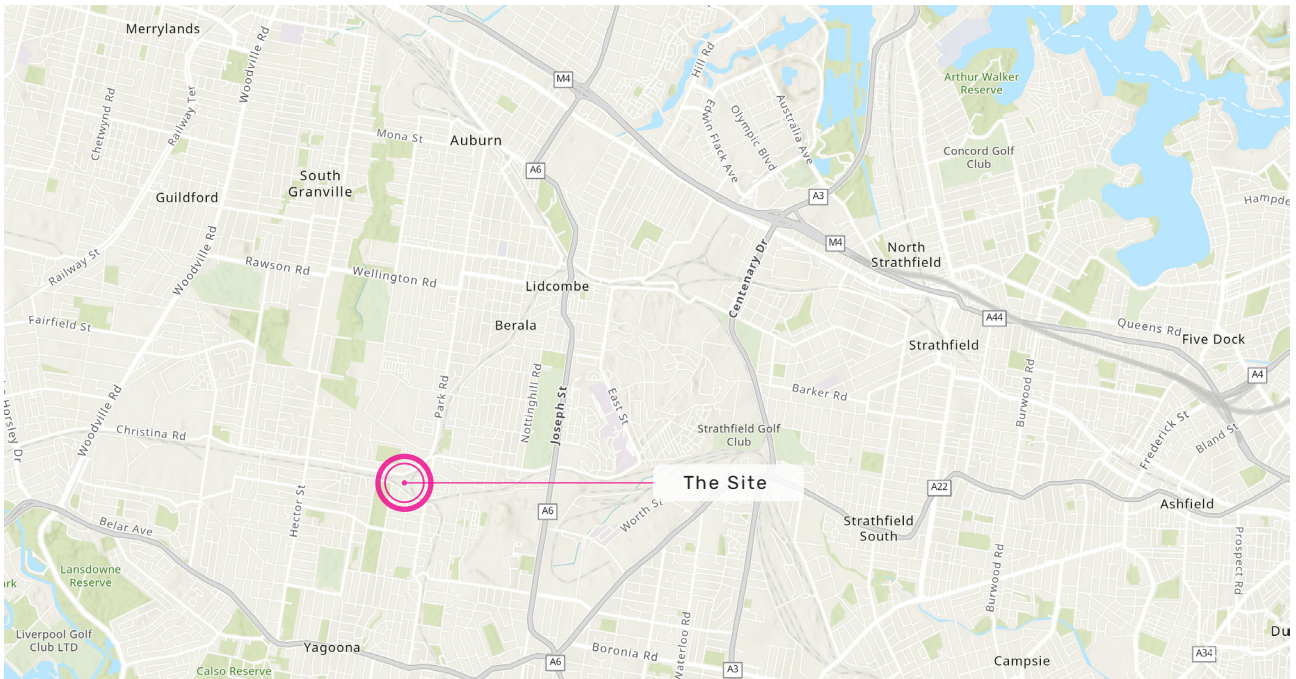


Figure 1: Regents Park location, west of Sydney CBD (ArcGIS 2023 /TDP 2024)

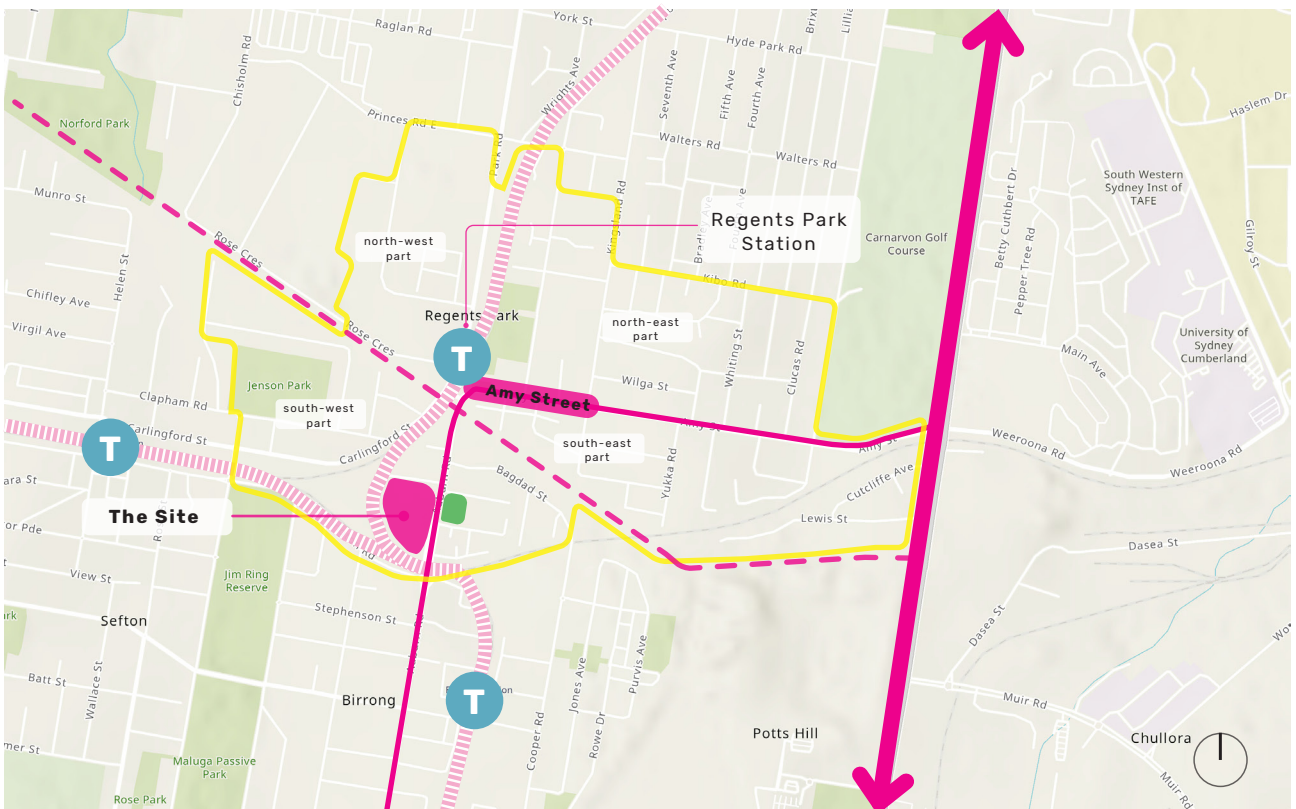


Figure 2: The subject site within Regents Park (ArcGIS 2023/ TDP 2024)

The site is located south of the Regents Park train station, on Auburn Road and north of Birrong train station. The yellow line indicates the suburb boundary.

2.2 Social Analysis of Regents Park

Regents Park is located partially within the Cumberland City Council and the Canterbury-Blacktown Council Local Government Area. Data from Profile.Id.com.au shows the subject site is situated in the Birrong-RegentsPark-Potts Hill catchment within the Canterbury-Blacktown LGA. This means that Regents Park data from the Cumberland Council area, located north of the Water Supply System, has not been included. For the purposes of this section of the report, Regents Park data refers to the Birrong-Regents Park- Potts Hill catchment. Refer to Figure 4.

Regents Park has a population of 5,542 residents (2021 ABS Estimated Residential Population (ERP)) in a land area of 2.84 hectares with a density of 1,952 people per km².

Household Types and Size

The most significant household type is Households with Children at 41.9% (LGA 37.3%), followed by Households without Children at 19.1% (LGA 18.6%) and Lone Persons at 16.5% (20% LGA). Couples without Children are the most significant growth area, followed closely by Couples with Children. The catchment has a higher proportion of larger households comprising four or more people at 40.4%, which is higher than the LGA's 34.5%. This demonstrates a large family cohort, which has specific needs. The household types are also strongly correlated with the building typology and number of bedrooms, which are generally greater in number.

Dwelling Types

Separate houses comprise the largest group at 71.8% (53.1% LGA). Medium-density living is at 15.3% (27.3% LGA). Higher density living, the typology proposed for the development, is 12.5% (19.8% LGA). As identified above, the greater proportion of separate houses is consistent with larger households. Higher-density dwellings usually attract smaller households and other household types such as lone-person households and Couples without Children. The emerging higher-density development in the study area, including the subject development, may change the households in the area over a period of time. However, as the proposed development includes 15% affordable housing there may still be family groups living in higher-density living. These households need a higher level of public amenity such as parks. The high use of public parks benefits an area as it increases natural surveillance and Territorial Reinforcement, which is collective community ownership.

Although not the first residential flat building in the vicinity, there are still very few higher-density developments in Regents Park.

Car usage

Car ownership is continuing to grow in Regents Park. 66.7% of households own a car (1 or 2 cars). This may change as higher-density developments increase in the area, and residents take advantage of the public transport system, partially due to reduced ownership of cars. At present, there is a lower use of public transport, which has decreased since the 2016 census; however, this could be the product of COVID and an increase in working from home.

Birthplace and language

49% of residents were born overseas (44.6% LGA). The highest proportion of overseas residents are from Vietnam, China and Lebanon. The percentage of residents born in Vietnam is 13.2%, which is well above the LGA average at 5.9%. While people from China and Lebanon are also above the LGA average. The ability to speak English (as well as another language) ranks high, which is an important factor when relying on signage for CPTED solutions. However, signage considerations will be necessary to future proof the development should demographics change in the future.

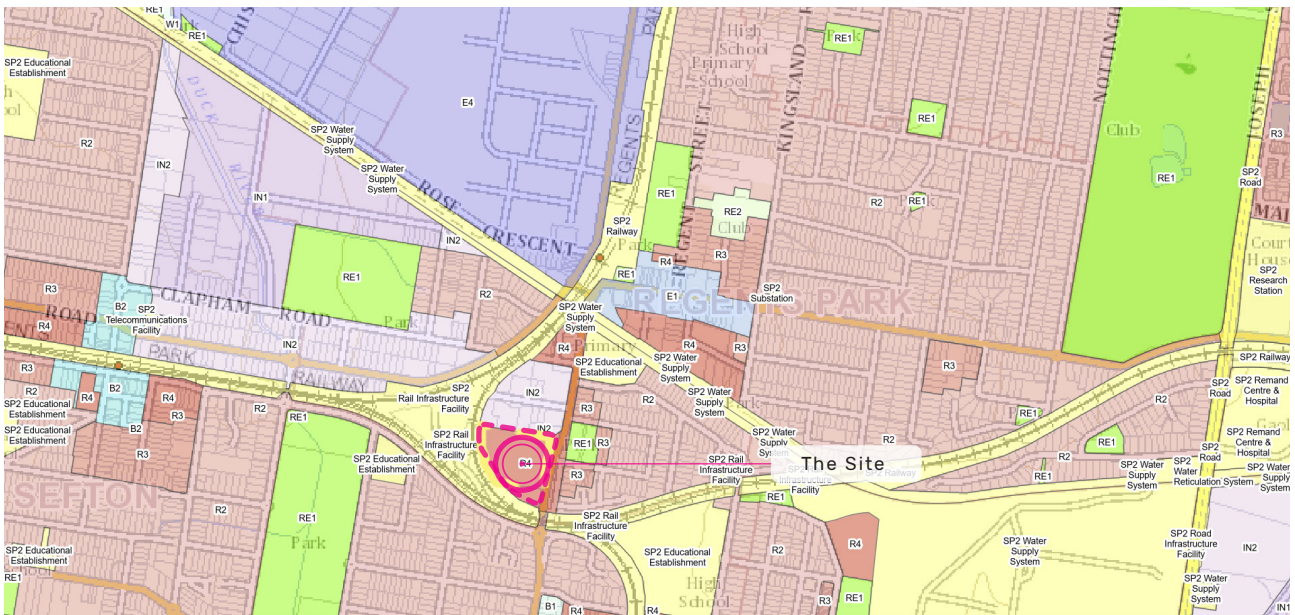


Figure 3: Regents Park Land Zoning Map (Spatialviewer 2023)

The zoning has changed from Light Industrial to High Density Residential. Light industrial zoning and uses remain to the north.

