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# **Sydney International Convention, Exhibition and Entertainment Precinct (SICEEP) The Haymarket**

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## **Crime Prevention Through Environmental Design (CPTED) Report**

**for**

**Stage 2 State Significant Development  
Application SSDA4**

**North West Plot (5)  
Public Domain**

**May 2013**



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## 1. Introduction

This report supports a State Significant Development (SSD) Development Application (DA) submitted to the Minister for Planning and Infrastructure pursuant to Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The Application (referred to as SSDA 4) follows the submission of a staged SSD DA (SSDA2) submitted in March 2013 to the Department of Planning and Infrastructure that set out a Concept Proposal for a new mixed use residential neighbourhood at Darling Harbour known as 'The Haymarket'. The Haymarket forms part of the Sydney International convention, exhibition and entertainment precinct (SICEEP) Project, which will deliver Australia's global city with new world class convention, exhibition and entertainment facilities and support the NSW Government's goal to "make NSW number one again".

More specifically this subsequent DA seeks approval for a public car park (above ground) and commercial office building within the North West development plot of The Haymarket and associated public domain works. The DA has been prepared and structured to be consistent with the Concept Proposal DA.

### 1.1 Overview of Proposed Development

The proposal relates to a detailed ('Stage 2') DA for a commercial office and public car park development in the North West Plot of The Haymarket together with associated public domain works. The Haymarket Site is to be developed for a mix of residential and non-residential uses, including but not limited to residential buildings, commercial, retail, community and open space. The North West Plot is one of six development plots identified in the Concept Proposal DA.

Under the Concept Proposal, the North West Plot will accommodate active ground floor uses, a multi-storey above ground public car park and a commercial office building above. More specifically, this SSD DA seeks approval for the following components of the development:

- Staged demolition of existing site improvements, including the existing Sydney Entertainment Centre (SEC), Entertainment car park, and part of the pedestrian footbridge connected to the Entertainment car park;
- Associated tree removal and replanting;
- Construction and use of a mixed use commercial building comprising:
  - ground level retail/television studio uses/ IQ hub;
  - public car park (above ground);
  - ancillary parking (above ground); and
  - commercial office space.
- Provision of vehicle access to the development from realigned Exhibition Place;
- Public domain improvements, including:
  - provision (part) of a new north-south pedestrian connection (known as the Boulevard) eventually linking Quay Street to Darling Harbour;
  - provision (part) of a new east-west pedestrian laneway (known as Dickson's Lane) linking Darling Drive to the Boulevard;
- Extension and augmentation of physical infrastructure / utilities as required.

## 1.2 Site Description

The SICEEP Site is located within Darling Harbour. Darling Harbour is a 60 hectare waterfront precinct on the south-western edge of the Sydney Central Business District that provides a mix of functions including recreational, tourist, entertainment and business.

With an area of approximately 20 hectares, the SICEEP Site is generally bound by the Light Rail Line to the west, Harbourside shopping centre and Cockle Bay to the north, Darling Quarter, the Chinese Garden and Harbour Street to the east, and Hay Street to the south.

The Haymarket Site is:

- located in the south of the SICEEP Site, within the northern portion of the suburb of Haymarket;
- bounded by the Powerhouse Museum to the west, the Pier Street overpass and Little Pier Street to the north, Harbour Street to the east, and Hay Street to the south; and
- irregular in shape and occupies an area of approximately 43,807m<sup>2</sup>.





**Figure 1** – Aerial Photograph of the SICEEP Site

The Concept Proposal DA provides for six (6) separate development plots across the Haymarket Site (refer to **Figure 2**):

1. North Plot;
  2. North East Plot;
  3. South East Plot;
  4. South West Plot;
  5. North West Plot; and
  6. Western Plot (Darling Drive).
7. The Application Site area relates to the North West Plot (5) and surrounds as detailed within the architectural and landscape plans submitted in support of the DA.



