

Crime Prevention Through Environmental Design Assessment

State Significant Development Application SSD-63067458

74-108 Botany Road and 86-100 Wyndham Street Alexandria

Submitted to Department of Planning, Housing and Infrastructure
on behalf of Kurraba Group Pty Ltd



'Gura Bulga'

Liz Belanjee Cameron

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



'Dagura Buumarri'

Liz Belanjee Cameron

'Dagura Buumarri' – translates to Cold Brown Country. Representing Victoria.



'Gadalung Djarri'

Liz Belanjee Cameron

'Gadalung Djarri' – translates to Hot Red Country. Representing Queensland.

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

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

In supporting the Uluru Statement from the Heart, we walk with Aboriginal and Torres Strait Islander people in a movement of the Australian people for a better future.

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Version No.	Date of issue	Prepared by	Approved by
1.0	12/07/2024	JP	JM
2.0		JP	MJ

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Contents

- 1.0 Introduction 5**
 - 1.1 Purpose of this report.....5
 - 1.2 Secretary’s Environmental Assessment Requirements..... 6
 - 1.3 Background 6
 - 1.4 Disclaimer..... 7
- 2.0 The Site 8**
 - 2.1 Site Location and Context 8
 - 2.2 Site Description and Existing Development..... 8
 - 2.3 Existing Site Access and Security 10
 - 2.4 Surrounding Development 11
 - 2.5 Crime Risk Rating 13
- 3.0 Proposed Development 17**
 - 3.1 Public Domain and Amenity 19
- 4.0 Nature of Recorded Crime..... 20**
 - 4.1 Crime Generators and Attractors..... 23
 - 4.2 City of Sydney Development Control Plan 2012 24
 - 4.3 Crime Prevention Strategy 24
- 5.0 Matters for Consideration 25**
 - 5.1 Surveillance 25
 - 5.2 Lighting and Technical Supervision 26
 - 5.3 Territorial Reinforcement..... 26
 - 5.4 Environmental Maintenance 27
 - 5.5 Activity and Space Management 27
 - 5.6 Access Control 28
 - 5.7 Design, Definition and Designation 28
- 6.0 Crime Risk Rating and Recommendations..... 29**
 - 6.1 Mitigation Measures..... 29
 - 6.2 General Recommendations..... 29

Figures

- Figure 1 Aerial Photograph of Site..... 8
- Figure 2 Existing Development 10

Figure 3	Mixed Use Development along Botany Road.....	11
Figure 4	Terrace Houses South of the Site	12
Figure 5	Development West of the Site.....	12
Figure 6	Waterloo Metro Station under Construction and Waterloo Congregational Church.....	13
Figure 7	Adjacent future development overlooking the site	14
Figure 8	General carparking condition on site.....	14
Figure 9	Wyndham Lane, looking north.....	14
Figure 10	Wyndham Lane southern entrance, looking west.....	14
Figure 11	Fortified architecture, Wyndham Lane	15
Figure 12	CCTV devices available on site	15
Figure 13	Signage indicated security measures and evidence of vandalism (graffiti), Wyndham Lane.....	15
Figure 14	Fortified and hostile architecture.....	15
Figure 15	Public art, Wyndham Lane southern entrance.....	15
Figure 16	Wyndham Lane, northern entrance looking east.....	15
Figure 17	Neighbourhood Watch signage, Waterloo Housing Estate.....	16
Figure 18	Nearby quality of development, south of site	16
Figure 19	Ground Level proposed floor plan	17
Figure 20	Ground Floor proposed landscape plan	18
Figure 21	Photomontage view from Botany Road	18
Figure 22	Southern Laneway entrance.....	19
Figure 23	Wyndham Lane.....	19
Figure 24	Forum space.....	19
Figure 25	Laboratory Environments	19
Figure 26	Hotspot - Non-domestic assault	21
Figure 27	Hotspot - Domestic assault.....	21
Figure 28	Hotspot - Break and enter dwelling	21
Figure 29	Hotspot – Break and enter non-dwelling.....	21
Figure 30	Hotspot – Steal from person	22
Figure 31	Hotspot - Steal from dwelling	22
Figure 32	Hotspot - Motor vehicle theft.....	22
Figure 33	Hotspot - Malicious damage to property	22

Tables

Table 1	Secretary's Environmental Assessment Requirements.....	6
Table 2	Description of Existing Development	9
Table 3	Statistics of crime in the suburb of Alexandria between March 2021 and March 2024	20

1.0 Introduction

This Crime Prevention Through Environmental Design (CPTED) Assessment Report has been prepared on behalf of the Kurraba Group (the Proponent) by Ethos Urban. It is submitted to the Department of Planning, Housing and Infrastructure (DPHI) in support of a State Significant Development Application (SSDA) SSD-63067458 for the construction of a new health research facility located at 74-108 Botany Road and 86-100 Wyndham Street, Alexandria (herein referred to as 100 Botany Road or the site).

1.1 Purpose of this report

CPTED is a situational crime prevention strategy that focuses on the design, planning and structure of the environment. This assessment aims to identify the potential opportunities of crime created by the proposed development by assessing the development in accordance with design and place management principles of CPTED.

Ethos Urban has prepared this assessment in accordance with the methods and resources of the NSW Police Force Safer by Design Course. This assessment has been prepared and reviewed by experienced CPTED professionals, following their completion of the NSW Police Force Safer by Design Course. The assessment uses qualitative and quantitative measures to analyse the physical and social environment in which the proposed development is located, and recommends actions to mitigate crime opportunity in accordance with the Australian and New Zealand Risk Management Standard AS/NZS 31000:2009 and International Standard ISO:22341.

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

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

The Crime Risk Rating considers the development as proposed in the architectural drawings prepared by Gensler and landscape drawings prepared Aspect Studios within the site's environment. The following tasks were undertaken in the preparation of this assessment:

- review of the Safer By Design Manual by the NSW Police Force;
- collection and analysis of local and NSW State crime statistics from the Bureau of Crime Statistics and Research (BOCSAR); and
- a crime risk assessment, in accordance with the current NSW policy and practice, of the following regulation and assessment principles:
 1. Surveillance
 2. Lighting / technical supervision
 3. Territorial reinforcement
 4. Access Control
 5. Environmental Maintenance
 6. Activity and Space Management
 7. Design, Definition and Designation

A site inspection was undertaken on 19 June 2024 between 2:00-3:15pm to assess the current site conditions, situational crime prevention measures and perceived safety of the existing environment.

This CPTED report is submitted as part of the lodgement package for this SSDA relating to the construction of a new health research facility located at 100 Botany Road, Alexandria.

1.2 Secretary's Environmental Assessment Requirements

In accordance with section 4.39 of the Environmental Planning & Assessment Act 1979 (EP&A Act), Secretary's Environmental Assessment Requirements (SEARs) for SSD-63067458 were issued on 16 January 2024. This report has been prepared to respond to the relevant issued SEARs, as set out in **Table 1** on the following page:

Table 1 Secretary's Environmental Assessment Requirements

SEAR	Response / Location in report
7. Public Space Address how Crime Prevention through Environmental Design (CPTED) principles are to be integrated into the development, in accordance with <i>Crime Prevention and the Assessment of Development Applications Guidelines</i> .	Section 5.0.

1.2.1 Mitigation Measures

The following mitigation measures (see **Table 2**) have been established to best promote CPTED principles and meet the requirements of the SEARs.

Table 2 Mitigation Measures

Item	Mitigation measure
Design and Operation	
CPTED #1	A CCTV network should be installed throughout the public domain through-site link areas, the basement car park, and any other spaces that are publicly accessible, including back of house areas and the loading dock. The CCTV network is to be designed in consultation with a suitably qualified security consultant with a Class 2A licence under the <i>Security Industry Act 1997</i> who can provide specific advice on the placement, installation, monitoring and maintenance of the CCTV network.
CPTED #2	A lighting strategy should be developed by or in consultation with a suitably qualified and experienced lighting expert and suitably qualified security expert.
CPTED #3	The installation of an appropriate bollard/barrier system may be required (only if considered necessary) in sensitive locations such as the public domain areas or the east-west through-site link to prevent vehicles driving into the site. A security consultant with a Class 2A licence under the <i>Security Industry Act 1997</i> is recommended to be engaged to provide specific advice on the type, placement and installation of this bollard/barrier system to ensure vehicles moving at high velocity cannot enter the site in locations not intended for vehicles.

