

State Significant Development Application - SSDA 7317 Crime Prevention Through Environmental Design



Australian Technology Park, Eveleigh

Multi-building Redevelopment including Commercial Office, Retail and Community Uses and Upgrades to the Public Domain

Submitted to NSW Department of Planning and Environment
On Behalf of Mirvac Projects Pty Ltd

December 2015 ■ 15756

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1.0 Introduction

This Crime Prevention Through Environmental Design (CPTED) assessment has been undertaken to assess the elements of crime, and the fear of crime that may be associated with the redevelopment of three development sites within the Australian Technology Park (ATP), Eveleigh for predominately business/ commercial premises along with public domain works.

This CPTED report is to be read in conjunction with the State Significant Development Application (SSDA) and Environmental Impact Statement (EIS) prepared by JBA which seeks approval for:

- Site preparation works, including demolition and clearance of the existing car parking areas/ancillary facilities and excavation;
- Construction of a 9 storey building within Lot 9 (Building 1), comprising of parking, retail, commercial and childcare uses;
- Construction of a 7 storey building within Lot 12 (Building 2) comprising of parking, retail and commercial uses;
- Construction of a 4 storey community building within Lot 8 (Community Building) comprising of gym, retail, community, commercial and childcare uses;
- Extensive landscaping and public domain improvements throughout the precinct in PT 4007 Lots 10, 13 and 501; and
- Extension and augmentation of physical infrastructure/utilities as required.

CPTED is a situational crime prevention strategy that focuses on the design, planning and structure of the environment. It aims to reduce opportunities for crime by employing design and place management principles that minimise the likelihood of essential crime ingredients.

This assessment has been prepared by a Certified NSW Police Risk Assessor, and uses qualitative and quantitative measures of the physical and social environment to analyse and suggest treatment for crime opportunity in accordance with the Australian and New Zealand Risk Management Standard AS/NZS 31000:2009.

In accordance with the NSW Department of Planning and Environment's guidelines (formerly the Department of Urban Affairs and Planning) (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 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 following drawings have been reviewed as part of this assessment:

- Architectural Plans, prepared by fjmt + Sissons; and
- Landscape Concept Plan, prepared by Aspect Studios.

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

- review of key literature on CPTED by the Department of Attorney General and Justice Crime Prevention;
- collection and analysis of local and NSW State crime statistics from the Bureau of Crime Statistics and Research (BOSCAR); 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. Environmental maintenance
 5. Activity and Space Management
 6. Access control
 7. Design, definition and designation.

A site inspection was conducted on 17 November 2015 between the hours of 9.30am and 10.00am to assess the current site conditions and situational crime prevention measures and safety impacts.

Sections 5 and 6 of this report reflect the findings and recommendations of the crime risk assessment.

Disclaimer:

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

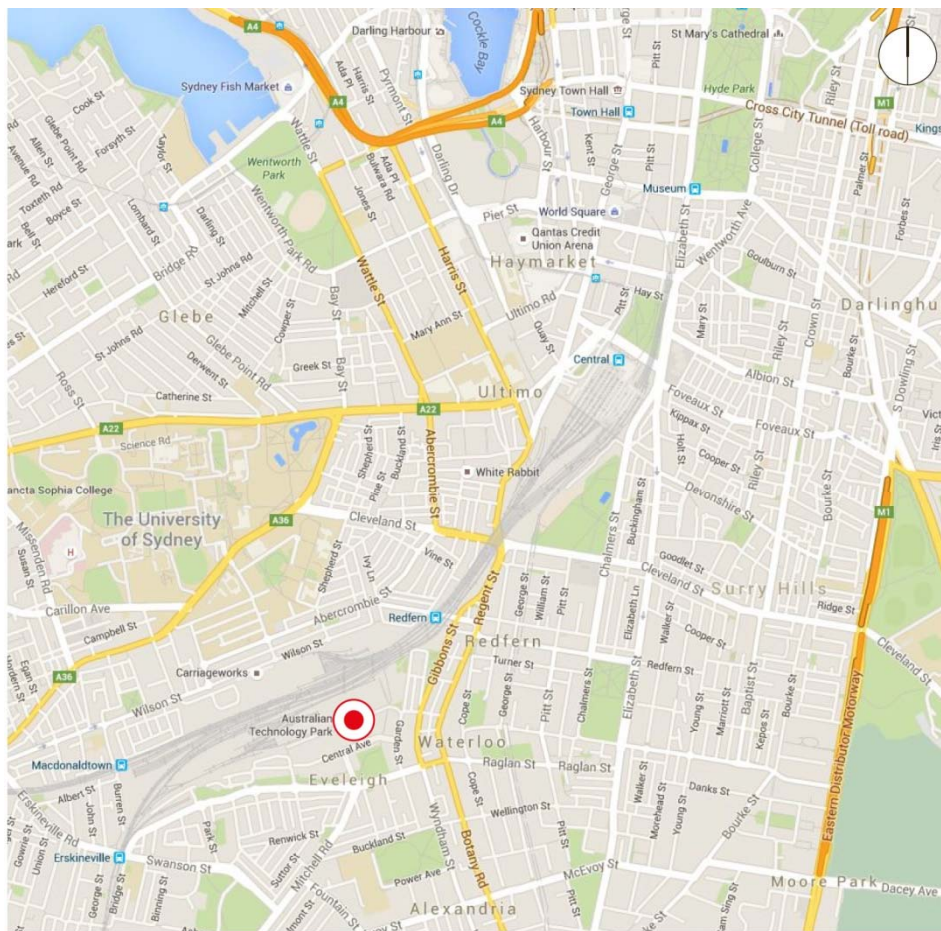
- *it is not possible to make areas assessed completely safe for the community and their property;*
- *recommendations are based upon information provided to, and observations made at the time the document was prepared; and*
- *this document does not guarantee that all risks have been identified, or that the area evaluated will be free from criminal activity if its recommendations are followed.*