**Figure 2** – Concept Proposal Development Plots

### 1.3 Planning Approvals Strategy

The SICEEP Project will result in the lodgement of numerous SSD DAs for the various components of the redevelopment project. SSD DAs have already been lodged for the PPP component of the SICEEP Project (comprising the convention centre, exhibition centre, entertainment facility and ancillary commercial premises and associated public domain upgrades), and the Stage 1 Concept Proposal for The Haymarket. Separate 'Stage 2' SSD DAs for the development of the South West Plot and the Western Plot (Darling Drive) and associated public domain works will be lodged concurrently with this application. Future applications will be lodged for the Hotel complex, and the remaining development plots of The Haymarket Site.

## 2. The Consultancy Scope

The consultancy scope for the North West Plot 5 (NWP or the Plot) involved:

- reviewing current (discipline-based) drawings to understand the public domain design philosophy in relation to providing interconnected 'safe place' in The Haymarket's western sectors;

- identifying CPTED specifics of the NWP's public domain including under-crofts, access approaches, gathering points adjacent to building facades, outdoor retail areas, ground level lobbies, public car parking and interconnecting streetscapes facilitating diverse activity generation from the mixed-use built form;
- referencing current contextual anti-social and criminal behaviour likely to impact on the development;
- clarifying with project representatives CPTED design issues and principles incorporated into DA drawings;
- ensuring CPTED initiatives accord with relevant legislative and/or planning instruments;
- producing a report in response to the Director General's requirements regarding public domain design for the NWP.

### Disclaimer

The conclusions outlined in the report are based on information provided to Harris Crime Prevention Services at the time of this assignment. Research and experience that suggest certain design and policy approaches can be adopted to reduce opportunities for crime. It is not possible to guarantee that actual crime will be reduced or eliminated if these suggestions, conclusions and/or recommendations are implemented.

## 3. Stakeholders

The stakeholders are the key government and consortium agencies, users of, and visitors to, the North West Plot and broader Haymarket precinct, namely:

Infrastructure NSW  
Darling Harbour Live Consortium  
Owner-Operators of premises and facilities  
Destination NSW  
City of Sydney  
Sydney Harbour Foreshore Authority  
NSW Police Force  
Transport for NSW  
Commercial and retail tenants  
Commercial clients, retail customers and site visitors

## 4. Crime Reduction and Prevention: Design Parameters

In relation to the Haymarket Project (the project), the NSW Department of Planning and Infrastructure has issued the 'Director General's Requirements' (DGRs) pursuant to Schedule 2 of the Environmental Planning and Assessment (EPA) Act, Regulation 2000. These requirements seek compliance with Safer-by-Design principles in relation to built form, with specific reference to the Public Domain. Safer-by-Design principles are in turn based on Crime Prevention Through Environmental Design (CPTED) an internationally accepted model applying aspects of architecture, engineering and technology to built form design aimed at reducing and/or preventing crime in urban environments. Reference to this requirement falls within "Point 3 – Urban Design", of the DGRs covering the Haymarket's overall concept and master planning.

In this specific public domain context the importance of ensuring CPTED capability across the entire built form footprint is emphasised. *"The DGRs and Infrastructure NSW documentation (High Level Output Specifications, Project Brief Appendix A.08 2.7 and A.63; DGRs Attachment 1 – Deliverables), reference CPTED in the design of all building elements and/or the public domain. An initial systems management report and early public-private-partnership guidelines for SICEEP, (Ogden, Initial Security Plan 7.3.C.6 and PPP Report Schedule D 5.6.C.3) refer to the need for security design and management regimes throughout SICEEP; the Ogden report detailing security management specifics."*

We have also (earlier) noted that: *“The DGRs require CPTED design principles to (i) underpin the precinct’s public domain ‘welcoming and safe place’ reputation, and (ii) ensure that the CPTED public domain design principles are integrated with principles to be applied to the mixed use development plots and the student accommodation, and (iii) by implication, (and in accord with Infrastructure NSW), enhance the overall precinct’s personal and property safety (security) integrity as part of its ‘world class destination’ marketability.”* Harris: 2013

## 5. CPTED-Informing Legislation, Instruments and Agencies

The DGRs are informed by State environmental law. The principles are endorsed or supported by policies and practices enacted or implied by the Sydney Harbour Foreshore Authority, City of Sydney, Transport for NSW and NSW Police Force.

### 5.1 The EPA Act, 1979 (as amended)

The DGRs are informed by the EPA Act and Regulations whereby developments subject to State or local government approval are required to consider the prevention of crime as a consent condition.