1.3 Background

1.3.1 About Kurraba Group

Kurraba Group (Kurraba) is the Proponent of the SSDA for the proposed new health research facility. Kurraba's sole aim is to be Australia and New Zealand's leading and trusted life science focussed developer. Kurraba's investment portfolio focuses on innovation, future focused real estate, as demanded by the health and life science sector.

1.3.2 Competitive Design Alternative Process

The proposed design for the health research facility has been the subject to a Competitive Design Alternatives Process (Design Competition) undertaken in 2024. The Design Competition was endorsed by the Office of the NSW Government Architect (GANSW) and consisted of a distinguished and expert Selection Panel. Consultation also occurred with the City of Sydney throughout the process.

The Design Competition required three (3) invited Competitors to deliver a concept design of the health research facility in accordance with the Competition Brief and Competition Conditions.

Each design scheme was distinct in its response and unique in respect to its interpretation of the Competition Brief. Each scheme presented a high-quality written submission and presentation, seeking to address the complexities of the Brief and offering strategies to address its objectives.

Competitors included Denton Corker Marshall, Gensler and Woods Bagot, each of which are respected for their work in the life science field. The competitors were involved in five-week working period and worked closely with specialist subconsultants.

Following review by the Panel, Gensler and their collaborators were selected as the winner of the design competition and chosen to progress their design to the next detailed design and approval phase of the health research facility.

Design integrity Process

In accordance with the Competitive Design Alternatives Process, a Design integrity Process (DIP) was established following the design competition. The intent of the DIP was to ensure the design intent and design quality of the winning scheme is maintained throughout subsequent design and development stages. The DIP Panel included previous Design Competition Panel members to ensure it retained consistency and uphold a true level of integrity.

Two DIP sessions have been held and demonstrated how the additional refinements align with comments made by the Panel. Following each session, advice was prepared and endorsed by the DIP Panel and distributed to the design team. The design of the project as proposed has addressed the advice received, which includes adequate response to the design of the development in alignment with the relevant CPTED principles.

1.4 Disclaimer

CPTED strategies must work in conjunction with other crime prevention strategies and police operations. By using the recommendations contained in this assessment, a person must acknowledge that:

- There is no definitive measure of 'safety'. Therefore, this assessment cannot be used as proof of a definitive measure of safety.
- This assessment does not ensure complete safety for the community, and public and private property.
- Assessment and recommendations are informed by information provided, with observations made at the time the document was prepared.
- This document does not guarantee that all risks have been identified, or that the area assessed will be free from criminal activity if recommendations are followed.
- This assessment has been undertaken on behalf of the applicant and does not represent the opinions and expertise of the NSW Police Force.

The principles of CPTED aim to minimise the opportunity for crime, but it is recognised that environmental design cannot definitively eliminate opportunities for crime or prevent a determined perpetrator from committing such crimes.

We note that Ethos Urban are not specialist security consultants and therefore cannot comment on specific security measures or system requirements. Therefore, it is recommended that a security consultant with a Class 2A licence or appropriately qualified person under the *Security Industry Act 1997* is engaged to provide specific advice on the placement, installation, monitoring and maintenance of the CCTV network and other security measures such as bollard/barriers.

2.0 The Site

2.1 Site Location and Context

The site sits within Gadigal Land, and is located at 74-108 Botany Road and 86-100 Wyndham Street, Alexandria (commonly referred to as 100 Botany Road). It forms part of the City of Sydney Local Government Area (LGA) and is situated along Botany Road, adjacent to the future Waterloo Metro Station, which is expected to open during mid-2024.

The site's locational context is shown at **Figure 1**.



Figure 1 Aerial Photograph of Site

Source: Nearmap, Ethos Urban

2.2 Site Description and Existing Development

The site is made up of six (6) different allotments has a total approximate area of 5,350.6m². The following lots make up the site:

- Lot 2 DP 136012
- Lot 11 DP 219505
- Lot 11 DP 135914
- Lot 2 DP 659166
- Lot 1 DP 510091
- Lot 3 DP 1146614

The site has a frontage to Botany Road to the east and Wyndham Street to the west. Part of Wyndham Lane runs through the middle of the site.

The site forms part of the recently rezoned Botany Road Precinct, which will be transformed into a vibrant mixed-use precinct that will accommodate employment growth in the Redfern-Waterloo area. The site is

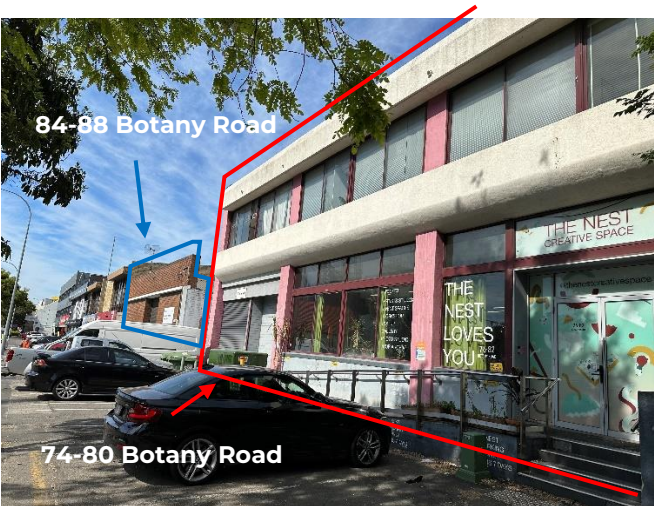
opposite the Waterloo Metro Station and its future over station development which is currently under construction.

The buildings fronting Botany Road are 1-2 storeys in height and feature a range of commercial, retail and office uses. The Wyndham Street frontage is occupied by single and double storey buildings and features a range of commercial and light industrial uses. Detailed breakdown of each lot including building height and land use is provided in **Table 3**.

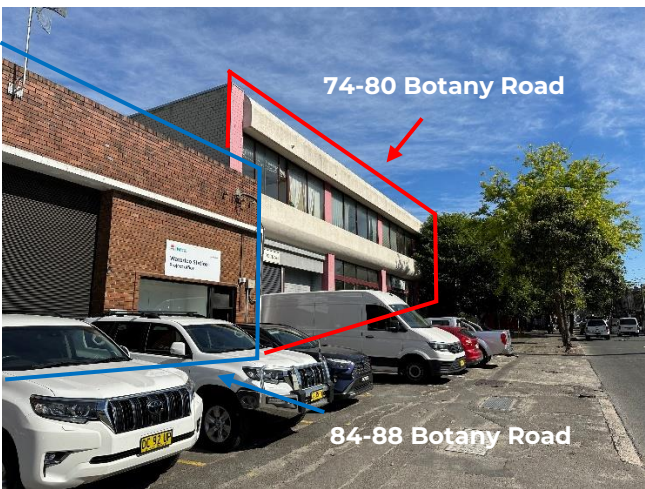
Images of the site are provided throughout **Figure 2**.

Table 3 *Description of Existing Development*

Legal Description	Address	Storeys	Land Use
Lot 2 DP 136012	74-80 Botany Road	2 storeys	Art gallery and photo studio
Lot 11 DP 219505	84-88 Botany Road	1 storey	Temporary Waterloo Station project office
Lot 11 DP 135914	100 Botany Road	2 storeys	Indoor recreational facility and an education foundation program
Lot 2 DP 659166	108 Botany Road	2 storeys	Musical instrument shop and part of Wyndham Lane
Lot 1 DP 510091	86-96 Wyndham Street	1 storey	Office supplies and printing shop
Lot 3 DP 1146614	98-100 Wyndham Street	2 storeys	Packaging company



Botany Road frontage looking south.



Botany Road frontage looking north.



Botany Road frontage looking south.



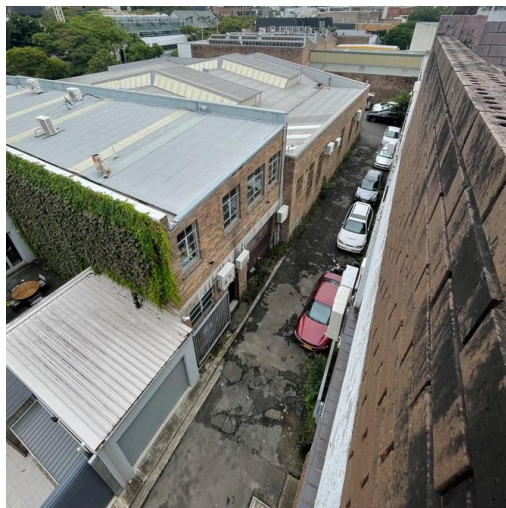
Botany Road frontage looking north.