2.0 The Site

2.1 Site Location and Context

The three development sites, the subject of this SSDA are situated within the ATP precinct, which is strategically located approximately 5km south of the Sydney CBD, 8km north of Sydney airport and within 200m of Redfern Railway Station. The location of the ATP precinct is identified in **Figure 1**.

The ATP precinct has an overall area of 13.2 hectares and is bound by the railway line to the north, railway workshops and yards to the north-west, government-owned community housing to the west, Henderson Road to the south and Garden & Cornwallis Streets to the east.



● The Site

Figure 1 – Australian Technology Park location plan

2.2 Key Development Sites

The three key development sites, as identified in **Figure 2**, are presently used for at-grade worker and special event car parking (refer to **Figure 3**).

Lot 9, which is indicated as Building 1 is generally hard surfaced and is bounded by Central Avenue to the north, Davy Road to the east, the ATP tennis courts and a partially landscaped area to the south, and the Alexander Child Care Centre to the west. Vehicular access to Lot 9 is currently gained from Central Avenue, however it is restricted by approximately 2m high wire mesh fencing along the western, southern and eastern boundaries and a low level rail fence which incorporates an access gate along the northern boundary.

Lot 12, which is indicated as Building 2 is irregular in shape and has split levels. It is bounded by Locomotive Street to the north, Central Avenue to the south, Mitchell Way to the east and the Central Plaza to the west. Vehicular access is gained from both Locomotive Street and Central Avenue, however security boom gates restrict access and egress.

Lot 8, which is indicated as the Community Building is bounded by Central Avenue to the north, Davy Street to the west, the Biomedical Building to the east and the Vice Chancellors Oval to the south and south-east. The perimeter of Lot 8 is generally secured by 2m high wire mesh fencing and which vehicular access is gained from Central Avenue, it is restricted by security boom gates.

At the site inspection there were no physical signs of CCTV in operation or physical guards or patrols. However, it is understood that guards are employed to patrol the ATP precinct through the night from 7.00pm. Good quality lighting was provided across the entire ATP precinct, including the three key development sites.

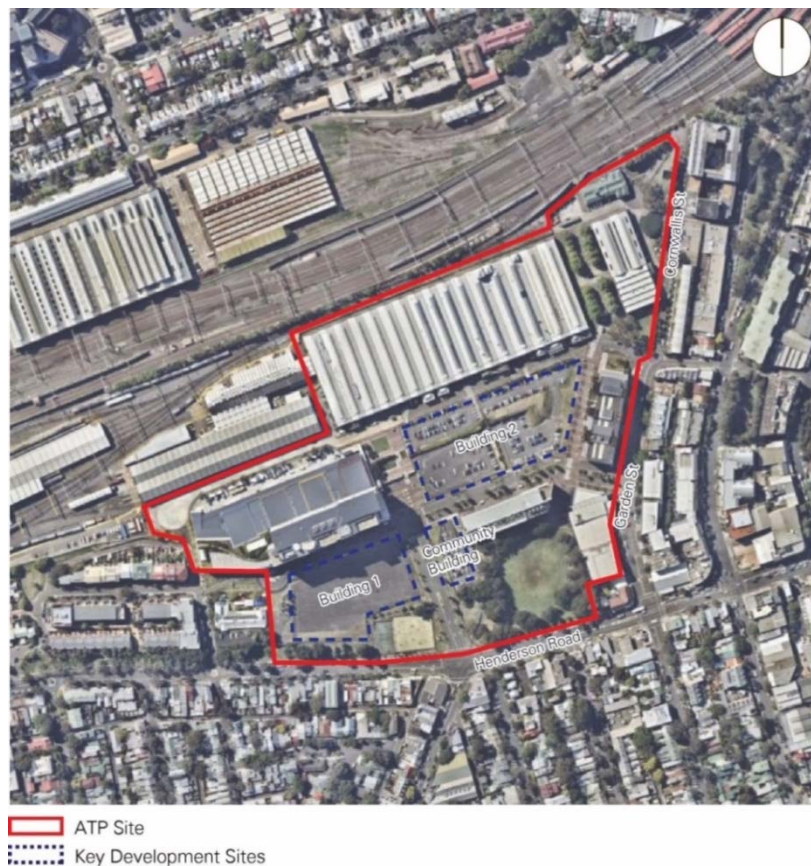


Figure 2 – Aerial photograph of the ATP precinct, with the three key development sites identified. Photographs of the three development sites are included at **Figures 3-6** below.