Section 79C (1) states: *“In determining a development application, a consent authority is to take into consideration such of the following matters as are of relevance to the development, the subject of the development application”*.

Section 79 (1) (b) adds: *“...the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality”*.

Section 79 (1) (e) adds: *“...the public interest”*.

Interpretation of *“the public interest”* includes the relevant stakeholders – in this case, The Haymarket’s stakeholders. The public interest in the proposed master plan mirrors that interest in the entire SICEEP footprint; an interest of personal safety and property security.

### 5.2 Sydney Foreshore Authority

*The Sydney Harbour Foreshore Authority Act 1998, establishes a management framework, setting out functions...“to protect and enhance the natural and cultural heritage of the foreshore area; and,...”to promote, coordinate, organise, manage, undertake, secure, provide and conduct cultural, educational, commercial, tourist, recreational, entertainment and transport, activities and facilities...”* [Section 12 (1)]

While the Act makes no specific reference to the management of anti-social and/or criminal behaviour, the Authority, by implication, seeks an environment within its precinct responsibilities which permits and promotes the wide ranging activities falling within its jurisdiction, including public safety (security).

### 5.3 City of Sydney

The City of Sydney developed the *Safe City Strategy 2007-2012* to provide *“an overarching plan to guide the City and its partners in tackling the complex range of crime and safety issues affecting both the Central Business District and our urban villages. This is in recognition that the causes of crime are complex, many and varied and that only working together effectively on a broad range of issues can we continue to create safer, vibrant and more prosperous communities”* (City of Sydney, 2006b: 2). To achieve these goals, the City of Sydney established key community based objectives around preventing anti-social or criminal behaviour.

All development applications in relation to the City’s ‘village’ network (the urban LGA) are required to submit CPTED reports, undertaken either by specialist NSW police or by private planning or security consultants. The DGRs for the NW plot and broader Haymarket precinct align with the City’s policy instruments which in turn are underpinned by the EPA Act and guidelines.

## 5.4 Transport for NSW

Transport for NSW has proposed a revitalisation and integration of the CBD's bus and light rail networks. These proposals include the extension of the inner-west light rail line and additional bus/light rail interchanges. Public transport infrastructure is developed within a framework of security and safety. It is therefore important that CPTED principles envisaged for the Haymarket's public domain designs eventually integrate with similar (CPTED) principles for adjacent public transport infrastructure.

## 5.5 The NSW Police Force

The NSW Police Force has appointed crime prevention officers within most of the State's local area commands. Their role is to proactively review (a) anti-social and criminal behaviour 'hot spots' with a view to risk amelioration through increased police or security presence and/or through situational crime prevention measures – involving physical modification of (usually) external built form, applying CPTED principles.

City Central Local Area Command (LAC) works closely with City of Sydney 'village' communities, assessing and documenting issues likely to negatively or positively impact on criminality, especially in public domains. The LAC also manages alcohol and crowd control accords within the CBD, in conjunction with City of Sydney staff and private security companies.

The LAC also hosts community safety precinct committees, comprising business and community representatives whose role is to monitor crime risks and recommend crime reduction and prevention initiatives. Police input into, or review of, CPTED design development initiatives for the Haymarket is desirable.

# 6. The Haymarket's Social Context and Crime Risk Factors

## 6.1 Crime and Crime Risk Profiles

There has been no change to the contextual information in relation to crime data from the NSW Bureau of Crime Statistics and Research (BOCSAR), since our previous report (March 2013). Current anti-social and criminal activity in and around the proposed Haymarket site has been characterised by episodic intimidating and threatening behaviour, mainly evidenced at night and on week-ends. Data indicates graffiti, vandalism, theft and assaults in and around Pyrmont, Ultimo, Chinatown and the northern end of Broadway.

We reiterate that the data provides a general overview; no specific locations, time of day, outcomes of investigations etc. However the BOCSAR data is indicative of the fact that the crime categories listed are of concern to a city intent on attracting greater visitor numbers, throughout the year, in all seasons and beyond daylight hours. Alcohol and drugs are seen as major negative catalysts in profiling these spaces as unsafe.