Wyndham Street frontage looking north.



Wyndham Lane looking north.



Aerial View of Wyndham Lane

Figure 2 Existing Development

Source: Ethos Urban

2.3 Existing Site Access and Security

2.3.1 Pedestrian Access

Pedestrians can access the site via Botany Road. Pedestrians will need to travel through the carpark to access store entrances.

2.3.2 Vehicular Access and Parking

Vehicular access to the site is currently provided via Botany Road and Wyndham Lane. The current vehicular access arrangement at Botany Road is reserved for customer and visitor parking, and rear vehicular access via Wyndham Lane is utilised by loading and servicing vehicles or for employee access. The Botany Road customer car park is laid out vertically with cars entering the site in a forward motion movement, crossing the pedestrian pathway and parking front on to the existing buildings.

2.3.3 Security

The buildings on site are serviced by a variety of different security measures, including CCTV cameras, signage and security gates at either retail glazing lines to store entrances or to the secondary side setback access lane. Other buildings had windows and/or doors that were fortified with physical separation barriers.

2.3.4 Public Transport Access

The site is able to be accessed via public transport, with bus access being the most relevant mode of public transport available to access the site.

A bus stop is located nearby to the north of the site along Botany Road before the Henderson Road intersection. The bus stop is serviced by the following bus routes:

- Route 306 – Redfern to Mascot Station (Loop Service).
- Route 309 – Port Botany to Redfern.
- Route 310 – Botany to Central Railway Square.

The site will also be serviced by the new Waterloo Metro Station upon its opening in mid-late 2024, located adjacent to the site on the eastern side of Botany Road. The station will provide Metro service access to Sydney, North Sydney, and Chatswood CBDs, north-west Greater Sydney towards Castle Hill, and south-west Greater Sydney towards Sydenham and (eventually) Bankstown.

2.4 Surrounding Development

The following development surrounds the site:

North

Immediately north of the site along Botany Road is categorised by mid-rise shop-top housing, typically ranging between one and five storeys. Development further north beyond is characterised by high-density mixed-use development containing retail, commercial and residential land-uses, mostly towards Redfern Train Station.

South

Development to the south of the site along Botany Road is categorised by mixed-use developments, facilitating a range of land-uses such as office premises, retail and food and drink outlets, and some mid-rise residential buildings (refer to **Figure 3**). Development south of the site along Wyndham Street contain development of a mostly residential character that is lower density in scale, and facilitates a range of one and two storey house typologies (refer to **Figure 4** on the following page).

Further south beyond contains the Green Square precinct which is characterised by newer more high-density mixed land-uses containing ground floor retail, community and recreation uses with high rise residential developments.



Figure 3 Mixed Use Development along Botany Road

Source: Ethos Urban

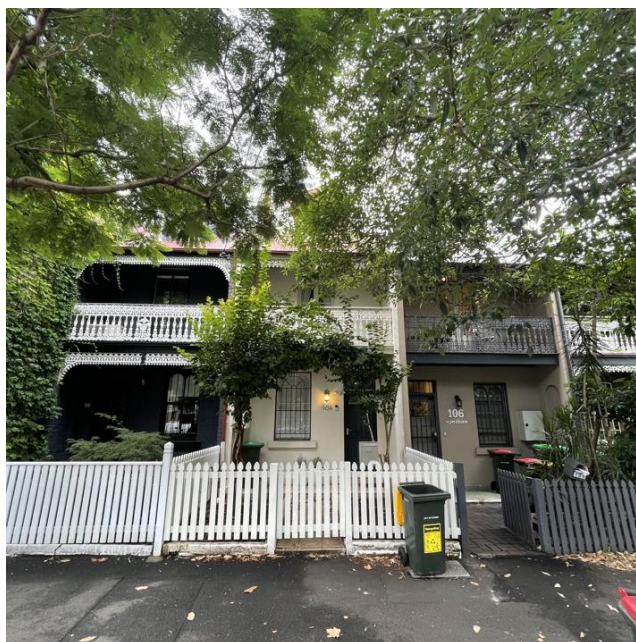


Figure 4 *Terrace Houses South of the Site*

Source: Ethos Urban

West

Development generally to the west of the site, on the western side of Wyndham Street and beyond contains mostly residential development that form part of the Alexandria Park Heritage Conservation Area. This development is predominantly characterised by low density detached and semi-detached housing typologies, generally one or two storeys in height. Development further south-west of the site contains Alexandria Park, and Alexandria Park Community School, an area characterised by mostly recreational spaces and facilities such as an open lawn, sporting oval and tennis courts. Refer to **Figure 5** below.



Figure 5 *Development West of the Site*

Source: Ethos Urban

East

Development to the east of the site, on the eastern side of Botany Road is the new Waterloo Metro Station which is currently under construction and is expected to open in 2024. The Waterloo Metro Station development will retain the existing Waterloo Congregational Church. Development has also commenced on the over station development (OSD) component development which will comprise a future mixed-use precinct with a majority residential land-use. Refer to **Figure 6** on the following page.

Further east beyond the Waterloo Metro Station site is the Waterloo Estate which consists of existing social and affordable housing units which are owned and managed by the NSW Land and Housing Corporation. The built form of these housing types includes an array of mid-rise 3 storey residential development and high-rise 17 storey residential development. Waterloo Estate is currently subject to a Planning Proposal (PP-2021-3265) which seeks to facilitate new social, affordable and private housing with access to improved community facilities, parks and shops. Planning controls for this site were gazetted in February 2023 and allow for building heights up to 33 storeys.



Figure 6 *Waterloo Metro Station under Construction and Waterloo Congregational Church*

Source: Ethos Urban

2.5 Crime Risk Rating

A risk assessment of the site in its existing context and form has been undertaken based on a site inspection undertaken on 19 June 2024 between 2:00pm - 3:15pm. Overall, the Crime Risk Rating assessment rated the site in its context as having a 'moderate' risk of crime. The reasons for this are:

- The subject is noted to be within a highly accessible location along a major north-south road corridor that is highly trafficked during both the day and night by public transport vehicles, servicing and logistics vehicles private vehicles, cyclists and pedestrians, and therefore experiences a high degree of casual surveillance already from passers-by.
- The site is within close proximity to existing and future high frequency public transport, and is located adjacent to the Waterloo Metro Station and OSD which will increase the amount of persons within the area and will directly overlook the site.
- The site was observed to facilitate good quality wayfinding measures, with evidence of existing signage indicating direction and distance to other nearby major locations and precincts (such as Redfern, Sydney CBD and Green Square).
- The site was observed to benefit from existing adequate lighting measures which can illuminate its frontage along Botany Road. However, it was observed that lighting measures and standards were of a lower quality within Wyndham Lane.
- The existing built form orientates its habitable spaces towards the streetscape, although it was observed that the current arrangement of car parking can obstruct existing sightlines in and out of these retail spaces from the public domain.
- It was noted that there was a high amount of signage that indicated the presence of active security measures at the site, with CCTV cameras clearly visible. This strong communication of 'deterrent' signage measures in place may elude to the notion that some form of crime and/or antisocial behaviour has occurred previously at the site.
- The quality of some existing shopfronts were ambiguous in ownership and activation and appear to be subject to neglect. Some windows and doors were fortified with internal hoarding materials, which may indicate some form of crime and/or antisocial behaviour has occurred.
- There was clear evidence of vandalism and graffiti throughout the site, with some parts of the site subject to rubbish dumping and neglect. However there was evidence of some genuine forms of public art which embellished the existing built form.
- Other built forms and land-uses directly adjacent to the subject site were characterised by the same quality of development, appearing to be subject to the same level of abuse, neglect; especially within areas of concealment such as within recessed doorways or narrow passages that were not well lit or welcoming in nature. The quality of these neighbouring spaces facilitates an environment that could cultivate feelings of unsafety or create areas capable of entrapment or escapism.
- The current condition of Wyndham Lane is considered to be poor. It was observed to lack the required maintenance and upkeep required to prevent it from falling into its current state of disrepair and neglect. In

this regard, ground/first floor windows were 'fortified' with bars and not capable of facilitating casual surveillance opportunities. The existing built form was also subject to abuse due to the amount of graffiti and other vandalism evident. There was also a confusing spatial management and access control environment to this laneway, with one point fortified with large iron gate, but other exit point devoid of any gate or security structures. This could create an unsafe environment if one gate is closed and facilitate a space capable of entrapment.

Key site characteristics which have formed this crime risk rating are expressed in the images contained within **Figure 7** to **Figure 18** below.