Figure 3 – Lot 8 (Community Building) viewed from Davy Street looking north-west



Figure 4 – Lot 9 (Building 1) viewed from Davy Street looking north-west



Figure 5 – Lot 9 (Building 1) viewed from the western site boundary looking east



Figure 6 – View across the southern portion of Lot 12 (Building 2) development site

2.3 Risk Assessment of Existing Site

A Risk Assessment of the three development sites in their existing form has been undertaken. Overall the Crime Risk Rating for each site is considered to be 'Low' for the following reasons:

- Surveillance opportunities from surrounding buildings over each of the three sites is provided.
- Generally good quality way finding signage across the ATP is evident.
- The urban environment is well maintained and there are no signs of litter, graffiti or vandalism.
- Perimeter fencing and access control into each development site is provided.

3.0 The Proposed Development

The SSDA seeks approval for the following components of the development:

- Site preparation works, including demolition and clearance of the existing car parking areas/ancillary facilities, excavation and remediation;
- Construction and use of three (3) new buildings for mixed commercial, retail and community purposes, which include:
 - Building 1, nine (9) storeys (excluding plant) commercial office building, with ground level retail and childcare;
 - Building 2, seven (7) storey (excluding plant) commercial office building, with ground level retail including supermarket;
 - Community Building, four (4) storey (excluding plant) multi-purpose building including commercial office, community office, childcare, retail and gym uses;
- Provision of car parking within Buildings 1 and 2, accessed from Central Avenue, providing car spaces, motorcycle spaces, service / courier spaces, and 606 secure bicycle spaces;
- End of trip facilities (including changing rooms, lockers, showers and toilets) within Buildings 1 and 2 and the Community Building;
- Fit out and use of the childcare centre and gym floorspace;
- Significant public domain improvement works including: roadway resurfacing/reconfigurations, enhanced streetscapes, landscaping upgrades/plantings and public furniture, lighting and interpretive heritage/art at various locations within ATP; and
- Extension and augmentation of physical infrastructure / utilities for the development, including provision of new substations.

A detailed and comprehensive description of the proposal is contained in the Environmental Impact Statement (EIS) prepared by JBA, however the key components are summarised below.

3.1 Building 1

As illustrated in **Figure 7** and on the architectural plans prepared by fjmt + SISSIONS, Building 1 will comprise:

- Lower Ground Level – car parking, bicycle parking, a child care centre, street level foyer, retail, a loading dock, plant and back of house facilities;
- Mezzanine Level – car parking and plant;
- Upper Ground Level – car parking, commercial floorspace and an upper level foyer;
- Levels 1 to 7 – commercial floorspace;
- Plant Level; and
- Roof.

Vehicular access into the car park will be provided via a two-way entry/exit leading from Central Avenue directly into the lower ground level and entry and exit from the car park will be managed by security boom gates and a roller door.

Pedestrian access into Building 1 will be from the Lower Ground floor. Whilst the Lower Ground level foyer, retail and childcare centre will all face onto Davy Road pedestrians will enter the development via the foyer and access the lifts, retail area, child care centre and upper floors via this one entrance. There is no direct pedestrian access into the development from any other location, however a bicycle access is provided from Central Avenue at Lower Ground level.



Figure 7 – Photomontage of the proposed Building 1 as viewed from Davy Road

3.2 Building 2

Building 2 will comprise:

- Lower Ground Level – car parking, bicycle parking, retail tenancies, foyer, loading dock, plant and back of house facilities;
- Mezzanine Level – car parking, plant and service rooms;;
- Upper Ground Level – retail floorspace, a lobby and office floorspace;
- Levels 1-5 – office floorspace;
- Level 6 – plant; and
- Roof.

Figure 8 is a photomontage of Building 2 when viewed from Locomotive Street.

Vehicular access into the car park will be via a two-way entry/exit leading from Central Avenue into the Lower Ground level. A separate entre/exit into the loading dock will also be provided from Central Avenue. Access to the mezzanine level car park will be via an internal ramp.

The retail tenancies and foyer at Lower Ground level will face and be directly accessed from Central Avenue. The main entrance lobby, and retail tenancies at Upper Ground level will face and be directly accessed from Locomotive Street. Employees will access the upper levels via internal lifts leading from the main entrance lobby and car parking areas.



Figure 8 – Photomontage of Building 2 when viewed from Locomotive Street

3.3 Community Building

The Community Building will comprise the following:

- Ground Floor – lobby area, gymnasium, retail floorspace and back of house facilities;
- Levels 1 – a child care centre and two terrace areas (north and south);
- Level 2 – office floorspace and two terraced areas (north and south) overlooking Central Avenue and Eveleigh Green;
- Level 3 – office floorspace; and
- Roof.

The proposed Community Building does not include car parking and therefore vehicular access is not provided or necessary. Pedestrian access is via the Ground Floor central lobby which is recessed from the main building line and leads directly from Davy Road.

3.4 Landscaping and Public Domain

The proposed landscape and public domain concepts are set out in detail within the Landscape Concept Design Report and Plans, prepared by Aspect Studios. In summary the proposed development will include high quality revitalisation and upgrade works to the following landscaped and public domain areas within the ATP.

- Village Square;
- Innovation Plaza;
- Sports Courts;
- Eveleigh Green;
- Entry Plaza;
- Locomotive Street;
- Central Avenue; and
- Davy Road.

4.0 Nature of Recorded Crime

Crime statistics obtained from the NSW Bureau of Crime Statistics and Research (BOSCAR) represents criminal incidents recorded by NSW Police. A review of the local statistics for 2014¹ found that the ATP precinct is identified within six crime hotspots:

- assault- non domestic violence related;
- stealing from a motor vehicle;
- stealing from dwelling;
- breaking and entering of dwelling;
- assault – domestic violence related; and
- breaking and entering of non-dwelling.