The integrated approach to applying CPTED principles to SICEEP and its affiliate developments should ensure welcoming-and-safe-place outcomes with each Plot contributing through design development and, post construction, from precinct-wide Crime Prevention Through Environmental Management (CPTM) strategies.

It is envisaged that CPTED principles will be applied to address and prevent the types of behaviour indicated by BOCSAR. Matters of lighting, landscaping and signage are key considerations both for the NWP and neighbouring Plots. While each built form design necessarily differs in form and function, it is critical that there be common agreement by architectural panels as to (i) how CPTED principles are applied to the respective Plots and (ii) how the built form applications are aligned with, or matched to, the public domain design for the whole precinct. For example, there should be a coordinated lighting sub-plan whereby street or landscape lighting styles, luminaires and purpose are complementary.

Design development requires design synergy to avoid spillage and penetration confusion between external Plot lighting (facade, perimeter, lobby, under-croft and car park entrances) and the 'beyond' lighting of nearby streets, gather points and landscaped zones. The matter of lighting complementarities between



connecting CBD precincts and The Haymarket should receive post-construction attention to encourage CPTED prompted crime prevention displacement beyond the project's boundaries.

The NWP (and other plots) are the purposeful activity generators. The intentional night time economy to, from, around and within the plots, will encourage day and night precinct-wide surveillance; thereby potentially deterring random or planned criminal or anti-social behaviour. The NWP footprint permits a 360 degree surveillance frame of reference.

## 6.2 Plot and Precinct Connectors

The NWP is bounded by the Theatre Access Road, Darling Drive, Dickson's Lane and The Boulevard. Each connector promotes directional enquiry to each of the function or operational building zones. The mixed use function combines liveliness and permeability such that the zones are readily discernible with (potential) access indicated by the building's set-back from the connectors.

The Plot and its inter-connectedness with neighbouring mixed use development plots and student accommodation, create purposeful and clearly articulated safe place design continuity. The continuity parameters include the precinct's visibility, liveliness and legibility to address the objective of a whole-of-site 24/7 safe destination.

## 7. CPTED Principles

CPTED's underpinning principles provide a theoretical and purposeful framework whereby architecture re-focuses, re-emphasises and/or re-packages design-against-crime practices that have long existed. We define five CPTED principles that should inform the NWP's public domain footprint.

CPTED Principle 1	Territorial Definition
CPTED Principle 2	Access Control
CPTED Principle 3	Natural Surveillance
CPTED Principle 4	Activity Support
CPTED Principle 5	Target Hardening

There are also four spatial zones into which the principles may be applied.

- Zone 1 Public Space - for open and general use; precincts serving a variety of purposes;
- Zone 2 Semi-Public Space - open public precincts but with restricted usage;
- Zone 3 Semi-Private Space - space defined by occupancy and ownership usage;
- Zone 4 Private Space - singly defined purpose usage by specific individuals.

This report addresses the application of the five principles within and/or around Zones 1 and 2 (the public domain). Each of the five principles informs, or is informed by, key planning and design purposes for the NWP.

## 8. CPTED Principles to be Applied to the North West Plot

CPTED principles to be applied to the public domain design of the NWP; specifically the:

- perimeter approaches;
- boundary spaces external to building facades;
- the under-croft;
- outdoor retail areas;
- commercial and residential lobbies at ground level;
- public car parking;
- immediate vicinity streetscape connectivity;
- linkages with the Haymarket's broader (public) domain.

The application of CPTED should ultimately extend to the Plot's entire external and internal architecture, to be addressed in design development/detail. It is also essential that (i) each Plot have CPTED principles applied to 'standardise' safe place design on approaches to, and within, each built form (plot) footprint and (ii) the standardisation extends to the wider public domain crime prevention objectives and outcomes.