Figure 7 Adjacent future development overlooking the site

Source: Ethos Urban



Figure 8 General carparking condition on site

Source: Ethos Urban



Figure 9 Wyndham Lane, looking north

Source: Ethos Urban



Figure 10 Wyndham Lane southern entrance, looking west

Source: Ethos Urban



Figure 11 Fortified architecture, Wyndham Lane

Source: Ethos Urban



Figure 12 CCTV devices available on site

Source: Ethos Urban



Figure 13 Signage indicated security measures and evidence of vandalism (graffiti), Wyndham Lane

Source: Ethos Urban



Figure 14 Fortified and hostile architecture

Source: Ethos Urban



Figure 15 Public art, Wyndham Lane southern entrance

Source: Ethos Urban



Figure 16 Wyndham Lane, northern entrance looking east

Source: Ethos Urban



Figure 17 Neighbourhood Watch signage, Waterloo Housing Estate

Source: Ethos Urban

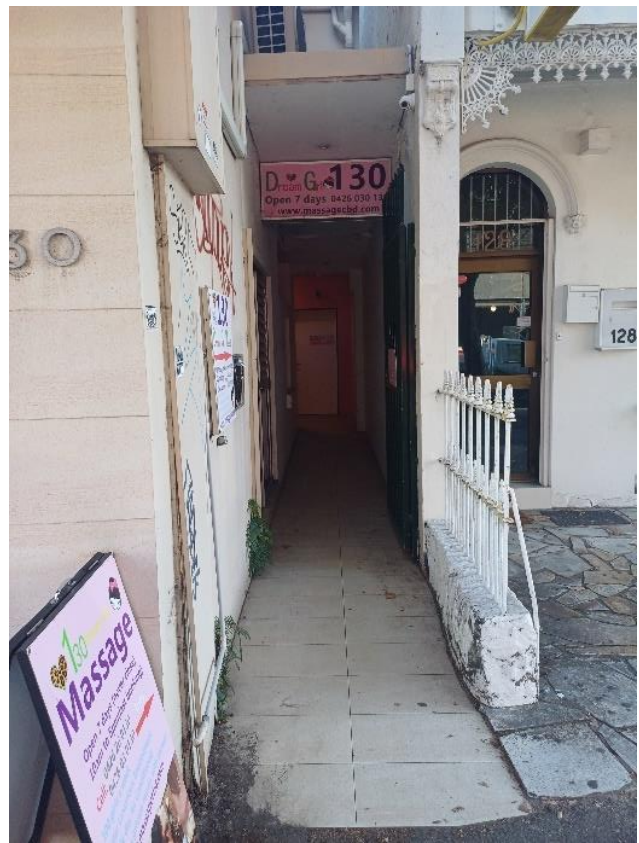


Figure 18 Nearby quality of development, south of site

Source: Ethos Urban

3.0 Proposed Development

The proposed development will seek consent for the redevelopment of 100 Botany Road for a new health research facility. Specifically, the SSDA seek approval for:

- Demolition of all existing buildings, site preparation and remediation works.
- Bulk excavation to create two (2) levels of basement with access from Wyndham Street, including allowance for a below ground Proton Therapy Cancer Treatment Centre, car parking, loading and services.
- Construction and use of two (2) new health research buildings. One (1) building is proposed along Botany Road which has a stepped built form between seven (7) storeys to the south and eleven (11) storeys to the north. One (1) building is proposed along Wyndham Street which is five (5) storeys. The two (2) buildings will include the following:
 - Ground floor lobby and retail uses fronting Botany Road and Wyndham Street.
 - Proton Therapy patient lobby from Wyndham Street.
 - Various laboratories, write up areas and office spaces.
 - A series of outdoor landscaped terraces within the Botany Road building.
 - One (1) rooftop plant level on each building.
- Landscaping and public domain works including:
 - Construction and extension of Wyndham Lane as a shared laneway.
 - Construction of a pedestrian network including two (2) pathways from Botany Road and an east-west through-site link.
- Extension and augmentation of services and utilities to the development, as required.

Refer to the Environmental Impact Statement for a detailed description of the proposed development.

Architectural drawings illustrating the proposed development are included at **Appendix A**. Indicative extracts of the proposed ground floor plans, and photomontages, are shown at **Figure 19** to **Figure 21** on the following page.



Figure 19 Ground Level proposed floor plan

Source: Gensler

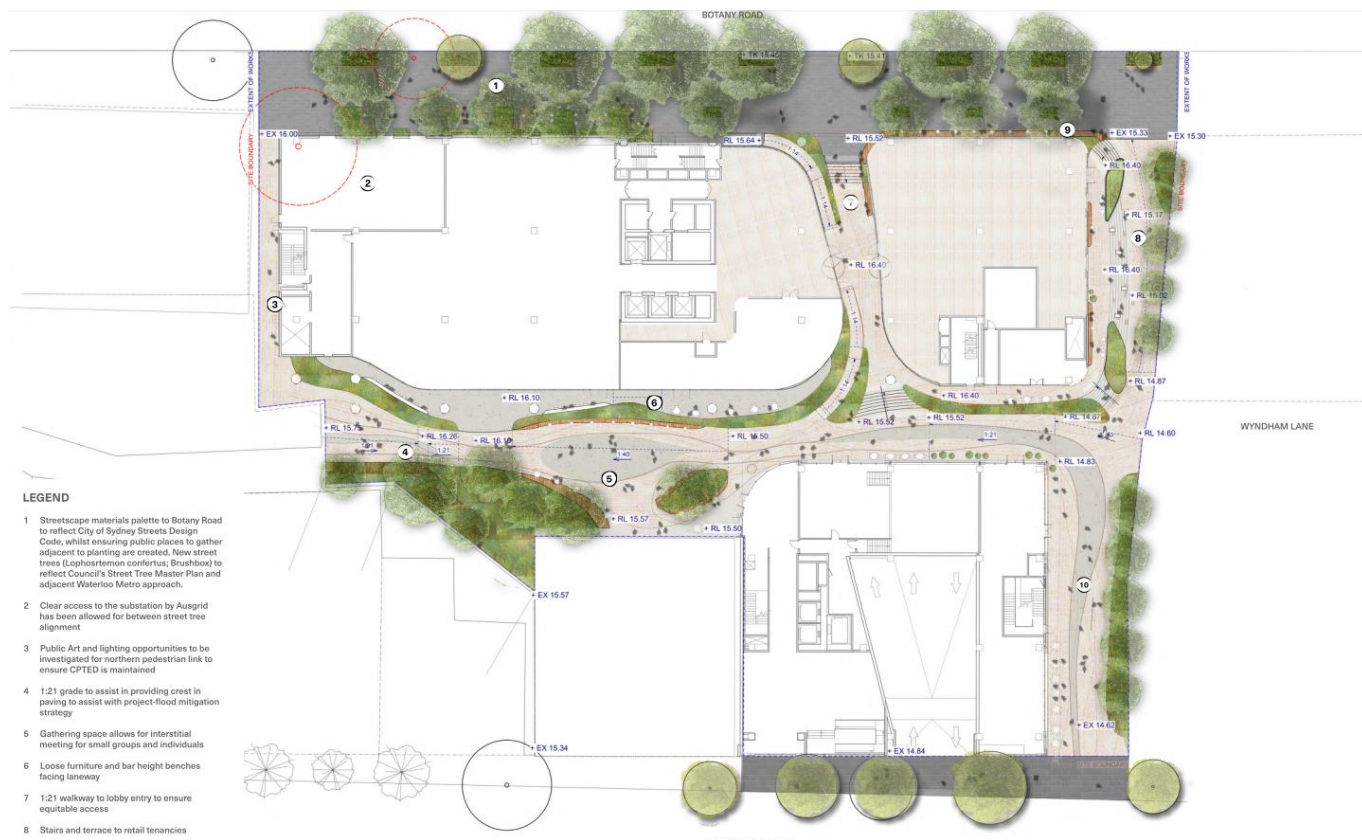


Figure 20 Ground Floor proposed landscape plan

Source: ASPECT Studios



Figure 21 Photomontage view from Botany Road

Source: Gensler

3.1 Public Domain and Amenity

There are various design features proposed within the development that aim to improve the ground floor plane and increase the level of accessible public domain available on site. The new development will facilitate a new east-west and north-south connection that will provide direct access between Botany Road in the east and Wyndham Street in the west. This new connection will be lined with new shared spaces and retail activation to support the pedestrian experience and economic viability of the site. Refer to **Figure 22**.

