



CRIME RISK ASSESSMENT REPORT

Mixed Use Development comprising a Hotel, Commercial Office Premises and a Residential Flat Building

No. 2-4 Burleigh Street and No. 20-24 Railway Parade,

BURWOOD

Prepared for: NSW Housing Corporation Pty Ltd

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1. Introduction

This Crime Prevention Through Environmental Design Report ('Report') has been prepared for the Applicant of the subject application. It undertakes a Crime Risk Assessment and Safety Audit in relation to the proposed construction of a mixed use development containing a hotel, commercial office premises and a residential flat building inclusive of in-fill affordable housing at No. 2-4 Burleigh Street and No. 20-24 Railway Parade, Burwood ('site').

This Report has been prepared in response to the Industry Specific Secretary's Environmental Assessment (SEARs) issued by the Department of Planning, Housing and Infrastructure. Indeed, Item 7 of the SEARs states the following requirement:

'Address how Crime Prevention through Environmental Design (CPTED) principles are to be integrated into the development, in accordance with Crime Prevention and the Assessment of Development Applications Guidelines'. Accordingly, this report has been prepared in accordance with the Crime Prevention and the Assessment of Development Applications Guidelines.'

Specifically, the development seeks consent for the construction of a mixed use development containing a hotel with 120 rooms, commercial office premises and a residential flat building with 48 dual key residential apartments and 5 levels of basement car parking to accommodate 138 car parking spaces.

The purpose of this Report is to undertake an assessment of the crime profile of the area and the likely crime risks associated with the development to ensure that the proposal adequately minimises crime opportunity through implementation of the Crime Prevention through Environmental Design Principles ('CPTED'). This report is provided as a five-part assessment instrument designed to identify situational crime opportunities and risk and treatment (crime mitigation) options.

This CPTED Report is to be read in conjunction with the Environmental Impact Statement (EIS), as well as the Architectural Plans prepared by *PTI Architecture*.



2. Site Analysis and Context

2.1 THE SITE

The site is located on the southern side of Railway Parade to the south of the railway line and sits at the corner of Railway Parade and Burleigh Street. This site comprises of 5 parcels of land and is known as No. 2-4 Burleigh Street and No. 20-24 Railway Parade, Burwood with a legal description of Lot A, B, C, D and E in DP 438222.

Demolition of all pre-existing buildings on the site has commenced in accordance with a CDC issued for the subject site. Pre-existing development on the site consisted of single storey buildings, both detached and attached, occupied by various small businesses, including a family medical practice, tutoring business and a hearing clinic. Shared vehicle access was provided off Burleigh Street to a small carpark shared by all of the existing buildings.

An aerial photograph of the site is provided at **Figure 1**, and an extract from the zoning map is shown in **Figure 2** (site has been outlined red).



Figure 1 Aerial Photo of The Site (Source: NearMaps)