In turn, the Haymarket's safe place strategies should match and/or model CPTED strategies for the entire SICEEP footprint. These strategies should reflect the requirements of other listed stakeholders, in particular the City of Sydney's goals to re-define and market the southern CBD as an exciting (safe) 24/7 destination. Our earlier (March 2013) report noted: *"The Haymarket is central to the City's and State's safe destination goals for the southern CBD. As this area experiences progressive urban renewal, the inclusion of safe design initiatives across all precincts will hopefully broaden the overall crime prevention 'reach'."*

NWP drawings have been reviewed in light of (i) the site-wide CPTED issues and (ii) how those issues align with the specifics of the NWP's public domain. From our report of March 2013, *"Activity generation is critical to one of CPTED's principles – natural (passive or informal) surveillance. The Haymarket's (and the entire SICEEP development) integrated land uses will promote environmental legibility and liveliness facilitating 24/7 surveillance. The proposed retail and gathering spaces are central to encouraging an eyes-and-ears surveillance and safe place 'ownership' culture. There is sufficient published evidence to suggest that anti-social and crime risks are controlled, reduced and prevented by legitimate 'claimed' space activity."*

The Plot's commercial and social objectives envisage consistent day-night pedestrian activation providing surveillance opportunities from (i) above-ground commercial offices, (ii) out from, within and approaching the public car park, (iii) the building's external facade, (iv) its entry portals, (v) the retail spaces and (vi) the under-croft. The Plot's location provides a 360 degree surveillance frame of reference.

The diverse activity generated around and within the footprint at ground level provides a surveillance continuum, virtually on a 24/7 basis. The design elements of the public domain should maximise these surveillance options.

Front-of-house reception and back-of-house loading/parking facilities are critical access control and surveillance points. Their positioning should reflect the application of those principles in design development. Treatment of building access, egress, set-backs, under crofts and facades will form part of the staged design development processes.

## 8.1 The Plot's Perimeter Approaches

The drawings indicate definitional clarity with regard to ground level entry and activity type (for example the retail, studio, cafe and commercial (lobby) spaces, car parking and loading dock entry). The building footprint has appropriate set-backs from each of the connector (feeder) streets thereby enhancing approach clarity. Approach clarity also defines access place and purpose. Design development/detail will enhance these principles through lighting and signage. However, the design intent at each point is clear and directional.

The footprint also indicates potential gathering spaces, subject to detailed landscaping and lighting plans. We understand that all public domain landscaping will engage with building forecourts and pedestrian entry statements. Landscaping of gathering and/or meeting spaces will define activity generation and legitimacy for these spaces and will enhance building approach and/or perimeter surveillance.

## 8.2 Boundary Spaces External to Building Facades

The building's north-west and south-west corners define vehicle access and egress, including cycle entry. Of themselves, these points pose no concern. The area of vulnerability is the western boundary which will require appropriate low level landscaping, lighting and CCTV (or IP Networked) treatment to reduce or prevent opportunities for 'loitering with intent'. Some roadway observation of the western edge will be possible from Darling Drive and pedestrian volumes along Dickson's Lane and the Theatre Access Road.

Outdoor retail activity along the southern boundary will provide passive surveillance for cyclists arriving at, or departing from, the storage entry. However where surveillance is not possible from reduced activity, for example late at night or during winter or wet conditions, CCTV surveillance should be considered.

The drawings define loading, commercial and public car parking entry points appropriately. They are however essentially back-of-house areas which, as for the cycle entry, will require appropriate lighting and technical surveillance treatment in due course, including graduated ramp lighting, the location and design of access doors/gates and the location of security or emergency 'help' points. Passive surveillance of these areas will also be intermittent, hence the need for CCTV coverage, especially along the Plot's western boundary.

The least vulnerable spaces are the southern and eastern boundaries. Both are functional as retail, commercial, gathering, traversing and main entry activity generators. Natural surveillance will be encouraged through casual visitor usage, from retail staff and from commercial tenants occupying and accessing the building at regular day and night intervals. The latter group will be more inclined towards spatial familiarisation and pedestrian movement. They are more likely to engage in routinely monitoring, reporting or even challenging suspicious behaviour.

### **8.3 The Under-croft, Commercial and Car Park Lobbies**

The Plot's under-croft is its entry statement, providing a stepped plaza fronting the Boulevard and the Theatre Access Road. This (sub) precinct is a major activity generator. Legibility is high to and from the plaza due to its obvious definition-of-purpose and due to its visibility along a significant section of the Boulevard. The under-croft's design projects a sense of spatial intra connectedness - linking purposeful commercial and car park entry with visitor casualness and connection to the broader Boulevard domain. In essence, from a crime prevention perspective, the space promotes high visibility 'safe place'.