Further, Wyndham Lane is proposed to be re-aligned at the site and will facilitate the new central north-south through link spine that will separate the two proposed buildings at the ground floor plane and will connect to the new southern through-site link. The new Wyndham Lane through site connection will be embellished with retail opportunities that will facilitate opportunities for outdoor dining that will be supported by landscaping and opportunities for public art through the introduction of new deep soil zones at the site as well as new art installation opportunities proposed in consultation with Balarinji. Refer to **Figure 23**.

Internally, the lobby spaces are capable of facilitating ground floor amenities to employees, patients and visitors of the site by facilitating retail food and beverage outlets as well as new 'Forum' space. The Forum is designed to be an internal arrival zone that is versatile in nature and can be used as a key congregational space or a casual meeting point. It will act as a space that provides a buffer zone between the lift core and internal health related facilities and the external arrival points within the through-site link. Refer to **Figure 24**.

Additionally, the laboratory spaces will include traditional laboratories as well as breakout spaces for staff including informal seating areas and meeting rooms. Refer to **Figure 25**Error! Reference source not found..



Figure 22 Southern Laneway entrance

Source: Gensler



Figure 23 Wyndham Lane

Source: Gensler



Figure 24 Forum space

Source: Gensler



Figure 25 Laboratory Environments

Source: Gensler

4.0 Nature of Recorded Crime

Crime statistics obtained from the NSW Bureau of Crime Statistics and Research (BOCSAR) represents criminal incidents recorded by NSW Police. A review of the local statistics over the 12 months to March 2024¹ found that the most commonly occurring crimes relevant to within the suburb of Alexandria were:

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

The frequency of the above crimes in the suburb of Alexandria, between March 2021 and March 2024 are detailed in **Table 4** below.

Table 4 Statistics of crime in the suburb of Alexandria between March 2021 and March 2024

Crime	Incidents year from March 2021	Rate per 100,000 persons	Incidents year from March 2022	Rate per 100,000 persons	Incidents year from March 2023	Rate per 100,000 persons	Incidents year from March 2024	Rate per 100,000 persons	2022- 2024 Trend	Rate per 100,000 Category
Assault – domestic violence related	29	285.1	25	253.9	21	209.7	28	279.6	Stable	Very Low
Assault – non-domestic violence related	31	308.5	29	295.4	40	399.4	43	429.4	Increase	Very Low
Break and enter – dwelling	26	256.3	9	91.6	18	179.7	27	269.6	Stable	Very Low
Break and enter – non-dwelling	12	117.4	15	152.6	17	169.8	16	159.8	Stable	Very Low
Steal from motor vehicle	61	600.4	52	527.8	41	409.4	45	449.4	Stable	Very Low
Steal from retail store	72	714.5	69	702.9	66	659.1	73	729.0	Stable	Very Low
Steal from dwelling	40	395.7	35	356.3	35	349.5	42	419.4	Stable	High
Steal from person	4	39.5	4	40.7	3	30.0	3	30.0	Stable	Very Low
Motor vehicle theft	61	600.4	52	527.8	41	409.4	45	449.4	Stable	Moderate

¹ The most recent crime data available in relation all crimes affecting the suburb of Alexandria between March 2023 to March 2024.

Crime	Incidents year from March 2021	Rate per 100,000 persons	Incidents year from March 2022	Rate per 100,000 persons	Incidents year from March 2023	Rate per 100,000 persons	Incidents year from March 2024	Rate per 100,000 persons	2022-2024 Trend	Rate per 100,000 Category
Malicious damage to property	62	612.1	52	529.6	50	499.3	49	489.3	Stable	Very Low

As shown in **Figure 26** to **Figure 33**, the BOSCAR database indicates that the site is located within or on the periphery of a hotspot for the above crimes.