As illustrated in **Figures 9 -13**, the ATP precinct is located within the high density zone on the 'breaking and entering of dwelling' and 'stealing from dwelling' hotspot maps, the medium density zone on the 'assault – domestic violence related', 'breaking and entering of non-dwelling' and 'stealing from a motor vehicle' hotspot maps and the low-medium density zone on the 'assault – non domestic violence related' hotspot map.

Hotspots indicate areas of high crime density (number of incidents per 50m by 50m) relative to crime concentrations across NSW. Hotspots are not adjusted for the number of residents and visitors in the area and thus may not reflect the risk of victimisation. With this in mind, we note that the BOSCAR statistics indicate that the majority of Eveleigh and indeed the Sydney CBD is included within all of the identified hotspot areas.

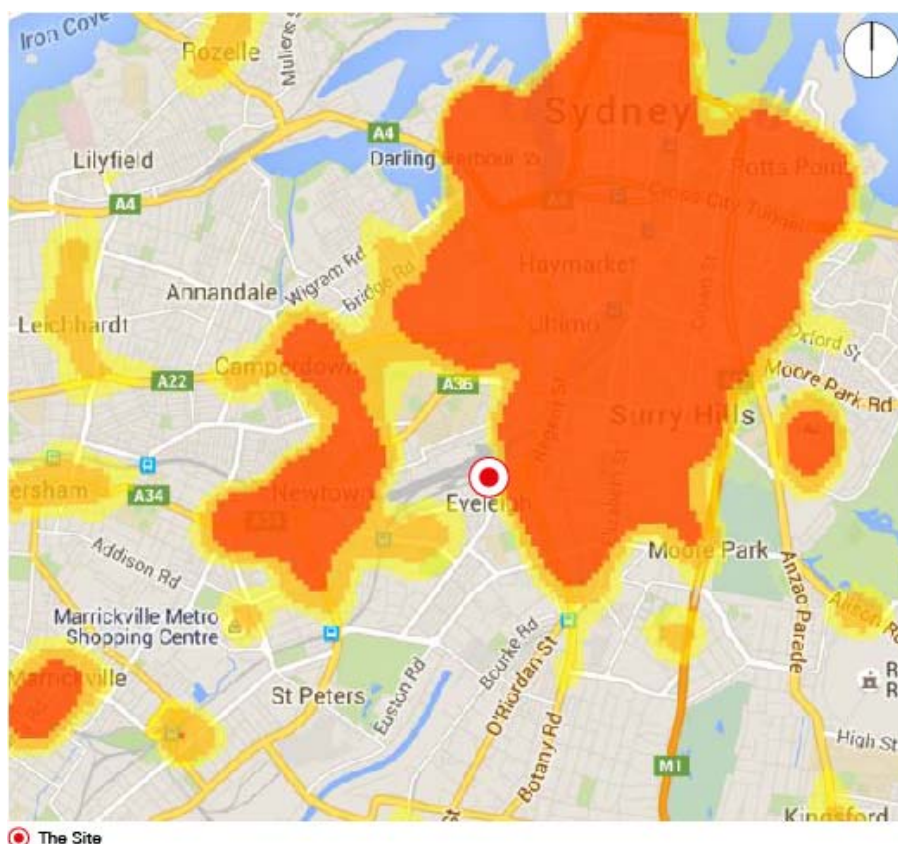


Figure 9 – Assault – non domestic violence related Hotspot Map
Source: BOSCAR

¹ The most recent crime data available in relation all crimes affecting the Site/Auburn LGA is 2014