The intentional 'stay' architecture, including the location and design of outdoor furniture, will maximise casual (passive) surveillance from cafe and other retail and activity. The studio and/or additional retail space will increase surveillance options. Landscaping design development should feature low level plantings to capitalise on the multi-angled surveillance sight lines.

Lobby entry zones to the commercial and public car park are appropriately located with no recessed doorways. Design development will engage appropriate lighting and furniture design to enhance night time lobby entry security.

Design detail should consider providing a surveillance window where parking payment machines (an assumption) are located. Relocating them to the (eastern) wall would allow a window which could 'sweep' both (northern) corners to provide visual contact with persons entering the commercial and public lobbies. Camera surveillance should cover the public car park entry and corridor length.

### **8.4 Outdoor Retail**

The mixed retail zone provides a linear break between Dickson's Lane and the Plot's southern boundary. An additional break captures the north façade of the South West Plot, connecting with the retail intent of both Plots. This combined retail activity facilitates an 'owned' space, particularly if activation is a 24/7 feature. Promotion of outdoor retail would enhance surveillance and more purposefully activate the space.

An activated Dickson's Lane and its activated edges add safe-place value as a permeable thoroughfare characterised by high visibility attraction. There are fewer opportunities for anti-social intimidating behaviour given the proposed level of activation continuity. The 'certainty of safety' for retail tenants and their employees will also be enhanced.

### **8.5 Public Car Parking**

There are three aspects to the public car parking (i) vehicle ramping and entry, (ii) car park layouts and (iii) lobby access to vehicles.

The design indicates ramped entry and exit points from the Theatre Access Road, alongside the loading dock. This ensures a concentration of vehicle movements which, from a security (crime prevention) perspective, assists in tracking (monitoring) vehicle approaches and intent.

The public (and commercial) ramps provide pre-entry off-roadway definitional certainty. Ramp walls (and other external facade areas near the vehicle/loading entry points) should be coated with graffiti resistant material. It is understood that commercial and/or retail tenant parking will be separate and secured via internal boom gate (or similar) target-hardened access/egress.

Entry/exit ramp lighting should be overhead to avoid shadowing or glaring. Graduated lighting intensity to enable visual discrimination of contrast between internal and external ambience should be a design feature. Design detail should also consider white non-reflective ceilings on all levels, supported by high illuminance overhead lighting throughout each level's layout, especially in corners where normal shadowing could occur. The intention is to 'flood' each level's corridors and bays with throw and spill and wash consistency.

The proposed configuration of vehicle parking is consistent with good passive or technical surveillance on all parking levels. The architecture provides good corridor sight lines along vehicle lengths but only limited 'between vehicle' (on approach) sighting. Where rectangular or square structural columns are specified, consideration should be given to creating 'false' round or elliptical facades to eye-level to minimise the opportunity for concealment. This measure can also minimise column collision damage.

Parking bays and corridors are designed around a core configuration of lifts, plant and storage space. The lift lobbies have sight line limitations and consideration should be given to installing CCTV cameras at either end of the lobby corridors. Subject to fire or other building regulations, consideration should be given to specifying safety glass panels in the public lift doors to improve sight line certainty for those entering and exiting public car park lifts. Emergency help points should operate in or around all lift lobbies, including goods lifts.

Illuminated and/or colour-coded signage throughout all (public) car park levels and lobbies will increase way-finding certainty and manage (control) access.

Safe operational management of the car park is critical to the Plot's 'safe place' reputation. Drawings indicate no impediments to an efficient and effective (security) management regime of all levels and access/egress patterns.

## 8.6 Streetscape Connectivity and Broader Public Domain Linkages

The NWP footprint connects seamlessly with pocket gathering spaces and with the Haymarket's pedestrian path and cycle options. The Boulevard is the spinal focus. It also 'introduces' the Haymarket's public domain. The legibility of the Plot is enhanced by the broader domain's spaciousness and its intentional link with a sympathetic, welcoming and safe place matrix.