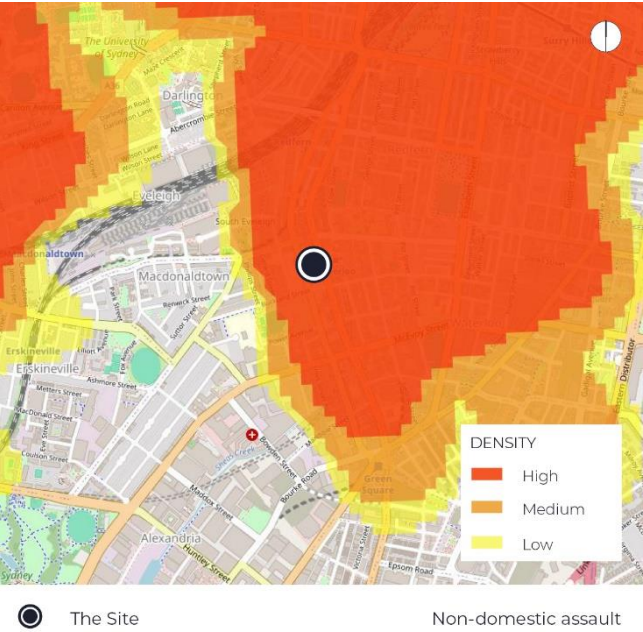


Figure 26 Hotspot - Non-domestic assault

Source: BOCSAR / Ethos Urban

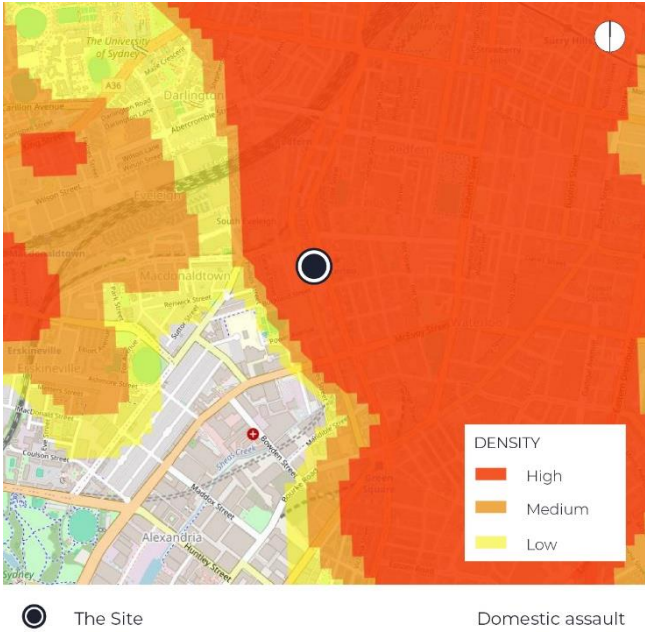


Figure 27 Hotspot - Domestic assault

Source: BOCSAR / Ethos Urban

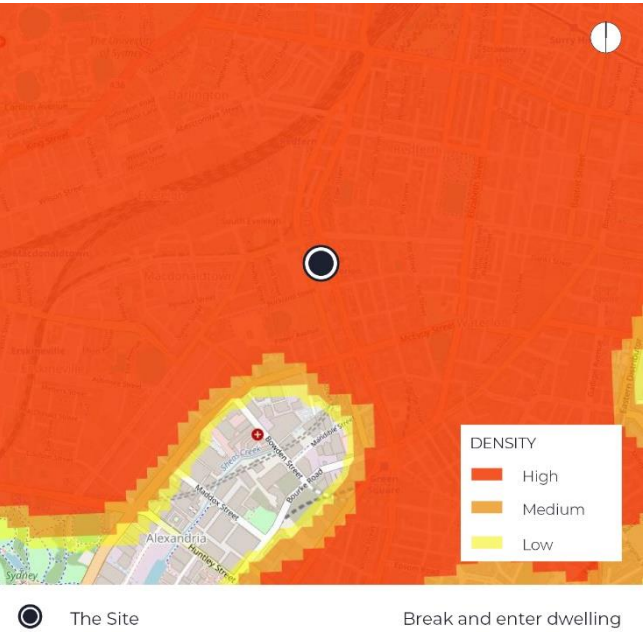


Figure 28 Hotspot - Break and enter dwelling

Source: BOCSAR / Ethos Urban



Figure 29 Hotspot – Break and enter non-dwelling

Source: BOCSAR/ Ethos Urban

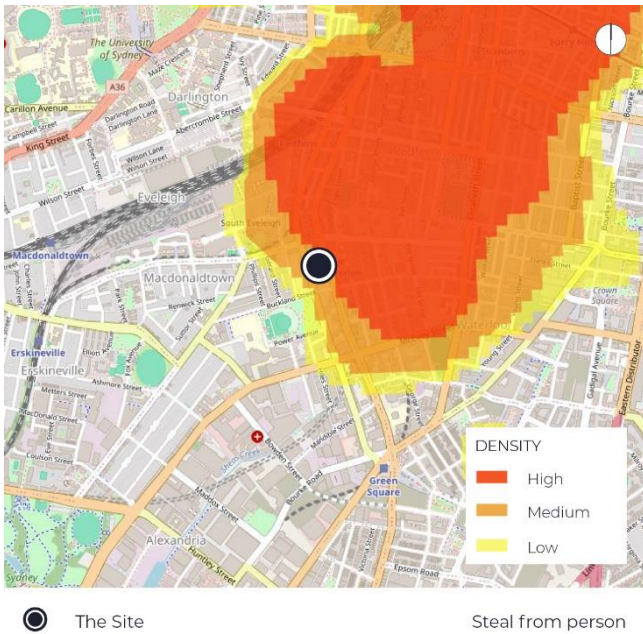


Figure 30 Hotspot – Steal from person

Source: BOCSAR / Ethos Urban



Figure 31 Hotspot - Steal from dwelling

Source: BOCSAR / Ethos Urban



Figure 32 Hotspot - Motor vehicle theft

Source: BOCSAR / Ethos Urban



Figure 33 Hotspot - Malicious damage to property

Source: BOCSAR / Ethos Urban

Hotspots indicate areas of crime density (number of incidents per 50m by 50m) relative to crime concentrations across NSW. They are not adjusted for the number of residents and visitors in the area and thus may not accurately reflect the risk of victimisation in locations that accommodate skewed densities of employment or residential areas with high levels of visitors from outside of the population residence.

The Waterloo Metro Station is expected to increase the number of people within the immediate locality. Furthermore, due to the sites location within the periphery of other major centres, it is typical for instances of crime and/or antisocial behaviour to be at more moderate, or even higher levels in some crime categories. Major activities that draw people to the area include pedestrians travelling to and from their place of employment, residence, indoor recreational facilities or open space to Redfern or Green Square Station, and construction workers on the Waterloo Metro Station and over-station development. Crime data from BOCSAR does indicate

that crime rates are mostly stable over the four years to March 2024 except for non-domestic violence related assault, which has seen an increase in occurrences.

The main hotspots that may be concerned with the proposal include 'malicious damage to property', 'break and enter non-dwelling', and 'motor vehicle theft'. Analysis of the BOCSAR crime trends of the locality suggests that crime rates are either stable or increasing (assault non-domestic violence related). The design, layout and access points of the designed development for the site have also been carefully reviewed in line with CPTED principles to reduce any incidents of assault or damage to properties.

4.1 Crime Generators and Attractors

It is important to understand why locations have become hotspots in order to help identify paths to possible solutions. Ultimately, this will facilitate the crime prevention recommendations expanded upon in **Section 6.0**, which aims to contribute to the reduced likelihood of crime at the site. This understanding will help ensure that the design of the development does not transition into a space that could enable opportunities for crime.

Therefore, it is important to identify any nearby crime generators or crime attracting nodes that could affect the safety of the site. These nodes are identified and summarised below:

- **Crime generators** – places that attract large numbers of people as a result of routine activities (unrelated to crime):
 - **Alexandria Park:** The park could attract a high number of people through formal and informal use of the sportsfield, tennis court, and multipurpose outdoor court.
 - **Waterloo Metro Station:** The under-construction Metro station will provide direct access to the Sydney CBD, north-west and south-west Sydney. Once open (expected completion mid-late 2024), Waterloo Metro Station is expected to service around 19,000 people daily.
 - **South Eveleigh Precinct:** A cultural hub that hosts a range of events and activities, drawing a large pedestrian volume. The number of people present at the site can vary depending on how many events are occurring concurrently, as it typically facilitates a high influx of visitors to the area.
- **Crime attractors** – places that afford criminal opportunities that are well known to offenders:
 - **Southern industrial precinct:** The industrial and retail precinct located within the southern periphery of the site could act as a crime attractor due to its concentration of retail and industrial uses in an urban design arrangement that is large-format and expansive in nature.
 - **Wyndham Lane:** the laneway located to the back of the site could be a prime location for crime and/or antisocial behaviour. The space is concealed from the street and readily available for public access due to its lack in overall security measures. Although there were CCTV cameras and signage indicating the presence of security measures in place, there were examples of vandalism, neglect, misuse and graffiti throughout. Most windows and doors were also fortified, which obstructs sightlines, prohibits visibility of activation and potentially indicates that some form of crime and/or antisocial behaviour has previously occurred.
 - **Inner city location:** the site is located within the inner city suburb of Alexandria. Inner city locations can potentially have increased rates of crime due to the higher density and volume of people.

In light of the summary of the nearby crime generators and crime attractors, the site's location within proximity to hotspots with higher levels of crime densities does not necessarily mean it will be significantly 'more' susceptible to crime. The proposed development's intention to have a high quality network of through-site links visible both from the surrounding streets and the ground floor plane of the buildings, as well as the redirection of Wyndham Lane will help to improve sightlines and surveillance, potentially deterring the potential from crime and/or antisocial behaviour.

Therefore, the proposal can produce a space that is collectively well cared for, with a high level of environmental maintenance likely to reduce the likelihood of crime. Further recommendations for the development and are set out at **Section 6.1** of this report, including recommendations for CCTV provisions and other security measures.

4.2 City of Sydney Development Control Plan 2012

The City of Sydney Development Control Plan (City of Sydney DCP) applies to the site, a high level assessment of the objectives and controls relating to Crime Prevention Through Environmental Design measures in Section 3.13.1 has been considered.²

The City of Sydney DCP details the following provisions to assist in reducing opportunities for crime:

- *Active spaces and windows of habitable rooms within buildings are to be located to maximise casual surveillance of streets, laneways, parking areas, public spaces and communal courtyard space.*
- *In commercial, retail or public buildings, facilities such as toilets and parents rooms are to be conveniently located and designed to maximise casual surveillance to facility entries.*
- *Minimise blind-corners, recesses and other external areas that have the potential for concealment or entrapment.*
- *Building entries are to be clearly visible, unobstructed and easily identifiable from the street, other public areas and other development. Where practicable lift lobbies, stairwells, hallways and corridors should be visible from the public domain.*
- *Ground floors of non-residential buildings, the non-residential component of mixed use developments, and the foyers of residential buildings, are to be designed to enable surveillance from the public domain to the inside of the building at night.*
- *Pedestrian routes from car parking spaces to lift lobbies are to be as direct as possible with clear lines of sight along the route.*
- *Where dwelling units have individual main entries directly from a public space, the entry is to include a clearly defined transitional space between public and private areas.*
- *Building details such as fencing, drainpipes and landscaping are to be designed so that illegitimate access is not facilitated by the opportunity for foot or hand-holds, concealment and the like.*

The proposal is expected to comply with City of Sydney DCP provisions through minimising blind corners through the use of curved edges where appropriate and possible, the ground floor plane design allowing surveillance to the surrounding streets and through-site links, and having clear building entrances. The new alignment of Wyndham Lane and the east-west connection is also synonymous with the City's vision for pedestrian permeability in this part of the Alexandria locality.

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

4.3 Crime Prevention Strategy

The City of Sydney *Community Safety Action Plan 2019-2023*³ sets out the role and approach to enhancing safety within the community, and includes the following relevant objectives to assist with reducing opportunities for crime:

- *Increase actual and perceived public safety in city streets and spaces to ensure they are well-lit and attractive.*
- *Creating culturally safe and welcoming spaces.*
- *Promote a creative and vibrant night life to reduce alcohol related anti-social behaviour.*
- *Improve road, public transport and pedestrian safety.*
- *Ensure visitors feel safe and welcome in Sydney.*

The proposal addresses the aims of the *Community Safety Action Plan* through improving pedestrian safety through improved sightlines and surveillance, and increasing actual and perceived safety through making the space more attractive. Further recommendations concurrent with this plan are detailed in **Section 6.0** of this assessment.

² City of Sydney 2023, [Sydney Development Control Plan 2012](#)

³ City of Sydney 2020, [Community Safety Action Plan](#)

5.0 Matters for Consideration

A potential perpetrator can take advantage of the environment, with access and the opportunity for concealment significantly affecting the safety and perceived safety of an environment. Given the site's location within proximity of nearby hotspots identified in the previous section, the following is an assessment of the proposed development's potential to create opportunities for such crimes.