Profile areas

Birrong - Regents Park - Potts Hill

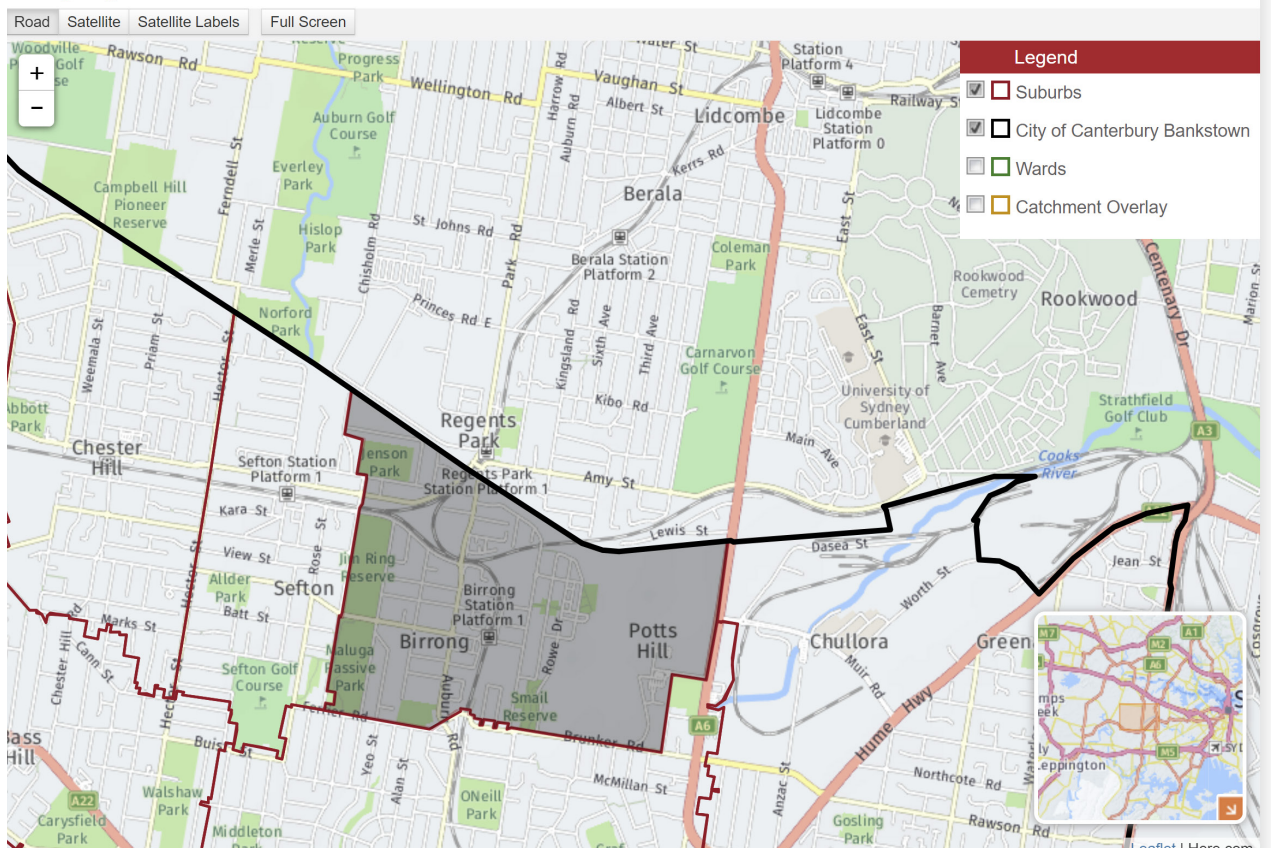


Figure 4: Birrong-Regents Park-Potts Hill catchment within the City of Canterbury-Blacktown LGA. (ProfileID 2023)

The catchment does not include the northern part of the suburb.



Figure 5: The local context photos of the site and surrounds (TDP 2023)

1. View of the site from Magney Reserve, across Auburn Road.
2. Magney Reserve looking south to low density residential.
3. View of the site from dwellings on the Auburn Road lane. Many buildings are vacant and in poor condition.
4. View along Auburn Road lane, east of the site.
5. View of the site from Auburn Road. These buildings are operational. Buildings have fences to secure the site.
6. View of the rail corridor. The site is to the north of the rail corridor. The view is taken from the rail bridge.

3 THE PROPOSED DEVELOPMENT

The development is proposed in four stages. The first stage comprises road infrastructure, Stage 2 comprises Buildings A and B, Stage 3 comprises **Building C (this application)** and Stage 4 comprises buildings D and E. The development site comprises four lots and has frontage to Auburn Road. The Bankstown rail line forms the western and southern boundary. Existing light industrial premises are located on the northern boundary.

Building C proposes a mixed use development composed of a childcare centre, residential units, and basement carpark.

The subject development is summarised as follows: Aspects of the proposed development are explored in further detail below.

Table 1 : Development Summary

Building C

Building C building will comprise:

- Childcare Centre
- 142 Residential Units.

Carpark

The carpark is located beneath Building C, over three levels including three basement carparking levels and a childcare parking area at ground level. The development proposes the following parking spaces:

- 27 childcare parking spaces
- 142 residential parking spaces
- 29 visitor parking space
- 12 motorbike parking spaces.
- 28 bicycle parking spaces

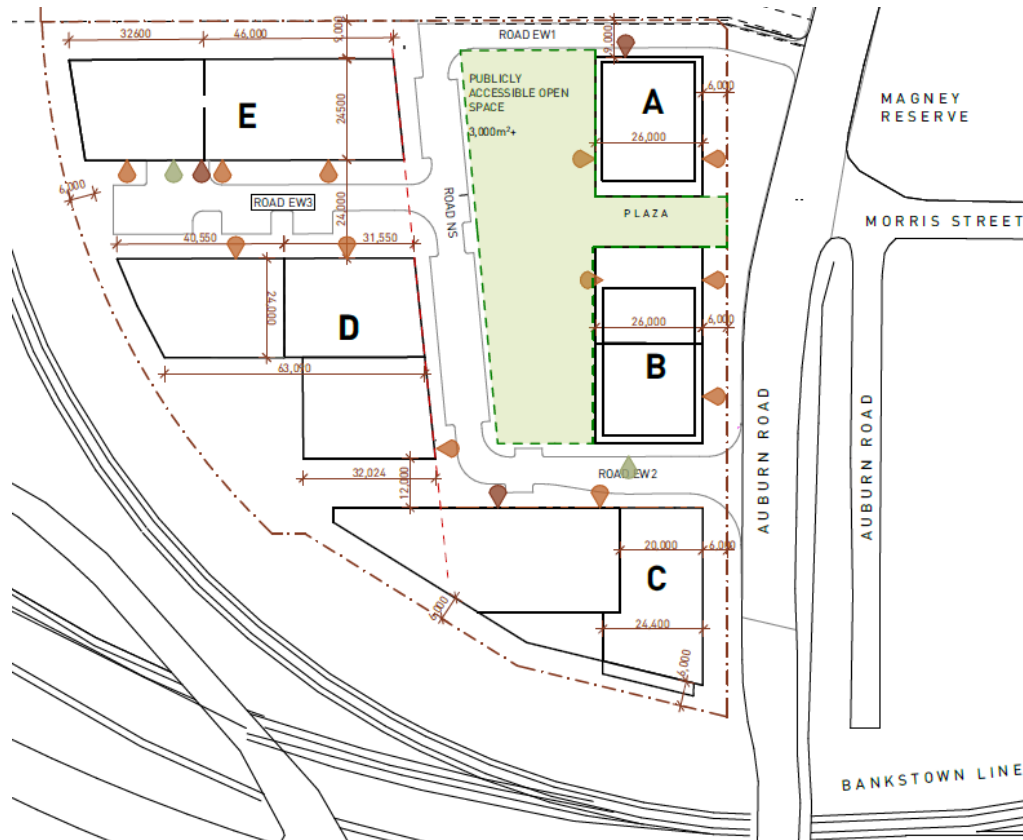


Figure 6 Staging Plan for the Regents Park development. (Smith & Tzannes 2024).

Components of the Development

Childcare Centre

The development proposes a 106 capacity childcare centre over two levels. The centre is proposed on the eastern component of the building with frontage to Auburn Road and the new internal road (Road EW 2). The external play areas are proposed on the Auburn Road frontage, with individual rooms opening into the play space. Pedestrian entry to the centre is from the new internal road, and there will be the childcare drop off comprising 15 parking spaces accessed from the basement carpark entry. However, the carpark entry does not lead parents and carers directly to the foyer, as access is through the lift. There is additional childcare parking in Basement Level C1 for staff.

Residential

Residential units are proposed in a mix of one (1), two (2) and three (3) bedrooms. Units configurations include both single level units and two storey units. The building has three (3) independent secure residential lobbies, all of which are from the new internal road. Units address the streets on all levels providing surveillance of the street.

Basement carpark

The basement carpark has three levels, and access is via a ramp from the new internal road. The driveway enters from the street and passes through the ground-floor childcare parking / drop off area before descending via another ramp to the basement.

Visitor parking and additional childcare staff parking are provided on Basement Level C1. There are eight (8) resident parking spaces at this level. However, they are secured behind a door leading to the level below, dedicated to residents only. Resident cages are located at Level C2, a secure level with no visitor or childcare access.

4 CRIME RISK ASSESSMENT SUMMARY

4.1 Crime Prevention Assessment Site & Building Analysis

Site analysis helps in the understanding of a place – how the built form, landform and local user groups can increase or decrease criminal activity.

The following diagrams are a visual representation of the Crime Risk Assessment (CRA) undertaken for this project. The outcomes of this analysis are incorporated into the Assessments and Recommendations provided in Sections 5 – 12.