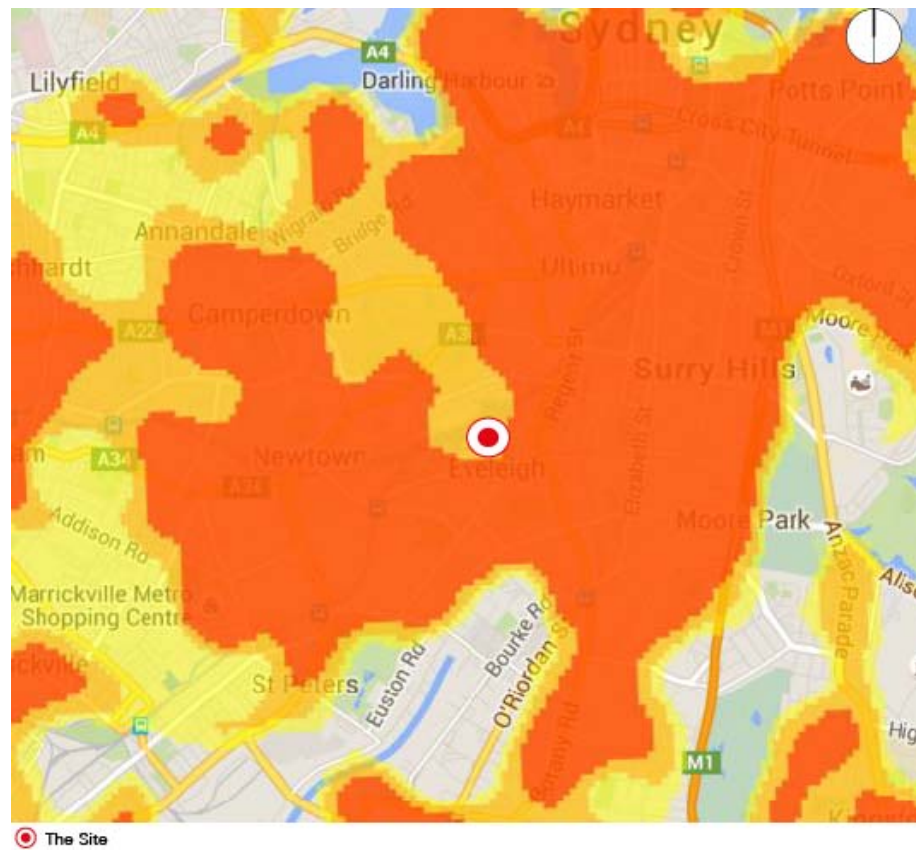


Figure 10 – Stealing from a motor vehicle Hotspot Map
Source: BOSCAR

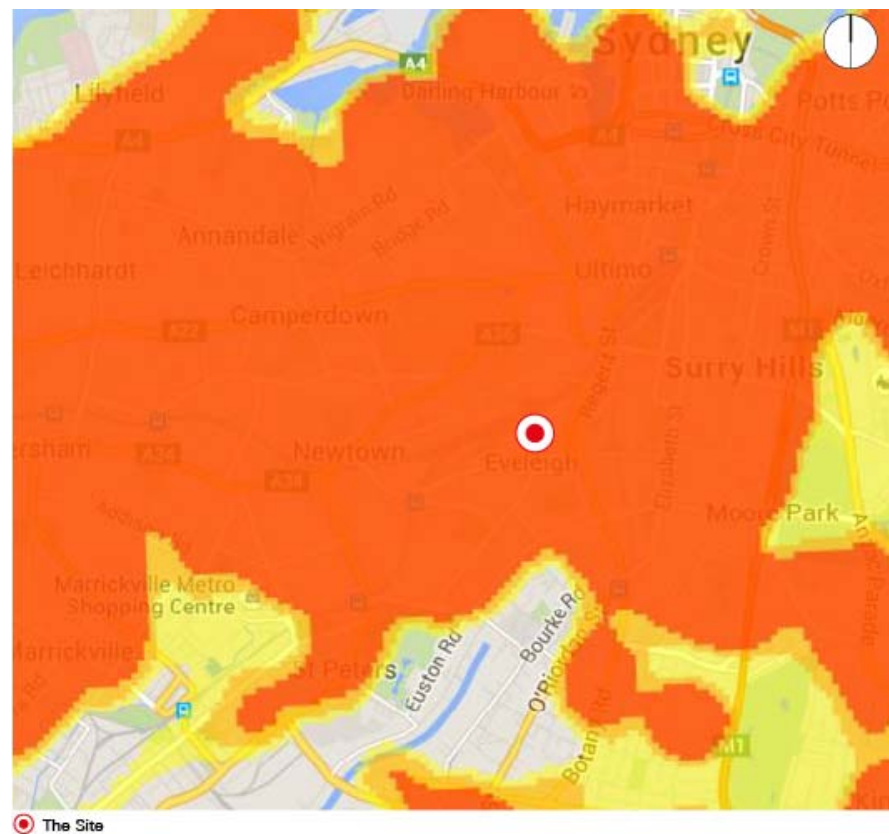


Figure 11 – Stealing from dwelling Hotspot Map
Source: BOSCAR

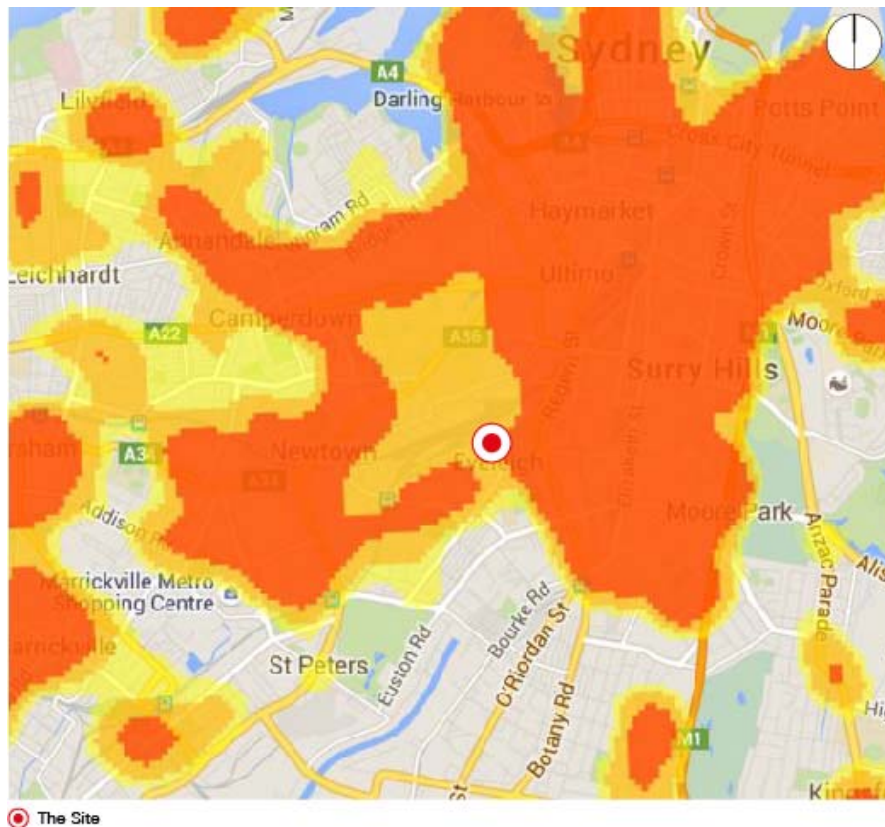


Figure 12 – Assault – domestic violence related Hotspot Map
Source: BOSCAR

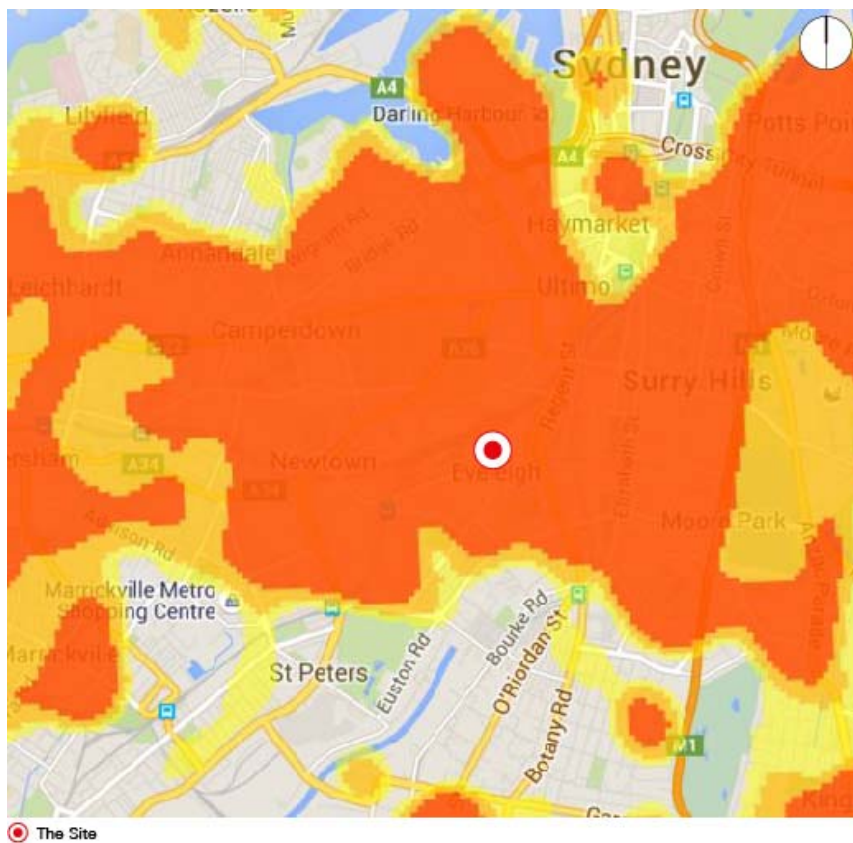


Figure 13 – Breaking and entering of dwelling Hotspot Map
Source: BOSCAR

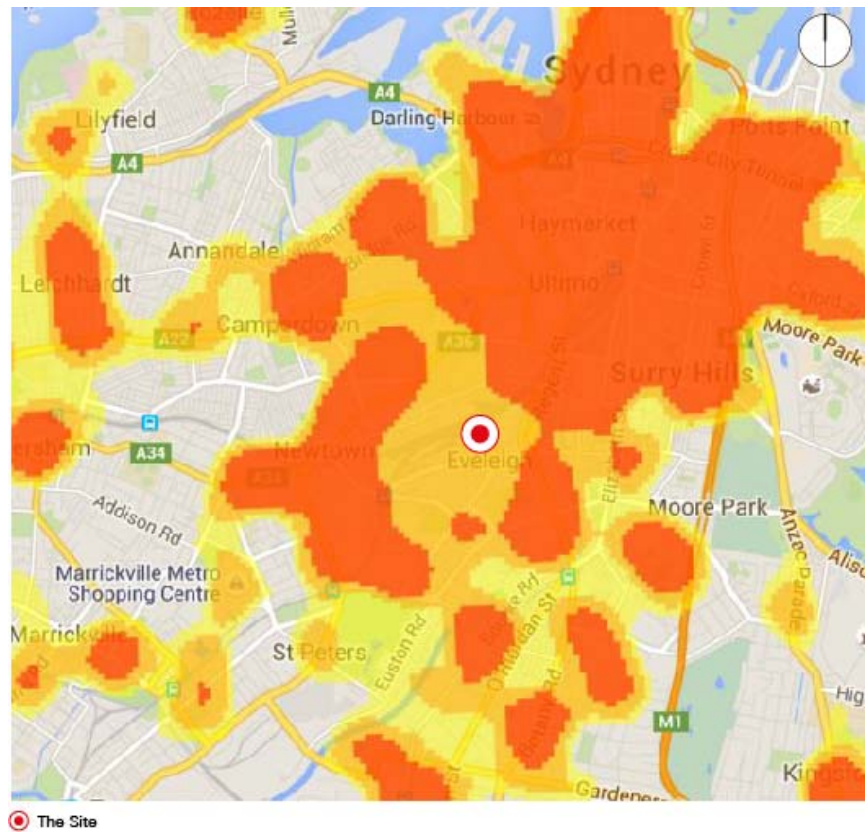


Figure 14 – Breaking and entering of non-dwelling Hotspot Map
Source: BOSCAR

5.0 Matters for Consideration

5.1 Surveillance

5.1.1 Existing Surveillance Opportunities

The northern façade of Building 1 will have excellent surveillance opportunities from the Media City building, located on the northern side of Central Avenue. Further casual surveillance opportunities from passers-by walking along Central Avenue and Davy Road will also be provided to the main foyer on Davy Road.