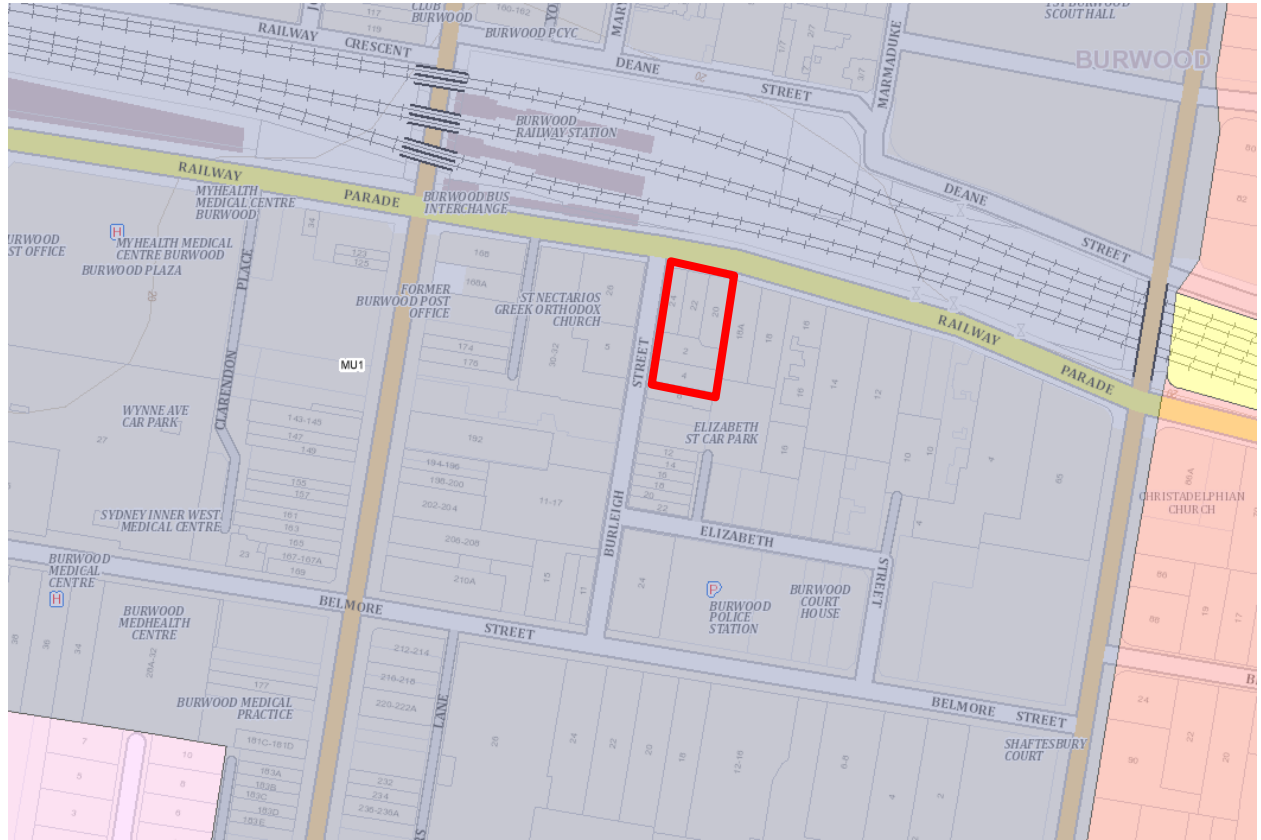


Figure 2 Extract of the Land Use zoning map, subject site outlined red (Source: NSW Planning Portal).

The site has an area of 1,329m², with frontages to Railway Parade and Burleigh Street measuring approximately 48.15m and 27.65m in length, respectively.

The site is located within the Burwood Town Centre which contains a number of mixed use developments comprising commercial, retail, medical and residential land uses. The locality is characterised by a diverse range of developments, ranging from single storey dwellings to 30 storey commercial and residential buildings.

The immediate locality is to support high density development given its location within close proximity to Burwood Railway Station, as evidenced by the applicable built form controls which allow for building heights of 70m, and up to 140m on some sites.

Photographs of the subject site are provided below.



Figure 3 The subject site, as viewed from Railway Parade.



Figure 4 The subject site, as viewed from Burleigh Street.

2.2 SURROUNDING CONTEXT

The site is located within the Burwood Town Centre which contains a number of mixed use developments comprising commercial, retail, medical and residential land uses. The locality is characterised by a diverse range of developments, ranging from single storey dwellings to 30 storey commercial and residential buildings.

The immediate locality is to support high density development given its location within close proximity to Burwood Railway Station, as evidenced by the applicable built form controls which allow for building heights of 70m, and up to 140m on some sites. Indeed, the locality is relatively underdeveloped when considering the built form permitted by the current controls, however, newer developments are emerging within the centre which represent a scale and density that is anticipated by the controls and reflective of the desired future character of the locality.

To the north of the site on the opposite side of Railway Parade is the railway corridor (**Figure 5**). Notably, access to Burwood Railway Station is located to the north west of the site within 130m walking distance. Furthermore, on the other side of the railway line are a number of multi-storey shop top and mixed use development reaching up to 25 storeys in height, as shown in **Figure 6**.