4.1.1 Context Analysis

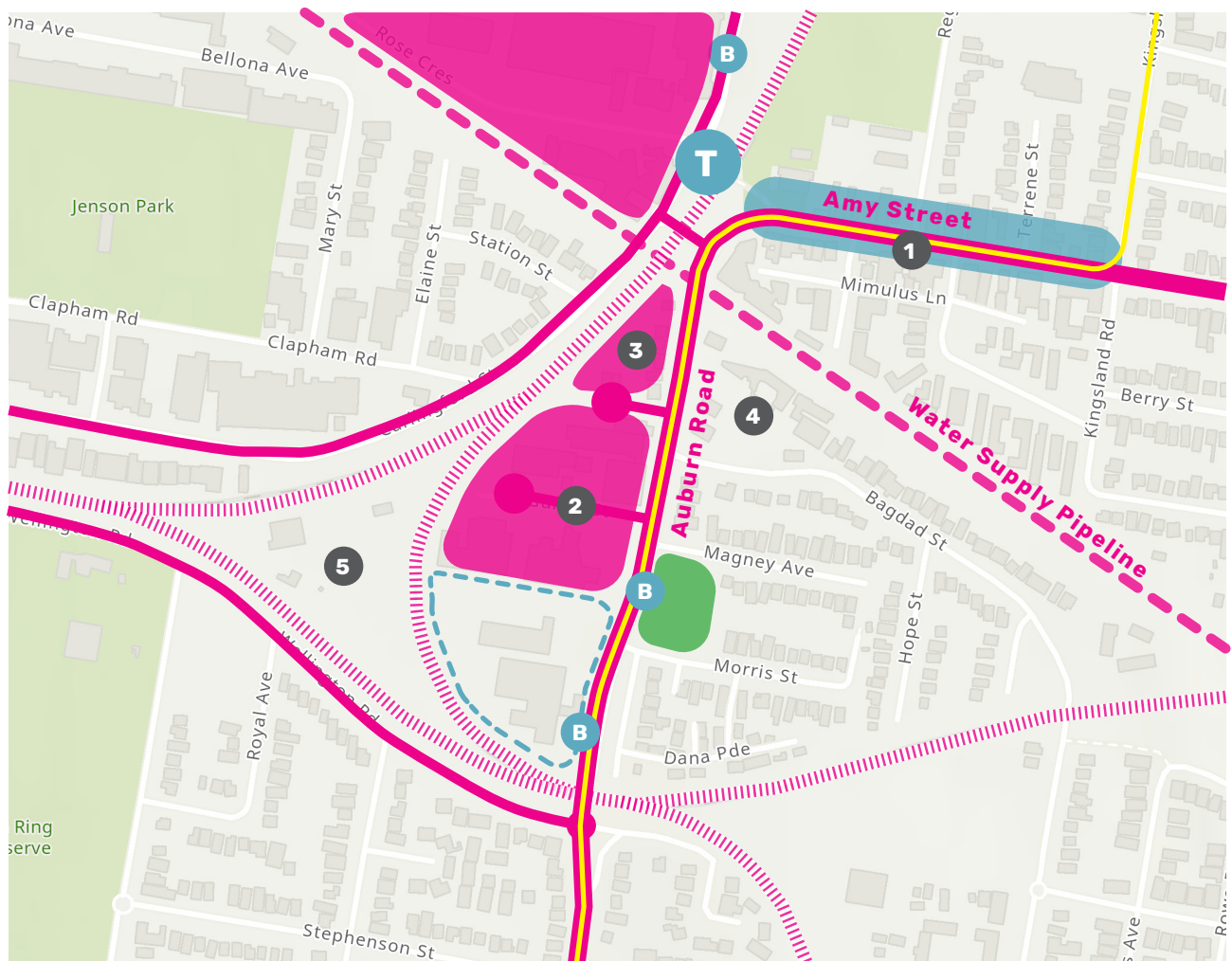


Figure 7: Summary Crime Prevention Assessment – Context Analysis (ArcGIS / TDP 2023).

The subject site is located in the southern part of Regents Park, south of the local centre on Amy Street. The location has characteristics of an island, as it is separated from surrounding areas by the rail corridor and the water supply pipeline. The local centre is a mix of two-storey shop-top housing with various businesses (1). There are several residential flat buildings on Amy Street. The local centre is close to the proposed development and will likely encourage walking, which will assist with natural surveillance.

The site is currently light industrial and has been rezoned to residential. The light industrial land to the north remains light industrial for the present as it has not been rezoned. It will likely be rezoned and redeveloped in the future to residential in a similar mixed-use approach (2). A pocket of low-density residential is zoned for high-density residential, which is close to the local centre and the train

station (3). Magney Reserve is to the east of the site. The reserve has trees and play equipment. The vegetation is generally CPTED-appropriate. The area is well connected by public transport – both train and bus networks. A bus stop on the eastern side of Auburn Road is adjacent to the park. There is a second bus stop on the western side of Auburn Road. Regents Park Primary School is located north of the site and students are likely to live in the new development (4). To the west of the site, between the rail corridors, is the rail depo.

LEGEND

 	Subject site.		909 Bus Route
 	Magney Reserve		Water Supply Pipeline
 	Primary movement	T	Regents Park Train Station
	Rail Corridors	B	Bus stop

4.1.2 Site and Stage Analysis

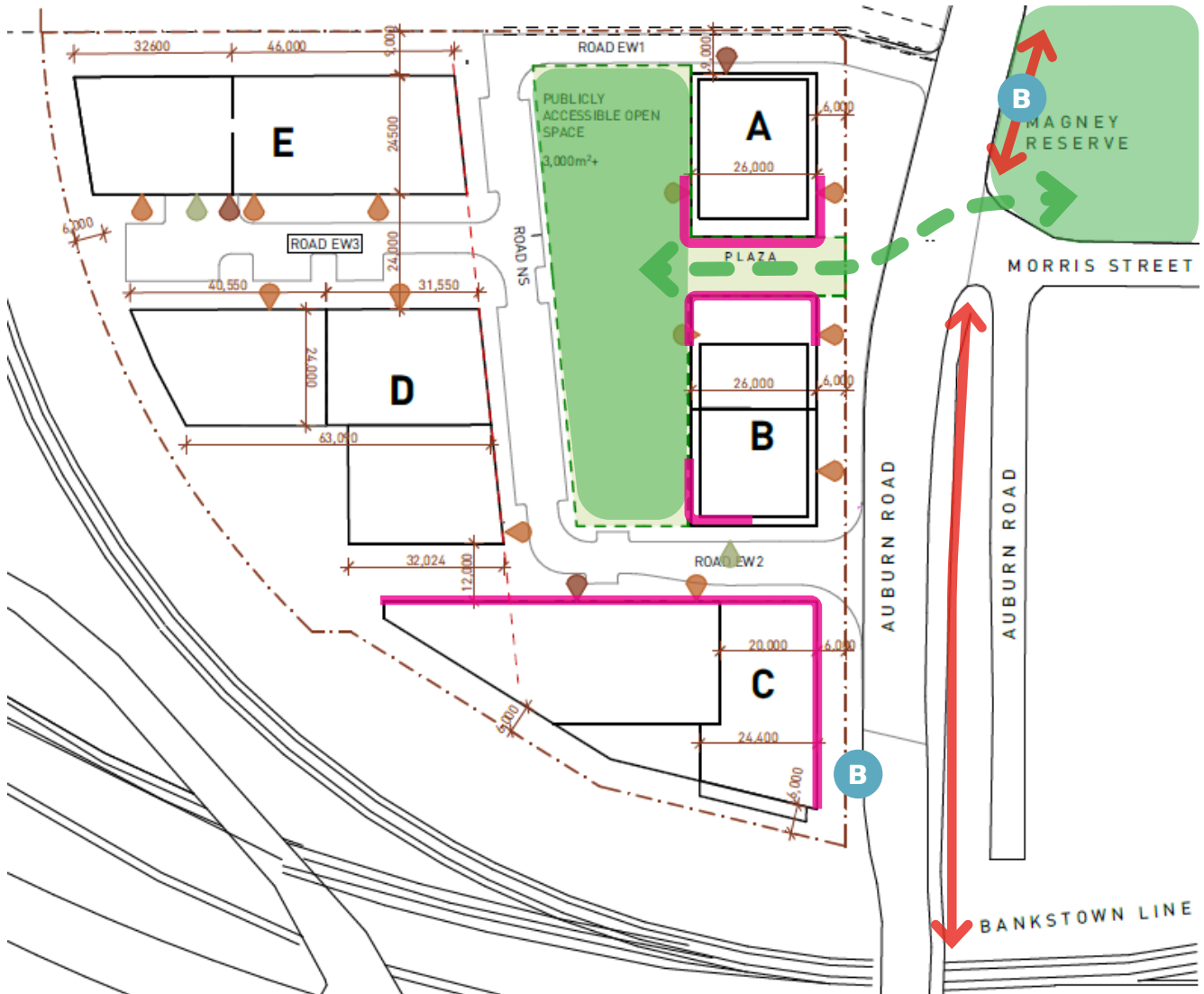
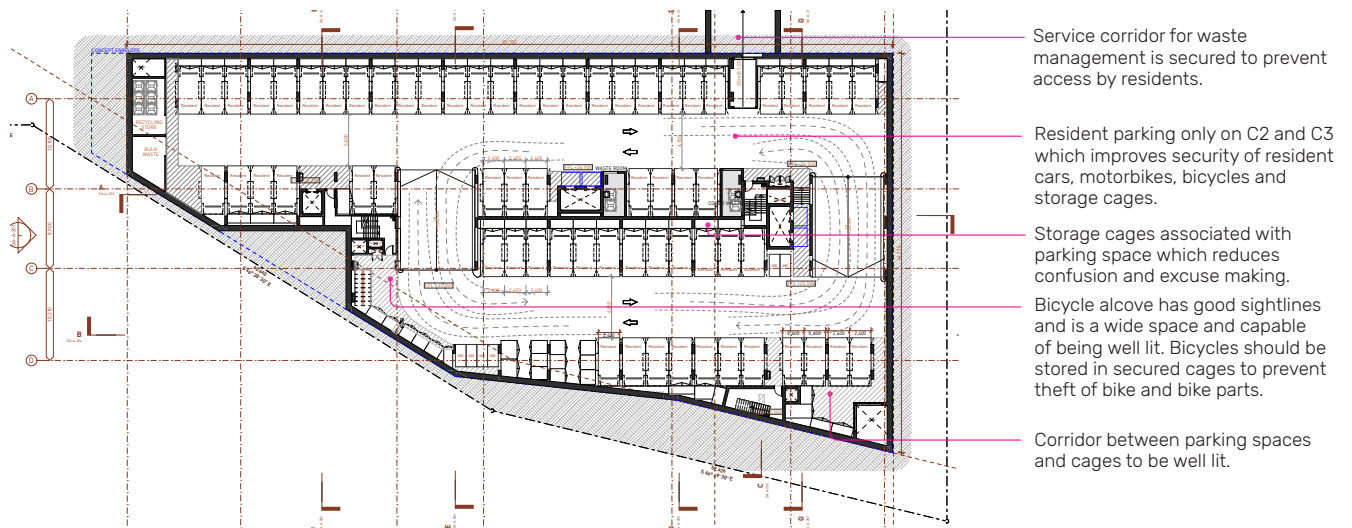


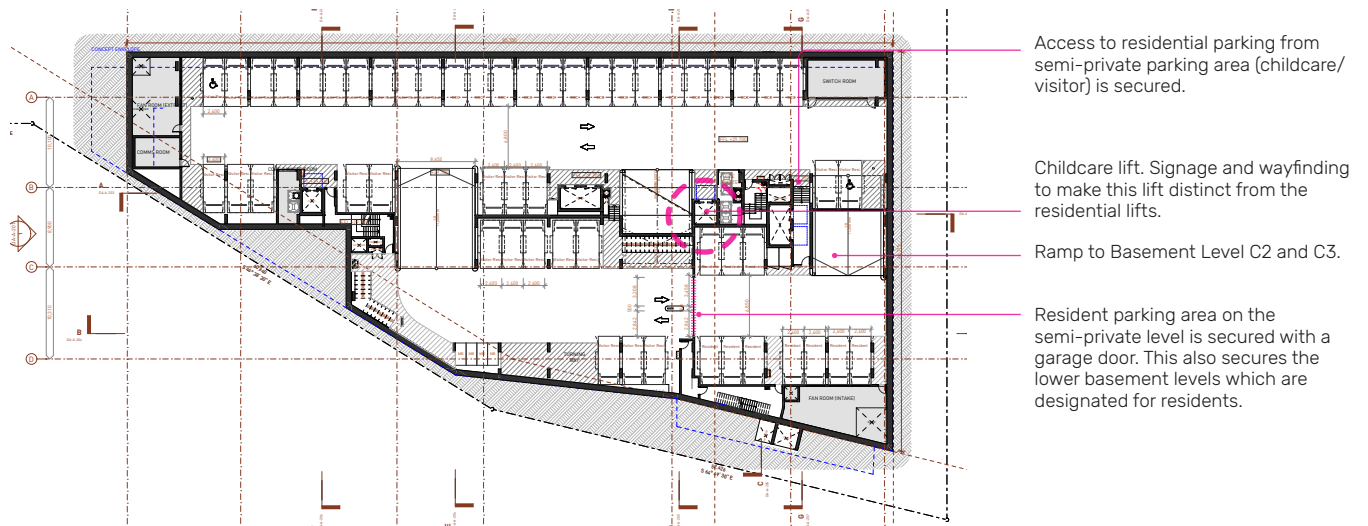
Figure 8: Summary Crime Prevention Assessment - Proposed Staging Plan (Smith&Tzannes/ TDP 2024).