5.1 Surveillance

Opportunities for crime can be reduced by providing opportunities for effective surveillance. The surveillance principle indicates that offenders are often deterred from committing a crime in areas with high levels of surveillance. From a design perspective, deterrence of crime can be achieved by providing:

- clear, direct path that encourage pedestrian activity and allow for clear lines of sight;
- activated day and night uses and casual streetscape surveillance offered by activity at the ground floor;
- establishing buildings close to the street frontage to allow passing traffic to observe the development;
- clear building entry points, highly visible from the street and pedestrianised areas;
- orientation of building entrances and windows towards the street, public domain and parking areas;
- appropriate lighting and effective guardianship of communal and/or public areas; and
- minimised opportunities for offenders to hide or entrap victims.

Overall, the proposal will help to improve surveillance throughout. Sightlines to the streetscape and through-site links will be improved with increased visibility from the ground floor plane into the habitable spaces of the proposed development. It is thought that the proposal is supported by CCTV, helping to deter the potential for crime and/or antisocial behaviour. Specifically:

- The spatial layout of the ground floor plane provides for a building line that is devoid of building alcoves or recesses that could facilitate areas of concealment or an environment capable of entrapment.
- The curvaceous nature of the building line at the Botany Road frontage through-site link is considered to maximise sightlines in this portion of the site and contributes to a place capable of fostering intuitive wayfinding and site navigation.
- The design of the ground floor plane is intentional so that it allows for fluid pedestrian circulation in and around the precinct. The north-south and east-west linkages weave together and culminate at a central courtyard, where public programs, food and beverage outlets and Indigenous art installations create a vibrant destination for the community to capitalise on.
- The re-design and re-alignment of Wyndham Lane is a welcomed design move that will improve the ground floor landscape, reintroduces a more positive and activated experience of the laneway and thereby increases its usage by celebrating its role as a civic thoroughfare within the locality.
- Increased population on site will contribute to a more lively and activated place that allows for passive surveillance opportunities facilitated by incidental connections and retail opportunities from informal guardians who will oversee the use of the area.
- The glazed facades at the ground floor ensure that sightlines are maximised between key points of ingress including from the site boundaries, through to the building elevations and towards lift lobbies.
- Internally, the spatial layout of the floorplate at the ground floor maximises on orientating activated spaces towards either the external streetscape or to the internal through-site link. In this regard, the maximisation on cross-building travel and pedestrian permeability ensures that sightlines towards each building core are easily seen with short travel distances in between. It is likely that the ground floor plane will experience high levels of activation with each lift core optimised with pedestrian circulation.
- The new Wyndham Lane includes potential opportunities for Balarinji art installations and activation, therefore potentially contributing to an environment conducive for casual dwelling and encourages the use of the through-site link as either an outdoor dining place, meeting area or a key destination in its own self which can support the retail viability of the ground floor food and beverage outlets proposed. The increase in activation within this ground floor plane will naturally encourage passive surveillance and presence of formal and informal guardians on site, which can contribute to a safer pedestrian environment.

5.2 Lighting and Technical Supervision

Effective lighting and discrete technical supervision can reduce fear, increase community activity, improve visibility and increase the likelihood of offenders being detected. Lighting and technical supervision are integral in increasing the safety and perceived safety. All lighting provided within and around the development should ideally exceed the minimum Australian Lighting Standard AS/NZ 1158 for public streets, car parks and pedestrian areas, specifically addressing crime and fear reduction. Furthermore, a consistent maintenance and cleaning regime should be put in place to ensure all lighting and CCTV cameras remain in good working condition.

Lighting will be provided internally and externally to the development. Lighting levels should be adequate to permit facial recognition and allow for informal surveillance. Bright and well distributed lighting should be in place at all of the building's entrances and egress points. Lighting types should be of a high quality and be vandal resistant to ensure longevity and allow for less maintenance or replacement. All lighting should be designed and managed in the context of the location to maximise effectiveness. Where recesses and blind corners cannot be avoided, the use of extra lighting and / or mirrors should be considered.

Given that several components of the development are intended to be publicly accessible, a CCTV network is recommended to be installed throughout the various areas of the public domain, including:

- The new Wyndham Lane area and other points within the north-south pedestrian through-site link.
- Along the Botany Road and Wyndham Street frontages.
- Within the two central ground floor lobby's and within high-traffic lift cores.
- Within the basement car parking areas, including near to back of house services.
- Within the new east-west pedestrian through-site link
- Near to the pedestrian and vehicle entrances across the buildings, including doors and carpark/loading dock.
- Around the building curtilage at Botany Road near the interface to Waterloo Metro Station.

It is recommended that a CCTV network plan be developed by a security consultant. To ensure the CCTV network is effective, lighting in and around the development should be designed to correspond with the placement of the CCTV cameras to permit adequate facial recognition of CCTV images at all times. A suitably qualified consultant should be engaged to advise on the lighting specifications. Recommendations are provided in

Section 6.1.

The proposal will improve lighting and technical supervision in the area through:

- The design of the ground floor layout considered conducive to creating an environment that can capitalise on wide view corridors for CCTV to capture and for lighting to penetrate.
- The open nature of the through-site link ensures that solar access illuminates the area which can provide adequate facial recognition for CCTV.

5.3 Territorial Reinforcement

The NSW Police Safer by Design Guidelines note that people generally recognise areas that are well cared for and areas that display strong ownership cues are less likely to be improperly used than those that do not. In particular, ownership cues are heightened and fear can be reduced amongst residents and visitors through the personalisation, marking, maintenance and decoration of a building.

Given that there will be areas of the site that are publicly accessible, particularly the new through-site links, building lobbies and ground floor retail, the proposal will provide a balanced level of territorial reinforcement that conveys the following ownership cues whilst remaining inviting and accessible for the areas that are designated to be accessed:

- The position of the ground floor concierge desk near to the Botany Road frontage glazing line ensures that visual sightlines are able to be facilitated from the external areas to this concierge location. This provides evidence from the outside in that there are formal guardians present and monitoring the key arrival zone of the development.
- By virtue of the proposed land-use and open nature of the ground floor plane, it is expected that the development will experience a high degree of visitors who will act as informal guardians, able to passively overlook key areas of the development such as the basement, through-site link and areas around the building curtilage outside the property boundary.
- The sidewalks will be lined with new street trees in generous planters to create a strong, green demarcation from the streetscape, improve its setting and communicate its designation as a place of employment with stronger ownership cues than what currently exists.

- The ground floor is lined with retail storefronts for café's, restaurants, retail and a public forum, all with access to tenant outdoor space which visually demonstrates a strong sense of place and activation, therefore increasing the amounts of formal guardians visible on site by way of employees or other persons with a vested interest in the place.

Overall, it is considered that the development is capable of providing appropriate opportunities for both formal and informal guardians in and around the development that will help to deter offenders and increase the risk of detection and will contribute to the safety of the area.

5.4 Environmental Maintenance

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

Vandalism, graffiti and other crimes can induce fear and avoidance of public spaces, particularly amongst the elderly. As such, maintenance of the proposed development and its surrounds is a key crime prevention mechanism. The proposed development will provide a high quality urban environment which will convey a clarity of ownership and display a space that is well cared for.

As shown within Landscape Plans prepared by ASPECT Studios, the proposal provides a better use and higher quality design outcome for the site in its entirety than what was previously provided on site. The maintenance of an area encourages regular use in attracting visitors and ensuring their return, which in turn provides opportunities for natural supervision. It is recommended that the Botany Road and Wyndham Lane frontages are monitored regularly with an adequate contractor appointed to ensure that appropriate landscaping care is upheld for these spaces.

The proposal shows good environmental maintenance through:

- The design of the external through-site link provides a palette of high quality materials which will reduce the need for ongoing maintenance and will lessen the likelihood of damage.
- Vegetation species were deliberately chosen for maximised pedestrian comfort considered through its qualities of shade, shadow, light and wind flow analysis to minimise environmental maintained and allow for increased biophilic interaction with the outdoor spaces so that opportunities for encounter and exchange can occur on a regular basis.
- A Plan of Management will be prepared for the development and is recommended to include a rapid removal policy for any graffiti or vandalism so to ensure the environment remains a high quality area.

5.5 Activity and Space Management

The management of space and activity is important to maintaining control over a space and preventing incidents of crime. Space management relates to the supervision, control and the ongoing care of a development, similarly to environmental maintenance. Spaces that are infrequently used are known to experience crime and be the subject of abuse. Effective space management also encourages people to feel a shared responsibility for its use and condition.