Building 2 will benefit from some surveillance opportunities from the revitalised Village Square to the west and passers-by on Central Avenue to the south. Limited surveillance opportunities are available from the Locomotive Workshop to the north given the solid nature of these building. Despite this, the population of visitors to the Locomotive Workshop will ensure there are a high number of pedestrians offering natural surveillance opportunities.

The Community Building will only have limited surveillance opportunities from surrounding buildings given only the side of the adjacent Biomedical building directly faces the development site. Some casual surveillance opportunities will be provided however from passers-by on Davy Road and Central Avenue. Limited surveillance opportunities will be available from Vice Chancellors Oval given the existing tree canopy providing a divide between the two sites.

5.1.2 Assessment

Buildings that address the street help to facilitate natural connections between the occupants and visitors. Furthermore, windows, doors and balconies/ terraces that face semi-public and public areas maximise 'natural' surveillance and in doing so increase the risk to potential offenders.

Building 1 has active elements such as the foyer, retail floor space and child care centre that face Davy Road at Lower Ground level which can provide 'natural' supervision opportunities through the placement of employees and members of the public that act as 'capable guardians'. However the back of house facilities and loading dock at this level will not activate Central Avenue in the same manner. Notwithstanding this, the upper office levels which have windows facing all four directions will provide surveillance opportunities from the development onto the streets, the sports courts and the landscaped areas below.

Casual/ natural surveillance opportunities will also be provided over the eastern part of Central Avenue, Locomotive Street and the northern section of Mitchell Way by employees and patrons of the retail tenancies within Building 2. In addition the upper office levels of Building 2 have glazed facades on all sides providing additional surveillance opportunities over the surrounding streets, the Locomotive workshops and surrounding public domain areas.

In relation to the Community Building, the ground floor retail tenancies and gymnasium will provide casual surveillance opportunities over Davy Road, the forecourt at the corner of Davy Road and Central Avenue and Eveleigh Green. However, whilst the entrance to the building is centrally located, it is recessed away from the main building line and further obscured by the proposed colonnade. The recessed design of the lobby area has the potential to create concealment or entrapment opportunities if not sufficiently treated appropriately by other crime prevention principles (discussed further below).

Dedicated off-street parking, as proposed in Buildings 1 and 2 reduces vehicle theft however internal structures such as concrete columns, solid internal walls, service rooms and enclosed fire exits can create significant visual obstruction in car parks.

The linear layout within Building 2 enables users to easily understand how to access the lifts to the upper floors, which in turn create a sense of safety.

The curved nature of the Building 1 car parking layout reduces vision within the car park to some degree, however the layout is still considered legible.

Way finding in large environments can be confusing. Knowing where and how to enter exit and find assistance within parking facilities can impact perceptions of safety. The ATP precinct already provides high quality way finding signage throughout the precinct, it is recommended that new signage be provided to integrate the new development into the wider ATP precinct.

Furthermore, whilst landscaping can provide shade, shelter and add to the attraction of environments, if it is not designed properly or maintained appropriately it can offer concealment opportunities and reduce the opportunity for surveillance. The proposed landscape design concept has been carefully designed with CPTED principles in mind and will ensure surveillance opportunities are maximised and sightlines are preserved.

5.2 Lighting/ Technical Supervision

Effective lighting can reduce fear, increase activity, improve visibility and increase the likelihood of offenders being detected. Good quality lighting around the perimeter of each of the development sites exists at present, however it should be ensured that all lighting provided within and around the new developments meet the minimum Australia and New Zealand Standards and objectives for crime and fear reduction, as outlined in Australian Lighting Standard AS/NZ 1158 for public streets, car parks and pedestrian areas.

In keeping with the existing lighting within the ATP precinct, high quality lighting throughout all publicly accessible areas and pedestrian pathways and footpaths is recommended to be provided. Lighting should be adequate to permit facial recognition, informal surveillance and reduce the threat of predatory crime and any opportunity for concealment/entrapment.

The car parking areas within the buildings should also have sufficient lighting which is well maintained to provide a good level of visibility and ultimately reduce fear. The NSW Safer by Design Guidelines state that a non-technical yardstick of lighting effectiveness in public car parks is that lighting should be bright and even enough to permit an observer to see inside a parked vehicle.

Furthermore, given the Community Building lobby is recessed from the main building line, it is recommended that high quality and bright lighting be provided in this area along side CCTV.

For developments of the nature proposed, CCTV should be a consideration, however if it is to be used, it should cover all areas of risk and be vandal resistant.

5.3 Territorial Reinforcement

The strategic location of employees and building supervisors increases risk to offenders and crime effort. It is commonly thought that supervision provided by employees is more effective as crime deterrent than surveillance provided by passers-by.

The child care centre, street level foyer and retail tenancies overlooking Davy Road within Building 1, the uses fronting Locomotive Street and Central Avenue within Building 2 and the retail tenancies and gymnasium within the Community Building will enable employees within the individual tenancies and patrons of the buildings to undertake surveillance over the streetscape. Therefore, this will increase the number of community guardians within the ATP precinct, naturally increase the risk to the offender and promote territorial reinforcement of the site, as criminals do not want to be detected, challenged or apprehended.