The staging plan shows the future development of the subject site. The subject of this report is Building C, which is part of Stage 3. Stage 1 is for the design and construction of the roads. A new plaza is proposed between Buildings A and B, forming Stage 2. Building C will be constructed in Stage 3. Buildings D and E will be the fourth and final stages. Magney Reserve, the plaza and the new park provide a connected public realm that provides quality spaces for the existing and emerging community. The pink lines show the activated facades of Buildings A, B and C, which overlook the new public domain and the streets. The red arrows are the existing footpaths that connect the Regent Park town centre with Birrong neighbourhood shops to the south.

4.1.3 Building Analysis - Building C Basement Carpark



Basement Level C2 - Residential (C3 similar)

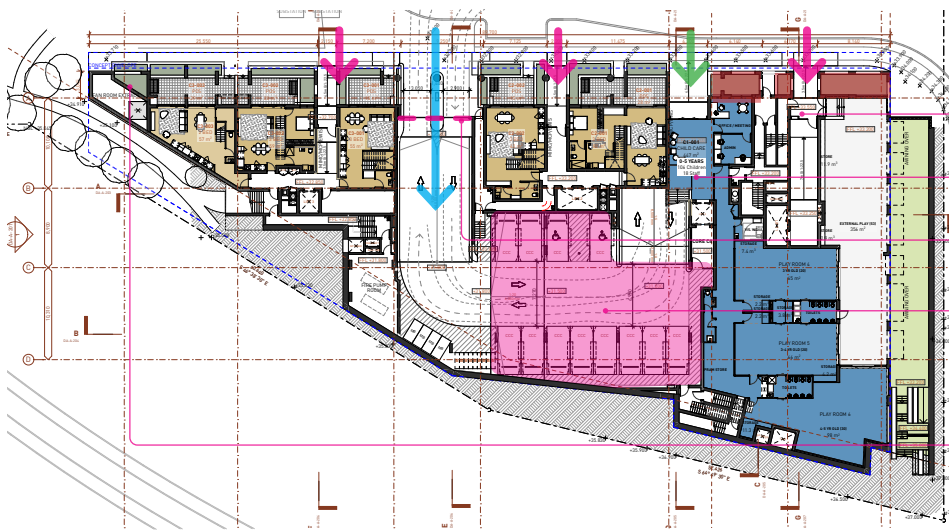


Basement Level C1 - Residential Visitors and Childcare Centre

Figure 9: Summary Crime Prevention Assessment - Proposed Basement Carpark (Smith & Tzannes/ TDP 2024).

(top) Basement Level C2 (C3 is similar) is for both residents. Servicing for Building C is from Building B and is at level C2 via a secure tunnel. Resident storage cages are at these levels(bottom) Basement Level C1 is for childcare visitors and staff, residential visitors and residents.

4.1.4 Building Analysis - Building C Ground and First Floor



Residential access from the new internal street. The spaces within the colonnade are enclosed (red) which needs to have low planting to prevent concealment.

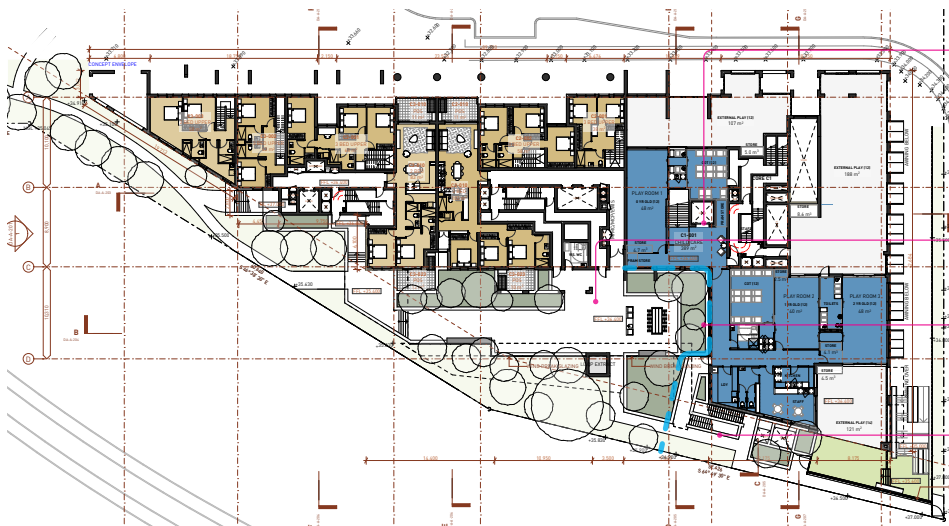
Childcare entry from the new internal street needs to be distinct with clear signage.

Driveway from street (blue arrow) which is secured at the street (pink dash).

Childcare parking area. Access from carpark into childcare is either through the lift or directly into the centre. Parking may be more suitable for childcare staff.

Colonnade space needs to ensure it does not provide a concealment space. Access should be controlled to this space. Landscaping should be kept low.

Basement Level 0 Ground - Residential and Childcare



As the childcare centre lift is positioned in the basement it is important that access is not permitted directly from the basement to Level 1 for unauthorised people. e.g. basement lift only goes to ground which is within the reception space.

Communal open space for residents.

Separation and clear definition between the communal open space and the childcare centre (blue dash) will be important - through landscape and fencing. Not for Childcare Centre staff or visitors.

Stairs to basement are exposed and will benefit from mirrors to reduce as a hiding space.

Basement Level 1 - Residential

Figure 10 Ground Level and First Floor (Smith & Tzannes 2024)
Analysis of the proposed ground and first floor of Buildings C.

4.2 Crime Prevention Assessment: Crime Data

Analysis of Crime Data has limitations that are important to consider when undertaking an assessment of a place and its proposed development.

The crime data that is available for the suburb will not specify if it relates specifically to the study area. However, hotspots can provide an indication if there is activity happening to a specific area. Hotspots are noted in Table 2 below and mapped in Figure 11-18.

It is also important to note additional limitations with regard to the reporting of crime, that 'the reporting of crime is influenced by a number of factors, including public understanding of what constitutes a crime and the public's willingness to report crime.' (Weatherburn 2011).

Data used for crime assessments are from NSW Bureau of Crime Statistics (BOSCAR).

Crime Data Summary

The assessment of crime data was focused on activities that relate to the future operations.

For this development it includes, crimes relating to residential living, childcare centres and the public domain (crimes that could occur on the street). The Regents Park catchment is for the entire suburb, refer to Figure 11-18. The summary below identifies the rates are n.c or not counted due to the low rates.

Crime Data Snapshot	Year to June 2023		Year to June 2024		Hotspot
Offence	Regents Park Rate per 100,000	NSW Rate per 100,000	Regents Park Rate per 100,000	NSW Rate per 100,000	yes/no n.c not counted
Assault: Non-Domestic Assault	545.6 (27)	403.1	363.7 (18)	427.9	No
Robbery	0 (0)	24	(1) 20.2	24.5	No
Theft: Steal from Dwelling	161.6 (8)	188.1	161.6 (8)	199.8	No
Theft: Break and Enter Dwelling	101 (5)	234.2	80.8 (4)	249.1	No
Theft: Break and Enter Non Dwelling	121.2 (6)	99	80.8 (4)	102.5	No
Theft: Steal from Person	40.4 (2)	25.4	20.2 (1)	26.1	No
Theft: Motor Vehicle Theft	242.5 (12)	162.1	262.7 (13)	182.4	Yes
Theft: Steal from Motor Vehicle	181.9 (9)	345.2	404.1 (20)	348.9	Yes
Malicious Damage	323.3 (16)	597	464.7 (23)	611.6	Yes
Sexual Offences	121.2 (6)	213.6	202.1 (10)	226.7	n.c

Table 2 : Crime data snapshot

Data for Rates per 100,00 over a two year period for Regents Park- June 2023 and June 2024. The table shows that crime activities relating to vehicle theft and non-domestic assault are of note. There are hotspots on the site for motor vehicle theft, steal from motor vehicle and malicious damage. All rates are generally stable for Regents Park.

Summary of Findings.

Analysis of BOCSAR data for Regents Park identifies several risks that should be considered in the design and management of the development.

Theft

Motor Vehicle Theft is higher than the NSW average for both 2023 and 2024 and for Steal from Motor Vehicle in 2024. Thefts relating to vehicles require the building's basement carpark to be secure. This means access to the carpark needs to be controlled. While the carpark is predominately for residents, there will be visitor parking and childcare parking however, these semi-private uses have been assigned to level C1 with access controlled to the private residential levels. Beyond design advice that recommends good sight lines and limited concealment spaces, residents are also warned not to leave valuables in their cars. Storage cages are particularly at risk in carparks and have been assigned to each unit's parking area. This means they are generally not in isolated areas, which could facilitate excuse-making if attempting to steal from a storage cage.

Steal from dwelling is a risk for this development. While the rates are generally below the state average, there are hotspots to the north around the town centre, which shows this crime type is experienced in the area. Furthermore, when compared to the neighbouring suburbs of Birrong, Berala and Sefton, Regents Park has higher rates. When designing a mixed-use building that will have both private (residents) and semi-private (residential visitors and parents and caregivers for the childcare centre), it is best practice to separate the public and private uses, which have been done in this building.

Assault

Rates for Non-domestic Assault were above the NSW average for 2023; however, they fell again in 2024, a difference of 9 assaults. There are also hotspots over the Regents Park and Birrong train stations. The site is located within walking distance to the Regents Park train station. Transport hubs and associated movement predictors (paths of travel) are more likely to be a hotspot for crime, in particular non-domestic assault.

Ongoing management and liaison with local Police will need to monitor any new hotspots in or around the proposed development due to the new uses.

It's important to note that the existing crime data cannot predict the future population's future and dynamics. Therefore, designs should consider that new anti-social and criminal activity could take place in this area in the future. This requires resilient design approaches. Crime activity can change from year to year. This may not be because the activity has increased, but because activity is reported inconsistently or because Police are targeting that particular crime activity.

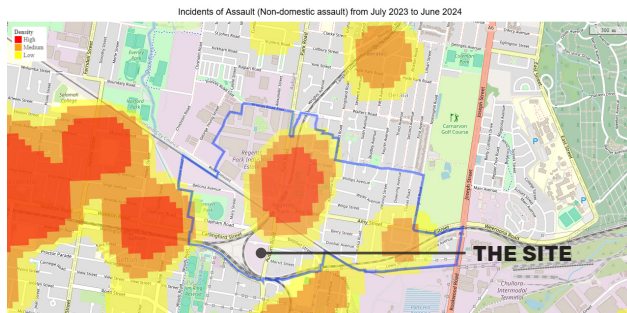


Figure 11: Hotspot - Non-Domestic Assault (BOCSAR2024).

The Development is not within a Non-Domestic Assault hotspot.

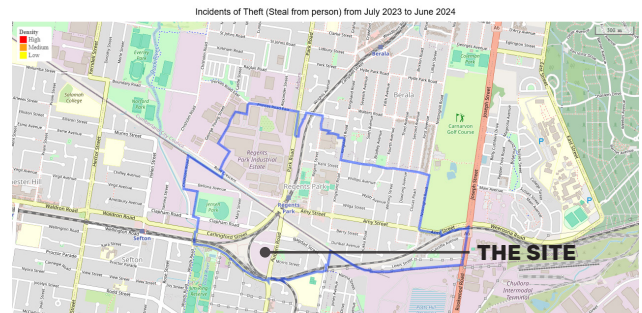


Figure 15: Hotspot - Steal from Person (BOCSAR2024).

The Development is not within a Steal from Person hotspot.