Public domain activation versatility 'embraces' the Plot, enhancing its safe place reputation. Apart from the western edge there is no public domain 'dead' space on approaches to, or surrounding, the site. Casual pedestrian surveillance will occur along the western edge from approach activation along Dickson's Land and the Theatre Access Road. There is a direct visual link between the Plot's main entry lobby and the Square. The ground level's mixed use and diverse pedestrian movements follow the broader (collective) domain flow. Coordinated and integrated activity support design within and surrounding the Plot's ground level public domain footprint complements the broader safe place vision. The public domain design also accords with neighbouring precinct plans including the Ultimo Pedestrian Network (The Goods Line) initiative and proposed Chinatown public domain improvements.

Through varied activity generation, the NWP's public domain design contributes to the Haymarket's welcoming and safe place marketing strategy. The application of CPTED principles in concept invites visitor and customer (ground level) exploration while simultaneously discouraging anti-social or criminal activity.

## 9. Conclusions

The North West Plot's concept drawings have been reviewed in accordance with the consultancy scope. Drawings indicate activity generation within and around the building will facilitate the safety (security) of tenants, employees, clients, customers, contractors and visitors. The eyes-and-ears presence

foreshadowed in the broader Haymarket vision will be enhanced by attention to CPTED principles implemented through design development and detail stages.

The ground level and upper level public car parking zones define (safe territorial use) site lines and access management. Their concept layouts facilitate safe and purposeful way-finding. Appropriate activity support design within and around the site's public domain, will reinforce and support the concept architecture.

The diverse retail, commercial and casual activity envisaged will invite visitation. Tenants of the Plot will hopefully participate in longer term crime prevention (security) management of the building and its activities, as part of a broader inclusive and progressively unfolding security management strategy – CPTED.

**Harris Crime Prevention Services is of the opinion that the North West Plot's public domain design accords with the Schedule 2 requirements of the Director General, NSW Department of Planning and Infrastructure, in that CPTED principles have been considered and applied.**

**We are of the view that the concept design of the Plot's public domain areas align with crime prevention (community safety) policies and/or objectives of the Sydney Harbour Foreshore Authority, the City of Sydney and the NSW Police Force, in promoting safer-by-design strategies throughout the Sydney LGA.**

**We note the intention to advance the implementation of those principles through design development and detail processes.**

## 10. Methodology

The methodology indicates the process undertaken taken by the consultants in preparing our report. The consultants have:

- (a) reviewed the drawings in order to understand the Plot's public domain potential as a contributor to the overall Haymarket safe place vision;
- (b) received input from the Project management representatives;
- (c) explored the crime risk backdrop;
- (d) (previously) visited the site during the day and night;
- (e) reviewed (security focussed) government planning authority instruments and/or policies.

## 11. References

- 1 Aspect Studios with Choi Rophia Fighera, architectural drawing, Ultimo Pedestrian Network (UPN) Stage 2, 11054-SK03A, 12/9/2013.
- 2 City of Sydney, 2008, *Safe City Strategy 2007-2012*, internal publication.
- 3 Crowe T, 2005 *Crime Prevention Through Environmental Design* Third Ed Butterworth-Heinemann, Boston.
- 4 Director General of Planning and Infrastructure NSW (DGRs) under Schedule 2 of the Act (revised 21st January 2013).
- 5 Harris Crime Prevention Services Security Design Consulting Services: The Haymarket Master Plan.
- 6 Lend Lease architectural drawings, 7428A for SNW\_DA00100 15/4/13 REV 0001, 00101, 00102, 00105, 00106, 00109, 00110, 00111, 00112, 00301, 00302, 00305.
- 7 NSW Government, 1979, *Environmental Planning and Assessment Act and Guidelines*, NSW Government publication.
- 8 NSW Bureau of Crime Statistics and Research, 2010 Statistical data on City of Sydney LGA.
- 9 NSW Bureau of Crime Statistics and Research, 2010 City of Sydney crime hotspots data.
- 10 The Sydney Harbour Foreshore Authority Act 1998.
- 11 Transport for NSW, 2012 *Sydney's Light Rail Future: Expanding public transport, revitalising our city*. NSW Government Publication.



## Appendix 1: CPTED Principles – Definitions

### **Principle 1: Territorial Definition**

This is a delineator of one or more of the above spaces. Territorial design defines form and function of spatial ownership, emphasising invitational purpose. Perimeters and creative bounded form confirm spatial integrity and cared for legitimacy.