The proposed development has given due consideration to activity and space management, with the inclusion of ground floor retail and lobby spaces, indoor-outdoor Forum space and landscaped public domain. The design, intended uses and management of these places will help activate the overall setting of the development and promote its nature as a high quality versatile space. Care must be taken to ensure that the subject site does not fall into a space of neglect or misuse (as currently exhibited at the site), particularly within the through-site link such as the proposed art installation wall. High degree of maintenance, regular care and management over these spaces will help ensure its activation and ongoing high quality status so that sustainable levels of passive surveillance are continually assured.

Given the above, it is considered that the architectural design provides for clearly defined spaces, capable of being well managed and cared for in order to prevent incidents of crime.

5.6 Access Control

Access control strategies restrict, channel and encourage the movement of people and vehicles into and through designated areas. Unauthorised entry is reduced by physical and technical barriers, as they increase the effort required to commit a crime. The proposed development includes multiple types of access, these include:

- Primary – access to all public areas, including to the public domain areas such as the site-through links, and ground floor retail.
- Secondary – access to semi-public areas, including building lobbies and basement carpark.
- Vehicle – i.e. access for vehicles for loading and car parking within the proposed development, accessed from Wyndham Street.

As with territorial reinforcement, it is important to maintain that the proposed development be free of physical access control that appears to fortify the environment. Therefore, areas within the proposed development such as the loading dock, staff amenities or back of house area that are nominated for staff use only may require provisions that increase access control measures. In this case, a boom gate or roller door should be provided to the basement car park. Secure security through swipe access cards or pin entry into sensitive areas of the buildings such as staff only areas like laboratories or patient holding areas are recommended to prevent unwanted persons from accessing these spaces.

The proposal implements good access control measures through:

- It is expected that the basement will adopt secure access measures such as boom gate or roller door access system so as to control the flow of vehicular access in and out of the site.
- It is expected that any sensitive locations, such as back of house area, private administration spaces or areas where there is greater patient sensitivity will only be able to be accessed by those authorised with secure swipe cards, key access or pin code verification entry.
- A signage and wayfinding strategy is expected to be implemented which will minimise confusion for wayfinding on site and will channel and direct persons to the most appropriate locations in an efficient manner.

5.7 Design, Definition and Designation

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

To further delineate the varying uses provided by the development, it is recommended that clear signage to indicate entry points and facilitate wayfinding be provided to help convey how each space should be used. In particular clear wayfinding signage should be provided at key entrance points to different components of the site.

Clear wayfinding signage should be provided at the entrance points into the site, including at through-site link entrances, building and lobby entrances, and retail entrances, and especially within staff only areas such as laboratories, staff amenity areas or areas with greater patient sensitivity to prevent individuals of the public from inadvertently or intentionally accessing these spaces and to make it clear how each space is managed.

The site plan layout is benefitted by a regular and linear orientation of the building and internal layouts, which benefits natural surveillance and intuitive wayfinding. Maintenance of the landscaped elements within the public domain should occur to ensure that these areas do not undermine the principles of CPTED, including access control, natural surveillance, effective lighting and technical surveillance.

Access arrangements will play a pivotal use in clearly delineating between the public and private uses on the site.

6.0 Crime Risk Rating and Recommendations

The Crime Risk Rating considers the development as proposed in the architectural plans prepared by Gensler. Acknowledging the existing and future site context along with the issues discussed in Section 2, 4, and 5, the Crime Risk Assessment Rating of the place was rated within the 'moderate' category.

A high level assessment of the proposed development layout using the CPTED principles has found that, with the implementation of the recommendations to be considered in the future context of the site, the rating would improve within the 'low' category. While the redevelopment of the site will likely increase the population on site, and thereby increasing potential new opportunities for crime, purely by the increase of use and occupancy of the site, our assessment finds that the proposed layout and design of the proposal is generally consistent with the principles of CPTED. The below recommendations are provided to assist in minimising any further opportunities for crime that could occur during the operational stages of the development.

6.1 Mitigation Measures

1. A CCTV network should be installed throughout the public domain through-site link areas, the basement car park, and any other spaces that are publicly accessible, including back of house areas and the loading dock. The CCTV network is to be designed in consultation with a suitably qualified security consultant with a Class 2A licence under the *Security Industry Act 1997* who can provide specific advice on the placement, installation, monitoring and maintenance of the CCTV network.
2. A lighting strategy should be developed by or in consultation with a suitably qualified and experienced lighting expert and suitably qualified security expert.
3. The installation of an appropriate bollard/barrier system may be required (only if considered necessary) in sensitive locations such as the public domain areas or the east-west through-site link to prevent vehicles driving into the site. A security consultant with a Class 2A licence under the *Security Industry Act 1997* is recommended to be engaged to provide specific advice on the type, placement and installation of this bollard/barrier system to ensure vehicles moving at high velocity cannot enter the site in locations not intended for vehicles.

6.2 General Recommendations

6.2.1 Surveillance

- Provide adequate and appropriate CCTV for high-traffic areas such as the north-south and east-west through-site links, Botany Road and Wyndham Street building curtilage, building entrances (both pedestrians and vehicles) and building lobbies and basement levels.
- Ensure that retail glazing or building lobby areas are free from signage or obstructions that could prevent visibility or sightlines between places.
- Ensure landscaping around buildings is well maintained and does not reduce sightlines from the ground floor plane of the buildings or site-through links or offer areas of concealment.
- Ensure lift bank entrances within the basement are clearly visible with good wayfinding and designed to avoid potential areas of concealment/entrapment.

6.2.2 Lighting and Technical Supervision

- The CCTV network should endeavour to ensure blackspots of coverage are not created.
- Ensure adequate lighting is provided throughout through-site links and at building entrances so that it can allow for facial recognition to be captured by CCTV devices.
- Explore potential for sensorised lighting, noting that having lighting consistently on could increase the risk of crime and/or antisocial behaviour.

6.2.3 Territorial Reinforcement

- Provide signage throughout the precinct to direct pedestrian movements and deter loitering where it is not designated.
- Clearly delineate between publicly and privately accessible areas via passive boundaries (such as landscaping or paving) that do not appear to over fortify an environment. High fencing is discouraged in these areas.
- Allow for the continued presence of a formal guardian available at the lobby reception desk on the ground floor to help oversee this area and provide assistance to any visitors within the building and prevent aimless wandering or loitering.
- Ensure that all areas not intended for public access are secured through provisions such as key swipe card or pin entrance.
- If CCTV present, explore opportunity to display signage indicating security measures in place as a deterrence.

6.2.4 Environmental Maintenance

- Ensure an effective and prompt response to environmental maintenance for the development is clearly specified through a Plan of Management (or the like). Environmental maintenance should acknowledge the principles of CPTED and ensure general building maintenance and cleanliness is maintained throughout the precinct.
- Ensure landscaping around buildings is well maintained to maintain attractiveness of space.
- Ensure mechanisms are in place to facilitate the on-going maintenance of the building, including the implementation of a rapid removal policy for vandalism repair and the removal of graffiti. Regular maintenance and cleaning of vandalism is crucial to the ongoing perception of safety of the precinct and should be incorporated into a Plan of Management (or the like). Consideration should be given to graffiti resistant materials/surfaces.

6.2.5 Activity and Space Management

- Ensure the effective management of the proposed development is articulated through a Plan of Management (or similar). This is particularly important in providing protocols, guidance and government in the management of differing land-uses and spaces at the site, including the hours of operation of retail tenancies, basement access and security measures to the health facility after hours.
- Ensure future buildings and wayfinding signage is appropriate to deter access to private spaces and direct pedestrian movements through the precinct.

6.2.6 Access Control

- Provide secure electronic access (card / key controlled entries / lifts etc.) to all private entrances of the building and any restricted area where members of the public are not permitted to provide a delineation between public and private spaces. This suggestion should extend to any area internally where there is patient or employee sensitivity, including private rooms or surgeries. For the basement, implement a boom gate or roller door to manage vehicular access.

6.2.7 Design, Definition and Designation

- Provide wayfinding signage where appropriate to reinforce perception of safety and legibility to clearly define uses and directions (to be usable at night time). Ensure adequate and clear signage is provided for community facilities, infrastructure and transport such as railway, bus stops and taxi/uber ranks (if necessary).
- Ensure the design of the buildings is sympathetic to the local character and clearly designates its use as a health facility.
- "Park Smarter" signage is recommended to be displayed in the unsecured car parking areas to remind people to secure their vehicles. Ensure that parking for emergency vehicle parking remains clearly signed.