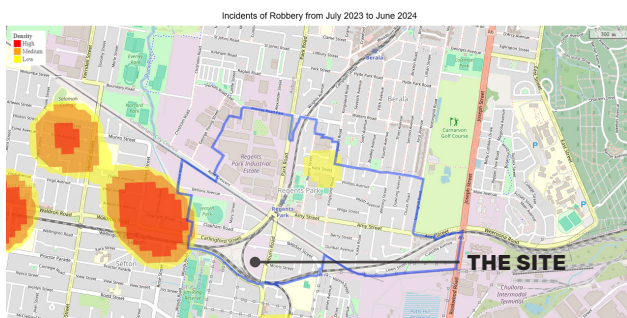


Figure 12: Hotspot - Robbery (BOCSAR2024).

The Development is not within a hotspot for Robbery.

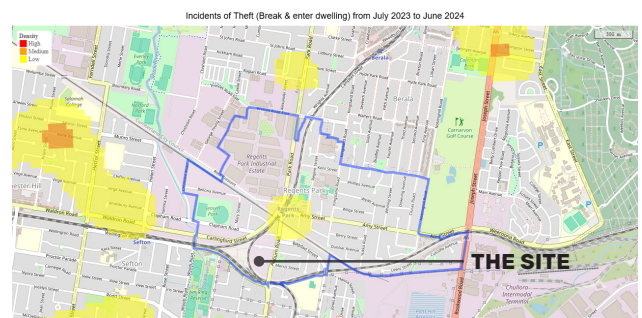


Figure 16: Hotspot - Break & Enter Dwelling (BOCSAR2024).

The Development is not within a Break and Enter Dwelling hotspot.



Figure 13: Hotspot - Break & Enter Non Dwelling (BOCSAR2024).

The Development is within a Break and Enter Non Dwelling hotspot.

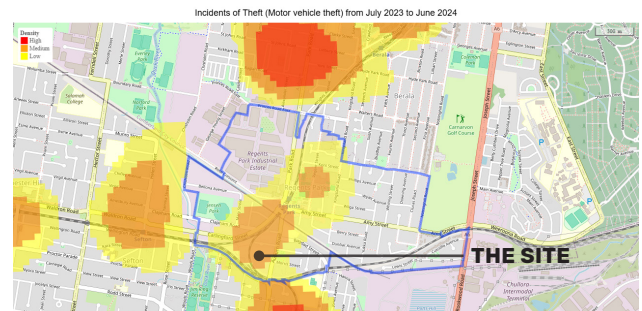


Figure 17: Hotspot - Motor Vehicle Theft (BOCSAR2024).

The Development is within a Motor Vehicle Theft hotspot.



Figure 14: Hotspot - Steal from Motor Vehicle (BOCSAR2024).

The Development is within a Steal from Motor Vehicle hotspot.

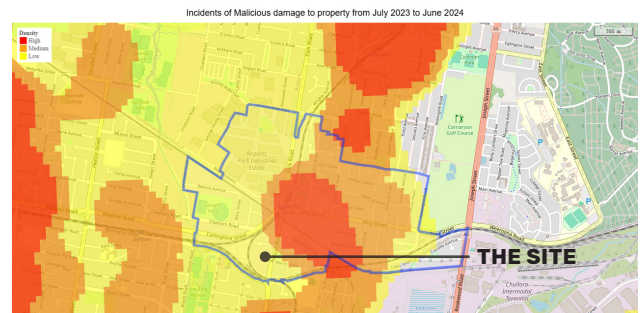


Figure 18: Hotspot - Malicious Damage (BOCSAR2024).

The Development is within a Malicious Damage hotspot.

5 SURVEILLANCE

Surveillance is a core element of CPTED. There are three types of surveillance – Natural, Technical and Formal. The concept of surveillance seeks to discourage anti-social behaviour by creating an environment where people can see and interact with others. When people feel they are being watched, they are less likely to commit a crime.

Surveillance is achieved through well considered urban design, careful selection of landscaping solutions and lighting. This can create a safer environment. Successful surveillance outcomes are the product of good design.

5.1 Assessment

At this stage, detailed designs have not been prepared. This assessment and the following recommendations provide guidance for the future development of the site.

5.1.1 Existing Conditions Assessment

The subject site comprises two lots. The site includes two light industrial premises independent of the other. Both premises are still trading; however, some buildings are vacant. These premises provide poor surveillance over the street; however, many views are compromised by blank facades (the result of the light industrial uses of the buildings), trees, fencing, setbacks and storage of materials in the front setbacks. Existing single-dwelling houses to the east overlook Auburn Road; however, they are set back by a second service road whose trees and a level change filter views. The south and western boundaries comprise the rail corridor and do not provide surveillance.



Figure 19: Auburn Road

The existing premises provide limited surveillance.

5.1.2 Proposed Design Assessment

The development proposes a mixed use development comprising a childcare centre, residential living, residential communal uses and carparking. The new uses and the people visiting and living in the development, will provide significantly new levels of activation and natural surveillance for Auburn Road area.

Ground Floor Uses

The ground floor of Building C accommodates a childcare centre, which spans two levels and has views over Auburn Road and the new internal street. Additionally, the ground floor includes residential units that activate the street frontage. These units feature private open spaces that interface with the street, enhancing passive surveillance.

Access to the building's basement carpark is via the new internal street, leading directly to childcare centre parking, which is on the same level as the centre's ground floor. However, this carpark lacks surveillance, and could benefit from some oversight. Enhanced oversight could be achieved by integrating surveillance measures from the childcare centre to mitigate this issue.

Residential Living

The residential units are strategically oriented toward all site boundaries, contributing to passive surveillance of public spaces. However, the ground and first-floor units overlook the street through a colonnade, which creates a sense of separation and limits the connection to the street. Residential lobbies are accessed via the new internal street, offering views from the lobbies to the street to support visibility and engagement.

The eastern residential lobby, accessed through the colonnade, is impacted by the presence of planters, walls, and columns, which interrupt sightlines and may create opportunities for concealment.

A communal residential area is situated on Level 1 and is overlooked by the units above. While some bedrooms at the same level face directly into the communal space, offering potential oversight, privacy concerns are likely to result in these windows being closed, limiting the effectiveness of surveillance.

Basement Carpark

The proposal includes three levels of basement car parking, with access provided via the new internal road. The Level C1 carpark is designated as a semi-private area, accommodating visitors, childcare staff, and parents or caregivers, while Levels 2 (L2) and 3 (L3) are exclusively for residents.

The carpark is designed to minimise concealment opportunities, eliminating niches and recesses that could be used for hiding. For example, the bicycle storage area is intentionally wide and shallow, ensuring clear sightlines throughout. These spaces are further enhanced by the provision of effective lighting to improve visibility and safety.

Residential storage cages are positioned at the ends of parking spaces, rather than in secluded niches or separate rooms, maintaining good sightlines and reducing the risk of concealment in these areas.

Back of House and Service Areas

The back-of-house and service areas for the development are located within Building B, with a secure connection to Building C. These areas will be serviced via Building B, and the connecting corridor will require security measures, including CCTV surveillance, to ensure safety and oversight.

5.2 Recommendations

The proposed development significantly improves the surveillance opportunities for the location.

5.2.1 Natural Surveillance and Sight lines

Sight line considerations are multi-directional. They are important for the public looking into the development and for those within the development looking out into the public domain.

Surveillance from the premises can generally be achieved as the development presents active frontages to the street. Natural surveillance and sight lines can be impacted by internal fitouts, window coverings and landscaping treatments and requires long term management.

Table 3 is a guide to assist in providing good sight lines.



Figure 20: Example of impacted sight lines.

Colonnades and associated planters on the street create concealment and entrapment spaces such as this location in Homebush.

Table 3: Sight lines

1.	Improve sightlines at the eastern residential lobby entry and in the western colonnade. Ensure that landscape is selected and maintained to provide low and non-concealing vegetation. Good even lighting in this space will be important to ensure good sightlines. Figure 22.
2.	Residential storage cages are proposed at the end of residential parking spaces on levels L2 and L3. Ensure good lighting around the cages to ensure good sightlines. CCTV is recommended to have views towards cages.
3.	Sight lines can be impacted by light levels. Basement carpark lighting should be designed to maximise internal sight lines. This can be achieved by painting the walls, columns and ceilings of the carpark white, or using a light coloured concrete can boost lighting outputs. Figure 21.

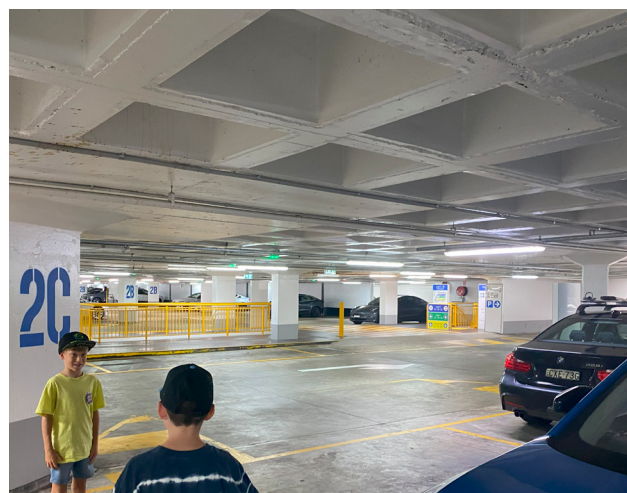


Figure 21: Carpark

Example of a carpark with light coloured floor, walls, columns and ceiling to boost lighting outputs which in turn improves sightlines.

5.2.2 Vegetation and Landscaping

The proposed development will benefit from new landscaping treatments in the street and its communal open space. The design and installation of trees and landscaping can improve amenity and CPTED outcomes for the development. However, if they are not designed, installed and maintained to CPTED principles they can create new issues.

Table 4 is a guide to assist with the planning, design and long term care of the landscape spaces.

Table 4: Vegetation and landscaping	
1.	Ensure that all landscaping in the planters of the street facing colonnade are low and do not block sightlines or create concealment and entrapment pockets.
2.	Landscaping is recommended to be limited to ground covers, shrubs and taller trees. Lower tree limbs should be above average head height and shrubs should not provide concealment opportunities. The creation of pockets which facilitate concealment should also be avoided by consistent planting and replacing dead plants which can result in gaps. Refer Figure 23 - 25.
3.	Shadowy spaces are created where the trees obscure light fall from light poles and internal lighting. Consider the location of lighting and trees so as not to block the fall of light. This is particularly important at the residential, commercial and the amenities entries where good lighting at night is important.
4.	Future advice on lighting design, in conjunction with the landscape design (during the construction documentation and construction phase) is recommended. This may include modelling of proposed lighting in conjunction with landscaping which is recommended to test light spill and shadows.
5.	Undertake a regular review of the vegetation and landscaping to ensure that it has not grown to create new or re-establish former spaces of concealment and entrapment.

5.2.3 Places of Concealment and Entrapment

Places of concealment and entrapment can be easily created in the public and private domain. These are spaces which may enable someone to hide or trap a person. These spaces can be formed through design decisions or are the result of vegetation growth and poor maintenance.

Table 5 is a guide to assist with the planning, design and long term care of buildings and landscape.

Table 5: Places of concealment and entrapment	
1.	Reduce the extent of concealment at the eastern residential lobby entry. Low and non-concealing vegetation and good even lighting in this space will be important. Figure 22.
2.	Design the western colonnade so not to create concealment and entrapment pockets. Figure 22.
3.	Provide mirrors and CCTV in the stairs from the basement and ground level of the childcare centre located on the southern side of the building. Currently, the door is positioned at the bottom of the stairs, creating a concealment area that poses a security risk by providing a potential access point for unauthorised entry into the building. It could also be used as a hiding space.
4.	As the design is developed, minimise alcoves and reassesses which can conceal a person. Where recesses are unavoidable, use lighting, splays and mirrors to reduce concealment opportunities.
5.	Provide good lighting in the residential lobbies as they are recessed.
6.	Refer to Table 4, Item 4, for recommendations on landscape design to reduce concealment areas.