As noted previously, the ATP precinct includes a security patrol during the night. This is a strong crime deterrent and should continue to be provided. The balance of employee guardianship during the day and security patrols at night will ensure feelings of safety and security are enhanced.

Furthermore, 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 possess these cues. The proposed landscape design suggests that a co-ordinated and cared-for aesthetic is sought and the provision of celebrated entries into the precinct from Garden Street at Central Avenue and Locomotive Street as well Davy Road from Henderson Road. These will provide clear definition and territorial reinforcement of the precinct from surrounding streets.

On going maintenance of the ATP precinct, in particular the landscaping scheme, will be a key crime prevention mechanism.

In addition, the NSW Safer by Design Guidelines note that people are commonly attracted to vibrant public areas and places that are well used are made safer by the natural community supervision that occurs. In this respect, the revitalisation and upgrade of the public domain areas throughout the ATP precinct will naturally reinforce the feeling that the Precinct being a safe place.

5.4 Environmental Maintenance

The ATP precinct currently exhibits a high level of environmental maintenance. No litter, graffiti, vandalism or building disrepair was encountered during the site visit. The proposed development works will improve on this position and utilise the currently under utilised car parking areas to provide a greater clarity of ownership, area image and high quality commercial environment. This is important as the image of an area can greatly impact on feelings of safety and danger, as well as influencing local confidence and individual decisions to either withdraw or engage in community life. The provision of new high quality building in the ATP Precinct will contribute to completing the built form of the precinct, minimising spatial gaps and encouraging a sense of ownership.

The maintenance of the new buildings and public domain areas is important to balance the safety and aesthetics of the precinct as a whole. Well maintained spaces encourage regular use, which in turn creates natural supervision of public areas. The use of high quality material for construction should be used to lessen the likelihood of damage and to help reduce maintenance costs.

5.5 Activity and Space Management

The introduction of new forms of activity, such as the Community Building, the retail tenancies and child care centres, along with improved public domain areas such as the Village Square, Innovation Plaza and Eveleigh Green, as well as a greater number of commercial employees into the ATP precinct will increase the activity of the area greatly. This is expected to be predominantly throughout the day and early evening, but may increase levels during the night as well. A significant increase in activity levels will increase surveillance and natural community policing, providing a clarity of land use and increasing the risk to offenders.

5.6 Access Control

Access control strategies restrict, channel and encourage the movement of people and vehicles into and around designated areas. Physical barriers increase the effort required to commit crime. Buildings 1 and 2 provide good access control in that:

- the car park entries will incorporate security boom gates,
- the bicycle access corridors have a door openings leading from and opening onto the street; and
- public access into each building will be via a foyer or lobby area with the potential for security devices to be implemented.

The proposed design of these buildings is sufficient to enable access into the new buildings to be generally restricted. Territorial barriers are able to be provided and entry will be able to adequately controlled.

Access into the Community Building is via Davy Street. A colonnade is provided along the frontage of the building to Davy Street and the entry is recessed in the façade. A secure line, such as electronic access, should be provided at the entry to the building to ensure unrestricted access is not available, particularly given the more limited sightlines available to this entry point.

It is recommended that secure electronic access (card/ key controlled entries/ lifts and intercom systems) are provided to prevent unauthorised access into the car park, bicycle access corridors and upper floors of the new buildings.

5.7 Design, Definition and Designation

The design of the development reflects its purpose and it would be difficult for potential offenders to make excuses for their presence and potential actions. Opportunistic criminals will often exploit areas with unclear spatial definition, borders and boundaries, therefore such areas should incorporate other crime prevention principles, such as CCTV and high quality lighting to increase surveillance opportunities and act as crime deterrents.

6.0 Crime Risk Rating and Recommendations

Combining the area context and the site opportunity rating of the issues discussed in the previous sections of this report, the Crime Risk Assessment Rating of the proposed development is 'low'.

Recommendations to further improve the safety and security of the development include:

- Provide way finding signage to reinforce visitors and employees/patrons perception of safety and legibility within the precinct. In particular, signage within the car parking areas should provide a clear means of identifying the lifts and pathways from the parking areas to the upper levels.
- Consult a qualified lighting engineer to ensure the correct lighting is provided to meet minimum Australia and New Zealand Lighting Standards and enable sufficient surveillance of the precinct (as relevant to the proposed development sites).
- Provide secure electronic access (card/ key controlled entries/ lifts and intercom systems) to prevent unauthorised access into the car parks, bicycle access corridors and upper floors of the new buildings.
- Consider the provision of CCTV coverage at primary entries into Buildings 1 and 2, and the Community Building. If deemed appropriate, this CCTV coverage should be provided in conjunction with bright lighting to ensure clear CCTV footage can be captured.
- Ensure the landscaping design does not give rise to concealment opportunities and does not restrict sightlines from the development overlooking public open spaces.
- Ensure mechanisms are in place for on-going maintenance of landscaping and the buildings, including:
 - rapid removal policy for vandalism repair and the removal of graffiti;
 - maintenance of all surrounding public spaces.; and
 - provision of rubbish bins.
- Use high quality materials for construction to lessen the likelihood of damage and help reduce maintenance costs.