### **Principle 2: Surveillance**

Spatial design maximises opportunities for surveillance – formal and informal. The design principle increases the number, width, depth, height and length of sight lines: the capacity of people and technology to observe movement and activity at distance. Design legibility and spatial connectivity are key.

- *Natural surveillance* encourages casual observation of all users of known and defined urban space.
- *Social surveillance* encourages regular (and possibly casual) users of space to more deliberately observe and routinely monitor, challenge or report suspicious pedestrian and vehicle movements through precincts or into buildings.
- *Technical surveillance* employs digital and visual recognition technology to manage defined spatial access and support human surveillance activity. Closed Circuit Television or Networked IP Camera technology, alarms and access control systems are now mainstream crime prevention and crime management tools in urban design. While they must be incorporated into security design briefs, their inclusion should be the subject of separate documentation supporting CPTED's design principles. The (eventual) application of technologies throughout the entire Precinct are a given but are not part of this report's considerations.

All forms of surveillance encourages a 'security ownership' of territory and promotes informal 'security intelligence'.

### **Principle 3: Access Control**

Access control design applies subtle architecture in support of territorial definition, by clearly indicating the directional or destination limits, restricting or halting access through certainty of access and movement. Lighting, movement corridors, landscaping, low-line fencing, steps and doorways (as opposed to doors) are obvious examples. The principle encourages 'distinguishing' design between legitimate access and users and/or occupiers of urban space, and those seeking access illegitimately or unlawfully.

### **Principle 4: Activity Support**

This involves the use of creative signage, (external) lighting and other landscaping way-finding design to encourage intended patterns of usage, generating activity certainty or liveliness, particularly in the public domain. The activity support principle reinforces activity purpose and location security.

### **Principle 5: Target Hardening**

Target hardening increases the efforts that 'offenders' must expend in their intent to disrupt legitimacy and put at risk legitimate activity. It is directed at denying or limiting access to potential criminal targets through the use of more intentional and less subtle access control design including deliberate physical barriers such as security fencing, gates, locks and electronic alarms. However, the design goal is to avoid 'fortressing'.

## Appendix 2: Explanatory Terms

Harris defines, explains and/or interprets the following terms relevant to this report:

### **(i) Crime Prevention**

Social, economic, policing, community and personal initiatives, practices or policies aimed at identifying, containing, reducing and ultimately preventing opportunistic or planned anti-social or criminal behaviour.

### **(ii) Security Design [inter alia Safer-by-Design]**

Comprehensive (holistic) crime prevention strategies, codes or guidelines; applying aspects of architecture, engineering and technology design to master planning (macro), design development (meso) and design detail (micro) project briefs.

**(iii) Crime Prevention Through Environmental Design (CPTED)**

CPTED is a coined version of security design; a model based on the concept of 'defensible space' and the design elements of territoriality, surveillance and access control. The CPTED model has largely been adopted throughout the developed world as legitimate crime prevention strategies.

**(iv) Security Management [inter alia Crime Prevention Through Environmental Management (CPTM)]**

Post-security design management initiatives by police, security and facilities operatives by (a) coordinated (crime) risk analysis and monitoring, (b) maintenance and renewal of security technology and (c) engaging project stakeholders and the wider community in awareness of and/or participation in, safe space and welcoming place experiences.

**(v) Holistic Crime Prevention Project Profiling**

Engaging inter-disciplinary design-and-construct and operational specialists to plan and execute crime prevention (security) design and management strategies over the life of a project; that is from concept to operational occupation.

**(vi) Safe Space**

Physical and social private, communal and public zones, areas, places or precincts where security design and security management are interdependently incorporated into built form development

**(vii) Welcoming and Safe Place**

A built environment that welcomes, defines, guides, directs, encourages, regulates, challenges and limits pedestrian and vehicular activity to override and prevent opportunistic and planned anti-social and criminal behaviour through simultaneous (security) design and management initiatives.

Harris is of the view that security design (CPTED) and security management (CPTM) strategies are interdependently and inexorably linked. Often they are not and, in circumstances where security design has been overlooked, traditional operational security management and technology are substituted.