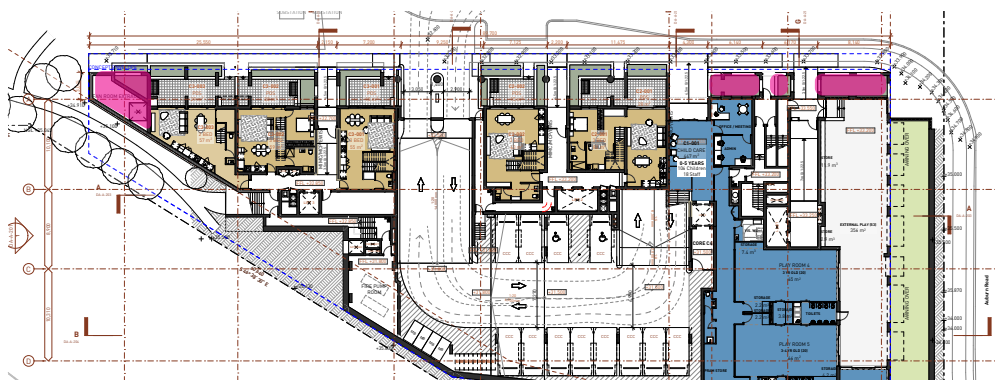


Figure 22: Concealment spaces in the colonnade

The colonnade contains areas (pink) that present potential risks as concealment, entrapment, or ambush spaces. Reducing these opportunities will be crucial for improving safety. Careful landscape design that avoids creating additional obstructions or hiding spots will be essential, along with the implementation of effective lighting to enhance visibility and deter criminal behaviour.

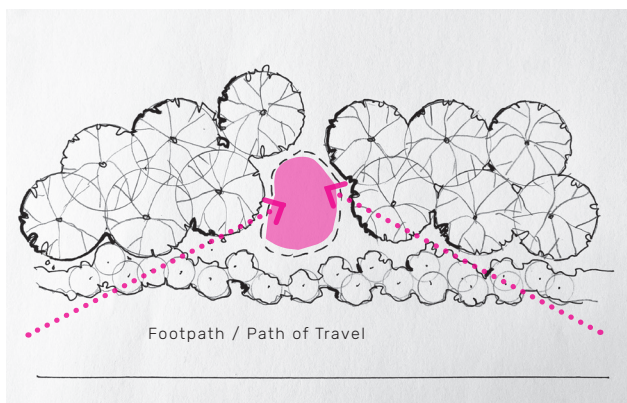


Figure 23: Concealment spaces

Concealment spaces can be the result of plant die off and needs to be monitored and dead plants replaced. Concealment and entrapment spaces can also be created by inconsistent planting. Living vegetation blocks views to concealment space.

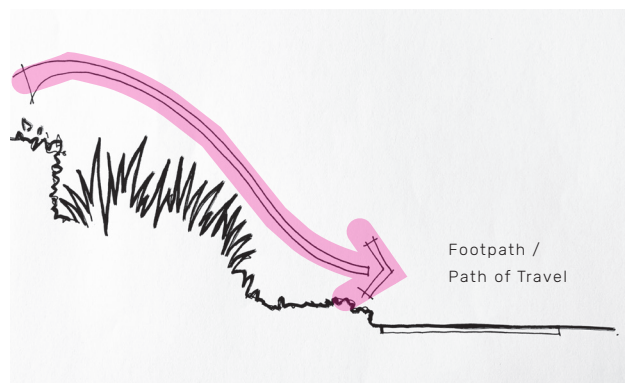


Figure 24: Sight lines and landscaping

Where dense landscaping is proposed adjacent to a path the vegetation is recommended to step down to the path to broaden the view corridor.

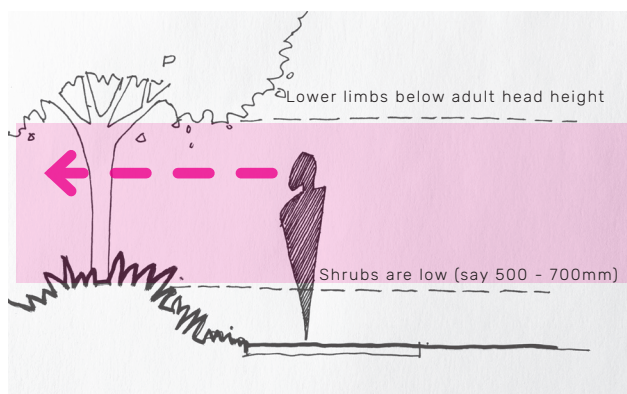


Figure 25: Sight lines and landscaping

Sight lines through landscaping can be achieved by keeping shrubs low and ensuring the lower limbs of trees are above head height. This reduces opportunities for concealment. It allows for people to have good distant sight lines and recognise a person from a distance.

6 LIGHTING & TECHNICAL SUPERVISION

Lighting and Technical Supervision refers to the role that lighting and products such as CCTV have in improving safety in the public domain. Many public spaces have lighting however, the specified products are often inappropriate, or are not wisely located. Often lighting creates new issues, as poorly located lighting can create shadows that previously didn't exist. Likewise, CCTV can often be a waste of money if there is low risk of crime, is poorly located or if no one is monitoring the footage. The following assessment and recommendations identifies methods to use lighting and technical supervision to achieve the best outcome.

6.1 Assessment

At this stage detailed designs have not been prepared. This assessment and the following recommendations provide guidance for the future development of the site.

6.1.1 Existing Conditions Assessment

Existing lighting surrounding the development is identified as follows:

- Street lighting in Auburn Road
- Street lights in Auburn Road (lane)
- Street light In Gunya Street
- Lighting for individual premises.

6.1.2 Proposed Conditions Assessment

Lighting design has not been undertaken at this stage and will be developed during the construction documentation phase.

Key lighting areas will be the streets, the entries to residential lobbies, residential communal open space, the driveway entry and the internal driveway that leads to the basement ramp and childcare centre upper parking area.

The following recommendations can be used by the project architects and the consultant team to incorporate lighting and lighting enhancing features into their designs.

6.2 Recommendations

The guidelines should be considered in the design and management of the development:

Table 6: Lighting Design	
1. <u>General</u>	CCTV - CCTV and lighting should be considered in tandem to ensure the lighting outputs are adequate for usable footage. - CCTV is recommended at the residential lobby entries, in the basement carpark, the driveway and back of house area. It should also ensure there are no blind spots created by the colonnade and planters. - CCTV within the residential lobbies and lift areas is recommended. - CCTV is recommended in the basement carpark, particularly in the bike and motorbike storage areas, storage cages, residential and childcare lift, fire stair doors, and any recesses that may eventuate during design development, however, that is not recommended. - CCTV is recommended in the ground floor carpark, the entry to the basement and ramp and at the street entry. - Monitor alcoves and deep recesses with CCTV and lighting. - Position CCTV so it cannot be vandalised or covered. Ensure there are no elements such as screens and trellis that could be climbed to reach CCTV.
2. <u>Lighting and CCTV</u>	
Lighting	
- The street should have effective lighting which improves visibility and as a result reduces fear. - Bollard lighting is discouraged as it is prone to vandalism and is not particularly effective at illuminating faces. - All lighting should comply with relevant Australian Standards, particularly AS 1158. - Avoid using low-pressure sodium lamps. - Vandal-resistant lamps are recommended. - Avoid the use of coloured lighting - Lighting can lose up to 20% capacity within 12 months, resulting in inadequate light levels. This should be considered when selected lighting type and brightness. - Sensor lights on the balconies are recommended.	3. <u>Building Entries and other ingress/egress points</u>
	- The entries to the residential and commercial lobbies should be bright and even to identify signage, the building name and number to assist with emergency services finding the building. - Lighting inside and outside the entries should be designed to avoid mirroring which can obstruct sight lines. - Design lighting to allow for eyes to adjust after leaving a transitional space such as the residential and childcare lobbies – as it can take up to half an hour for eyes to adjust

7 TERRITORIAL REINFORCEMENT

Territorial Reinforcement recognises the importance of ownership of public spaces. Spaces that are well used and cared for are less likely to attract crime and anti-social behaviour. The role the community plays is often important to the success of the public space.

This principle seeks to remove the confusion from the public domain – to make the purpose of each space clear. This includes the definition of boundaries, function and operation of a space.

7.1 Assessment

At this stage detailed designs have not been prepared. This assessment and the following recommendations provide guidance for the future development of the site.

7.1.1 Existing Conditions Assessment

At present, the site comprises light industrial uses over two lots. These buildings and their lots are under the control of the owner of the lots and their tenants. The streets are controlled and managed by Canterbury-Blacktown Council. Boundary definition is individually reinforced with private fencing for each lot. There are gates that control access to some of the lots.

7.1.2 Proposed Design Assessment

The new development will change the current Territorial Reinforcement framework of the site. The development will amalgamate two (2) lots into one (1) lot under the management of one or more entities. These entities are yet to be determined. The introduction of new residential and childcare uses into the development will require new management and maintenance requirements for the site. A more detailed analysis is provided of the spaces and their uses.

Separation of uses.

The separation of uses is strongly encouraged in mixed use buildings, particularly when it includes a childcare centre. The separation of users significantly assists in the management and security of a building and its residents. When there is mixing of public and private users, there is higher reliance on technical solutions such as restricted access and fobs/swipe cards, however these are not fail safe. The proposed development has managed to generally separate its user groups; however there are opportunities to further strengthen the separation which is documented in the recommendations.

The users of this development include:

- semi-public users – back of house where deliveries and waste is picked up.
- semi-private users – residential visitors and childcare parents/caregivers.
- private users – residents, children at the childcare centre and childcare educators.

The spaces, based on the user groups, include:

- Childcare Centre – Private however, the childcare lobby will be semi-private.
- Residential Lobbies – Private however, become semi-public when deliveries ('Uber Eats' economy) are made.
- Residential Units – Private.
- Residential Communal Open Space – Private.
- Ground Floor carpark – Semi-private.
- Level C1 Carpark – Semi Private for residential visitors and childcare visitors and staff.
- Level C2 and C3 – Private for residents only.

Basement Carpark

The security of the basement carpark is a critical consideration for this development, given the area's recorded incidents of vehicle theft, theft from vehicles, non-domestic assault, theft from persons, and sexual assault. These crimes could potentially occur within the carpark if adequate safety measures are not implemented.

To mitigate the risk of assaults and vehicle-related theft, it is essential to separate the carpark into distinct zones for different users - a strategy that has been incorporated into this development. Resident parking is segregated from childcare and visitor parking, enhancing safety by protecting residents, their vehicles, and personal belongings stored in their storage cages. This separation reduces potential risks and ensures a safer environment for all users.

Childcare Centre

The childcare centre is situated on the ground floor of the development, with an independent entry

accessible from the new internal road. Spanning the entire eastern boundary, the centre's layout minimises ambiguity about the extent of its space. However, its entry is positioned between two residential lobbies, which could lead to confusion. To address this, clear and prominent signage and material changes is essential to distinguish the childcare centre's entry, particularly as the easternmost residential lobby may be mistaken for the childcare entrance.

Residential communal open space

The residential communal open space is located on Level 1, bordered by the site's southern boundary, residential units to the north, and the childcare centre to the east. Given that the childcare centre includes access to an outdoor terrace adjacent to this communal space, it is crucial to establish clear and distinct boundaries between the childcare terrace and the communal open space. This will prevent any confusion over the use and access to these areas.

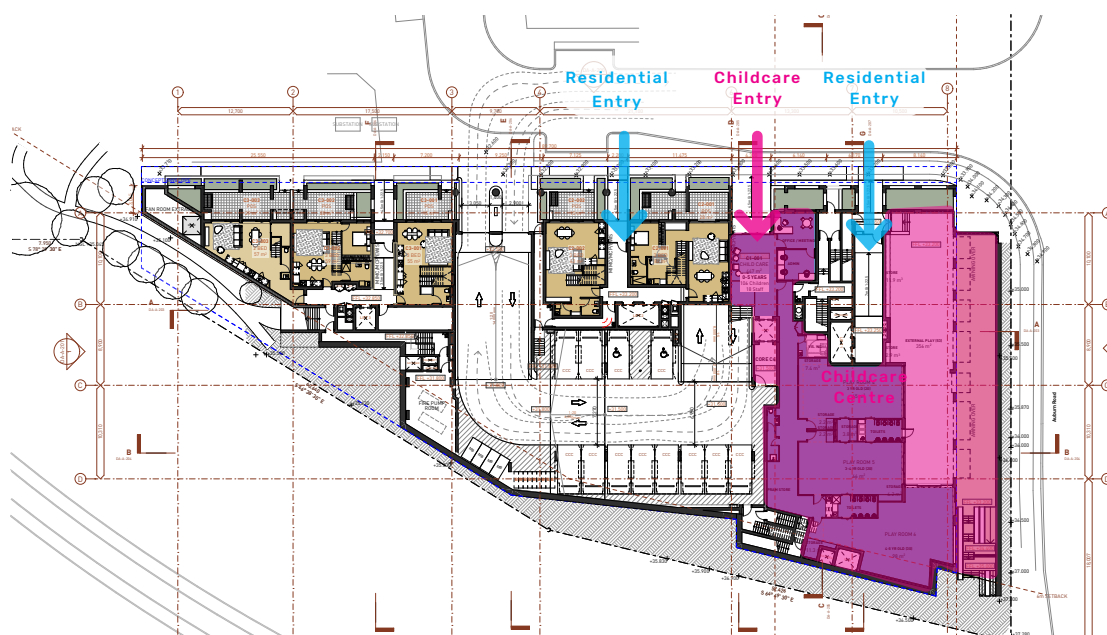


Figure 26: Relationship between the Childcare Centre and the residential lobbies.

The childcare entry is positioned between two residential lobbies and could be confusing. Signage, material changes, lighting will be important.

7.2 Recommendations

Table 7: Territorial Reinforcement	
General	
1.	<u>Maintenance</u> Maintenance of the development is a powerful tool in Territorial Reinforcement. A Maintenance Plan should form part of the Plan of Management. The Maintenance Plan should include the selection of durable materials and plant species that do not require extensive maintenance.
2.	<u>Signage</u> - Signage should be used to clarify ownership and responsibility. In the case of damage, signage should assist the public in reporting damage. - Clear signage should be installed throughout the development. Overuse of signage is not supported as it becomes less effective. Consistency of design will add to the overall sense of a cohesive community and sense of place. - The street name and building name should be clearly visible from the street and illuminated. - Directional signage to units is recommended. - A map of the building is required in the residential lobbies to assist with wayfinding, particularly to access the residential communal space.
Specific	
3.	<u>Residential Lobbies and Childcare Lobby</u> Ensure there is clarity between the residential lobbies and the childcare lobby. The childcare centre occupies the eastern portion of the building however, its entry is between two residential entries and might be confusing. Use signage visible from the street, colour, material changes, lighting to distinguish the centre entry from the residential entries.
4.	<u>Loading area and back of house</u> The loading areas and back of house are located under Building B and are connected to the basement via a tunnel. Signage in this location will be important to make it clear it is a private space and not accessible.
5.	<u>Basement carpark</u> The basement carpark has been divided into distinct zones for different uses, enhancing both the management and security of the building. Level C1, dedicated to childcare and visitor parking, is designed to remain secure and separate from the lower levels - C2 and C3 - which are allocated exclusively for residents, as outlined in the plans. The proposed secure access control between C1 and C2 is a positive measure and should be maintained to ensure a safe and well-organised carpark. To further promote safety and efficient use of the carpark, "Park Smarter" signage is recommended to guide users and encourage best practices.
6.	<u>Residential Communal Open Space and Childcare</u> Landscaping and fencing can be used to provide boundaries between the public and private realms. The residential communal open space on Level 1 is adjacent to the childcare terrace, making it essential to clearly define the boundaries between the two areas. To avoid any blurring or confusion, the spaces should be distinctly separated using clear fencing and thoughtful landscaping. These measures will ensure that each space is easily identifiable and functions effectively for its intended users.
7.	<u>Letterboxes</u> The letterboxes is recommended within the secure lobby. Each letterbox should be individually secured with access by Australia Post via a key or swipe card stored in a safe cylinder storage. Alternatively, mail may be left for distribution by the management office. CCTV is recommended at the letterbox locations.
8.	<u>Construction Phase</u> Measures to secure the site during construction are required. A plan should be established prior to commencing construction.

8 ENVIRONMENTAL MAINTENANCE

Environmental Maintenance is the maintenance and management of physical assets. This takes place during the operational stage of the Precinct. The assessment and recommendations provided below are guidance for the current design process and for future management. Public spaces that are poorly maintained, damaged, vandalised, appear abandoned and full of rubbish are unlikely to attract positive user groups. These types of spaces show a lack of pride by the community. Well maintained spaces send a positive message and tells potential offenders that people are watching and using this space. It is a good deterrent. Good design can help with maintenance in the future.

8.1 Assessment

Environmental Maintenance will generally occur in the detailed design and operational stage however, there are opportunities to integrate solutions during the design phase which will assist in the management of the new development. The aim is to create a development that is easy to maintain.

8.1.1 Existing Conditions Assessment

At present, the site comprises light industrial uses, managed by the owners and tenants of the buildings. Some site are generally well ordered while others use front setbacks for storage which looks untidy.

8.1.2 Proposed Design Assessment

The proposed development offers an opportunity to deliver a cohesive and well-maintained project that enhances the local community. By prioritising high-quality design and upkeep, the development will contribute to the area's appeal, providing an attractive and valued addition to the neighbourhood.

8.2 Recommendations

Table 8: Environmental Maintenance

Design Stage	
1.	Walls and fences at the street and driveway edges are at risk of malicious damage. The use of anti-graffiti coatings is recommended. Murals and other forms of public art can also assist in deterring graffiti.
2.	Select materials that are robust and durable. Materials/elements should not be easily removed.
3.	Provide rubbish bins in the communal spaces and plan for regular removal to avoid build up of waste.
4.	Specify low maintenance and drought-resistant plant species.
5.	Avoid the use of porous materials in areas with the greatest risk of graffiti tagging.
Management & Operational	
6.	Establish an Environmental Maintenance Plan as part of the Plan of Management.
7.	Establish a reporting system that allows users and visitors to quickly report damage or anti social behaviour.
8.	Repair or replace broken or damaged furniture/bins/signs quickly
9.	Review the current trends in crime in the area with the local Police and regularly update Environmental Maintenance Plan

9 ACTIVITY & SPACE MANAGEMENT

Activity and Space Management identifies strategies to establish natural community control.

These strategies include:

- Formal supervision
- Control of the space
- Maintenance of the space.

Activity and Space Management has strong correlations to earlier sections of this report. For instance, poor Environmental Maintenance results in urban decay which sends a negative image. This section explores how to improve community safety by increasing visitation and use of a space

9.1 Assessment

Activity and Space Management will generally occur in the operational stage however, there are opportunities to integrate solutions during the design phase which will assist in the management of the new development. The aim is to create opportunities for natural community control.

9.1.1 Existing Conditions Assessment

The management of the subject site will change significantly following the construction of the new development. The new mix of residents, patrons, visitors and staff will require a higher level of Activity and Space Management.

9.1.2 Proposed Design Assessment

The proposed design transitions the site from light industrial use to a mixed-use development with a significant residential component. The development incorporates a mix of semi-public, semi-private, and private spaces, each requiring careful management to ensure functionality and safety. While the management company is yet to be appointed, their role will be pivotal in overseeing the operations and maintenance of the development.

Operational hours are a critical consideration in the design, particularly for securing the building after the childcare centre closes. As outlined in the Territorial Reinforcement section, the separation of uses, within the development allows for streamlined management of the carpark and controlled access to various areas at different times of the day.

9.2 Recommendations

The design should prioritise clarity of use, ensuring it is evident where different users are permitted to go. This approach should align with the hours of operation and incorporate effective access control measures to manage movement within the development. Clearly defined pathways, signage, and zoning will enhance usability while supporting security and operational efficiency.

Table 9: Activity & Space Management

Managing public, semi public & private space

1.	Use different paving treatments between the different spaces within the development such as the residential lobby entries, driveway and loading areas from the footpaths. Define the pedestrian entries to the development with entry features/statements/structures.
2.	Clearly identify areas which are not accessible to visitors such as storage areas and waste access tunnel that connects to Building B. However, be cautious of the over use of signage as it may become less effective.
3.	Use CCTV, signage, controlled access (pin or eqv.) to manage public access to the residential lobbies.
4.	Meet the objectives of Territorial Reinforcement and Access Control sections of this report to facilitate separation and the ability to secure of the different levels of the basement carpark.

Plan of Management

5.	Develop a Plan of Management that integrates CPTED guidelines for surveillance, access control, hours of operation and maintenance recommendations. Review the current trends in crime in the area with the local Police and regularly update Plan of Management.
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10 ACCESS CONTROL

Access Control identifies methods to manage access to and within a site. Methods may range from site restrictions, through to helping people leave a site safely.

Three methods are generally used: Natural Control, Technical or Mechanical Control and/or Formal Access Control. Natural Control Solutions seek to restrict and channel people into specific areas. Restrictions/channelling can be a good deterrent for criminals as it increases the risk of being caught.

Methods are typically Natural Control solutions which may include:

- Landscape site planning such as fencing, water features, paths and vegetation
- Building site planning
- Wayfinding signage
- Control of lines of sight

Technical or Mechanical Control Solutions may include the use of Closed Circuit Television (CCTV) equipment. Lastly, Formal Access Control solutions would be the use of security officers.

10.1 Assessment

Access Control is determined during the design and operational stage which will assist in the management of the development.

10.1.1 Existing Conditions Assessment

At present, the site comprises light industrial premises. Access Control is independent for each of the individual premises.

10.1.2 Proposed Design Assessment

Residential Access

The development proposes three secure residential lobbies each accessed from the new internal road. Each lobby is visible from the street. The lobbies will be secured by a fob (or equivalent) to restrict public access. The letterboxes are recommended within these lobbies to reduce risk of identity fraud. The parking for the residential uses is proposed on levels C2 and C3 and is separate and secured from C1 which is the level for childcare and residential visitor parking.

Childcare Centre

The childcare centre entry is accessed from the new internal road and is slightly distinct from the

residential entries due to its wider design. The centre spans two levels, with ground-floor access requiring parents, caregivers, and staff to enter through the carpark and use the lift - moving horizontally - to reach the childcare lobby.

It is recommended that the ground-floor carpark be allocated exclusively to childcare staff. This arrangement would reduce confusion and help avoid potential conflicts caused by traffic movements to the lower ramp. It can also reduce the complexities of parents/caregivers using the lift for horizontal movement. While this is primarily a traffic safety issue rather than a CPTED concern, it could also assist in managing the challenges posed by the rear entry to the childcare centre, which may otherwise be confusing and difficult to oversee.

The centre includes an external staircase that provides egress from the ground floor to the upper childcare terrace. This staircase is only enclosed at the base, leaving the remainder exposed. Although located within a semi-private/private space, this design creates a potential concealment zone and increases the risk of unauthorised access to the building.

The childcare lift connects Basement C1 to the ground and first floors of the centre. Given that

visitor parking is also located on this level, the lift could potentially be mistaken for a residential entry. Additionally, unauthorised individuals could gain access to the secure first floor of the centre by sharing the lift with an authorised user.

To address these risks, it is essential to implement very clear signage to distinguish the childcare lift from residential areas. A lift access control system should also be installed, with controlled access to the first floor to ensure that only authorised individuals can reach this secure level.

Basement Parking

The basement carpark comprises three levels. The first level is for residential visitors and childcare, making it semi-private. The second and third levels is for residential parking only.

More sensitive uses such as the residential parking levels are secured by a gate that prevents pedestrian and vehicular access. However, there is still pedestrian access via the lift corridor which needs to be secured.

Bike Storage

Bike storage is proposed within the basement and can be a target for theft, including the theft of bike parts. It is important that bikes are stored individual secure transparent lockers as opaque lockers can be used to store illegal items.

Fire Stairs

Fire stairs are opportunities where access can be illegally obtained, for instance by a fire door propped open by a resident or staff member. Alarming fire stairs is recommended.

Back of House

The back of house and service areas are proposed to be secured by a security gate. Clear signage and CCTV is recommended.

10.2 Recommendations

Table 10: Access Control

Semi public and private space

1.	Secure the driveway from the street with a garage door that prohibits access for both vehicles and pedestrians. Secure the basement driveway with a door that prohibits access for both vehicles and pedestrians.
2.	Consider allocating the parking spaces on the ground floor to childcare staff.
3.	At the eastern lift corridor on Basement C1, ensure that the residential parking area remains inaccessible to visitor and childcare user groups. Figure 27.
4.	Provide swipe card/fob access and CCTV at the entries to the residential lobbies.
5.	Use door closers and alarms on fire exits to ensure fire doors are not left open. Use signage to warn people of penalties in propping doors open which leaves the building unsecured. CCTV is proposed around these exit points.
6.	Regularly review the Plan of Management to address issues as they arise.
7.	All external door hinges to be mounted so they cannot be removed.
8.	Avoid creating natural ladders up the building e.g balcony to balcony via screens. The design of the buildings and their balconies should not facilitate climbing.
9.	Windows require quality locks and unused windows must be closed and sealed permanently, particularly when in concealed locations. Skylights to be secured. Doors onto balconies and adjacent windows should be secured with locks. Windows should be capable of being locked in a partially open position eg. bolt lock. External windows and doors to be of solid construction.
10.	Letterboxes are recommended within the residential lobby which is secure. Each letterbox should be individually secured.
11.	Secure and limit access to the waste room and building services tunnel in the basement carpark. The corridor should not be accessible by residents.

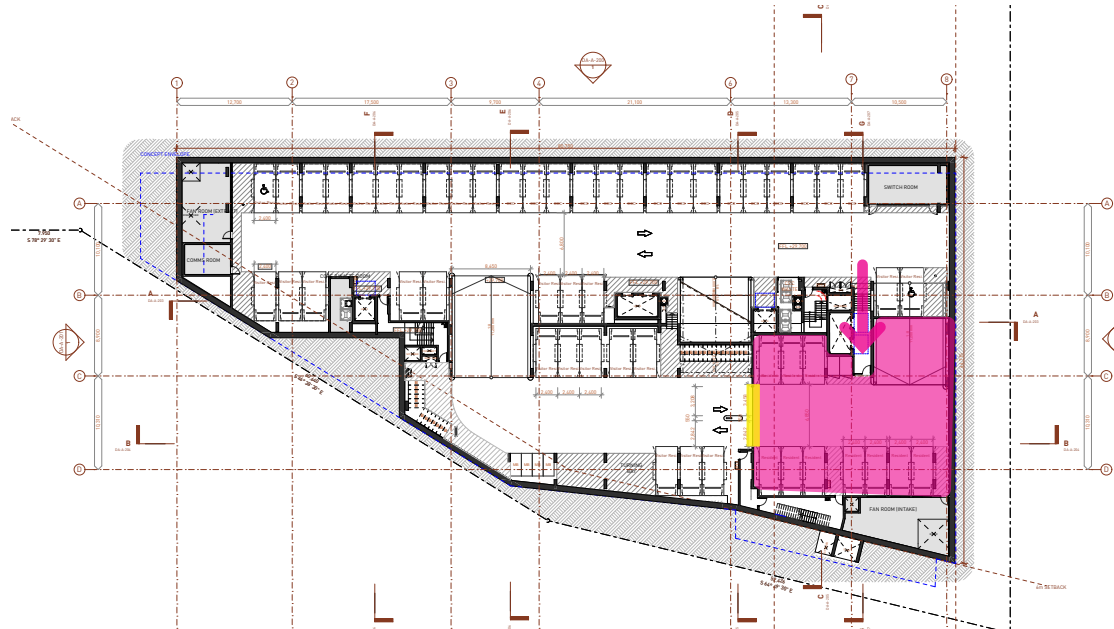


Figure 27: Security of the residential parking area on Basement C1
 At present access is secured between the childcare parking area and the residential parking area (pink) by the garage door (yellow) and a pedestrian door (pink arrow). Ensure this remains throughout design development.

11 3 D's : DESIGN/DEFINITION/DESIGNATION

It is important for the design, definition and definition of a public space to be in harmony. If a space comprises uses that conflict with another use, dangerous situations could arise. Offenders often exploit situations that are confusing.

This can be described as the three D's.

Designation

- What is the designated purpose of this space?
- What this its original purpose?
- How well does the space support its current or its intended use?
- Is there a conflict between its current and intended use?

Definition

- How is space defined?
- Who owns the space and is it clear?
- Where are its borders?
- Is the space defined by social or cultural factors – does this affect how space is used?
- Are the legal or administrative rules clearly set out and reinforced in policy?
- Are there signs?
- Is there conflict or confusion between designation and definition?

Design

- Does the physical design support the intended function?
- Does the physical design support the desired or accepted behaviour?
- Does the physical design conflict with proper functioning of the space?
- Is there confusion or conflict in the physical design which is intended to control behaviour?

11.1 Assessment

If the recommendations in previous sections are carried out it will be clear which spaces are semi public, semi-private and which are private.

Ongoing maintenance by strata and a clear plan for maintenance work will be beneficial.

Spatial boundaries throughout the site will reinforce intended function if the recommendations in this report are carried out.

11.2 Recommendations

- Undertake a 3 D's assessment regularly.
- Implement recommendations from Sections 5 – 11.

12 CONCLUSION

The proposed development will change the current use of the site - from light industrial uses to a mixed use development providing residential living, childcare and associated carparking. Analysis of BOCSAR data for the locality identifies a number of hotspots on or near the site for thefts related to vehicles, non-domestic assault, malicious damage and thefts relating the dwellings and non-dwellings.

The rates for many crimes are above the NSW average and are of concern for the proposed development. The nature of the crimes are relevant to this assessment as the development will contain new dwellings, a large number of vehicles in both semi-private and private arrangements - all of which could become targets. These crime activities require careful design and management of the carpark and the control of access points after the main activities have closed. The childcare centre does not trade into the evening which means the carpark can be secured when it closes at 6pm. Assault is also a concern and managing this risk, through methods such as good quality lighting, CCTV, maintenance and access control (including hours of access control) will need to become part of the long term management of the building and form part of a Plan of Management.

The documentation is at Development Application level. Therefore, many specific details are yet to be fully established and will be documented during future stages. However, this report endeavours to provide recommendations to guide the plans for future design development, to ensure the development is set in the right direction. The key recommendations address all principles including Surveillance (including Lighting), Territorial Reinforcement, Environmental Maintenance, Activity and Space Management and Access Control. The proposed design has the opportunity to be attractive and will be a contribution to evolving nature of the Regents Park area.

A high level of consistent maintenance and the delivery of high quality finishes will demonstrate to residents and visitors that this is a well loved development - demonstrating there is guardianship over the development. Therefore, it is important that there is a strong visible presence of people and the limiting of opportunities for criminal behaviour so there is no perception of vulnerability which could turn this site into a target. Consultation with local area police is highly recommended to monitor the area and the proposed development.

The key recommendations are summarised below however should be read in context with the assessment to understand the context of the recommendations. The recommendations and guidelines from the CPTED principles in Section 5 - 11 should be used to guide the design development and management of the development.

12.2 Key Recommendations

The recommendations and guidelines from the CPTED principles in Section 5 - 11 should be used to guide the construction certificate phase and management of the development.

The following are the **key recommendations** and ongoing considerations. This summary must be read in context with each section of this report and the supporting analysis, which provides the full range of recommendations for the project.

Clarity of entry and use

The childcare centre is positioned at the eastern end of the building, creating a clear and distinct spatial separation. However, its entry from the street is located between two residential entries, which could cause confusion. It might be assumed that the easternmost entry belongs to the childcare centre, whereas it is actually a residential entrance.

It is recommended that clear and prominent signage and other methods are used to differentiate the childcare centre to avoid confusion and ensure the entries are easily identifiable, particularly for delivery drivers who need to quickly locate the correct entry for deliveries.

Eliminating concealment spaces

The colonnade creates potential concealment spaces in several locations. Specifically, the recess and planters at the eastern end, near the residential entry and waste egress, and at the western end of the colonnade. To address this, it is recommended to minimise these concealment risks by using lighting and landscaping that does not exacerbate concealment.

Childcare management

The childcare parking on the ground level is located along the path of travel to the basement carpark and the rear entry of the childcare centre. This layout creates the potential for conflict, particularly as the

rear entry is not clearly defined, requiring access via the lift rather than through a dedicated entry point. To minimise confusion and improve safety, it is recommended that this parking be allocated exclusively to staff. Staff members, being familiar with the building layout, are better equipped to navigate these spaces and typically generate fewer vehicle movements, reducing the risk of conflict.

The centre also features an external staircase providing egress from the ground floor to the upper childcare terrace. This staircase is enclosed only at its base, leaving the majority of the structure exposed. Despite being located in a semi-private/private area, this configuration creates a potential concealment zone, increasing the risk of unauthorised access to the building. It is recommended to place mirrors in this stairwell and CCTV.

Additionally, the childcare lift connects Basement C1 to the ground and first floors of the centre. With visitor parking also located on this level, the lift could be mistaken for a residential entry, creating further potential for confusion. Moreover, unauthorised individuals could exploit this by sharing the lift with an authorised user, gaining access to the secure first floor of the centre. It is recommended that the lift have controls that prevent direct access to Level 1 from the basement.

Minimising risk of Malicious Damage and ongoing management

Malicious damage has been identified in the report as a risk for the development. Malicious damage can give the perception that an area is unsafe and discourages visitation. The reduction of visitors to a place will in turn reduce natural surveillance. The ongoing lack of natural surveillance creates the opportunity for more malicious damage. This can become cyclical cycle that can be hard to break.

There are a number of blank walls and fences both externally and internally which could be targets. These walls are surfaces that make graffiti and tagging easy to see and apply. There are three approaches and a combination is recommended for this development:

- 1. Murals:** Establish murals on walls most at risk of malicious damage. Target walls that are either at pedestrian height or are accessible by climbing onto a structure, such as a wall or fence. The murals should avoid large blank areas and use patterns, motifs and forms that make it hard to see illegal graffiti. Provide attribution that tells the artwork's story and the artist's name, as this is often respected and reduces attacks. Consider using local young artists to build ownership and connection to the artworks.
- 2. Wall Finishes:** Select wall materials and finishes that make it hard to see and apply graffiti. Avoid porous surfaces that make it hard to remove graffiti.
- 3. Rapid Removal:** Adopt a rapid graffiti removal program for the site. Remove all graffiti as soon as possible, as this can discourage further attacks. Use anti-graffiti coatings that make it easier to remove.

13 REFERENCES

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APPENDIX A - DESIGN DRAWINGS

APPENDIX B - CPTED CRIME RISK ASSESSMENT