Figure 5 Railway corridor.



Figure 6 Mixed use development to the north of the railway, as viewed from Burleigh Street.

To the south of the site at No.6 Burleigh Street is a part one, part two building occupied by 861 Space which is a dance school (Figure 7). A Council owned car park is located further south of the site, with access to the car park provided from Burleigh Street and Elizabeth Street further south (Figure 8).



Figure 7 No. 6 Burleigh Street as viewed from Burleigh Street.



Figure 8 Council owned car par further south of the site.

Directly adjoining the site to the east, are two storey walk up residential apartment buildings (**Figure 9**). The buildings are both reflective of an older architectural style and sit at a scale and density which is considerably lower than that anticipated by the current controls. The buildings are not provided with any form of vehicular access, however residents park at the rear within the council owned car park.



Figure 9 Development immediately east of the subject site.



To the west of the site, on the opposite side of Burleigh Street are two single storey buildings, and Heritage item No 196 (**Figures 10 to 12**). The heritage item also known as St Nectarios Church is a Greek Orthodox church and is identified as local heritage significance. St Nectarios Church is orientated towards Railway Parade.



Figure 10 Development to the east of the site as viewed from Burleigh Street.



Figure 11 St Nectarios Church, as viewed from Burleigh Street.





Figure 12 St Nectarios Church, as viewed from Railway Parade.

2.3 CURRENT CRIME RISK

The current Crime Risk Rating for the site is considered within the 'low' category. The reasons for this are:

- The Site's location within an established area containing a variety of commercial and residential developments;
- Frontage to a classified road with direct surveillance from passing vehicles for a large proportion of the day;
- The presence of publicly accessible on street and at-grade parking within the immediate locality;
- Street lighting within the area;
- Primary and Secondary frontage for the site increases surveillance from the public road; and
- Limited opportunities for natural surveillance from pre-existing buildings.



3. Description of the Proposal

3.1 THE PROPOSAL

The SSD Application will seek consent for the construction of a mixed use development containing a hotel with 120 rooms, commercial office premises and a residential flat building with 48 dual key residential apartments and basement car parking.

It should be noted that demolition of the existing buildings across the site will be completed under an existing Complying Development Certificate, and as such will not form part of this application.

The proposed building has a podium and a 37 storey tower with the different hotel, office and residential uses grouped within the tower.

The proposal will sit above 5 levels of basement parking with a total of 138 spaces provided, including 88 residential spaces and 2 visitor spaces for the residential apartments, 42 spaces for the hotel and 6 spaces for the commercial premises. Vehicle access to the basement parking levels is via Railway Parade. A service only access is provided off Burleigh Street for the purpose of waste collection and loading. A *porte cochere* spans the corner. The *porte cochere* will allow for drop off and pick up in front of the commercial entry for hotel guests.

The hotel component includes 120 rooms with a lobby and café at the ground floor, function rooms including outdoor space at Level 1 and a gym and restaurant with outdoor dining at Level 2. The hotel rooms are contained at Level 20 to 31, with an additional hotel restaurant and bar with outdoor seating provided at Levels 36 and 37.

The proposal will also contain 48 residential apartments, with 18 of these dedicated to affordable housing. The residential entrance and lobby is separated from the non-residential uses. The apartments are contained within Levels 3 to 18, noting that the affordable housing units are solely located from Level 3 to 8. The proposal provides communal open space for the residential apartments at the Level 2 podium and at the rooftop.

Level 33 to 35 consist of the commercial office levels, with a total of 998m² of office-related GFA.

Demolition of the existing buildings across the site has been completed under an existing Complying Development Certificate, and as such does not form part of this application.

The proposed development is illustrated in the Architectural Plans prepared by PTI Architecture at Appendix 8.

Extracts of the Ground Floor, Level 1 and Level 2 floor plans are provided at **Figures 13 to 15**.



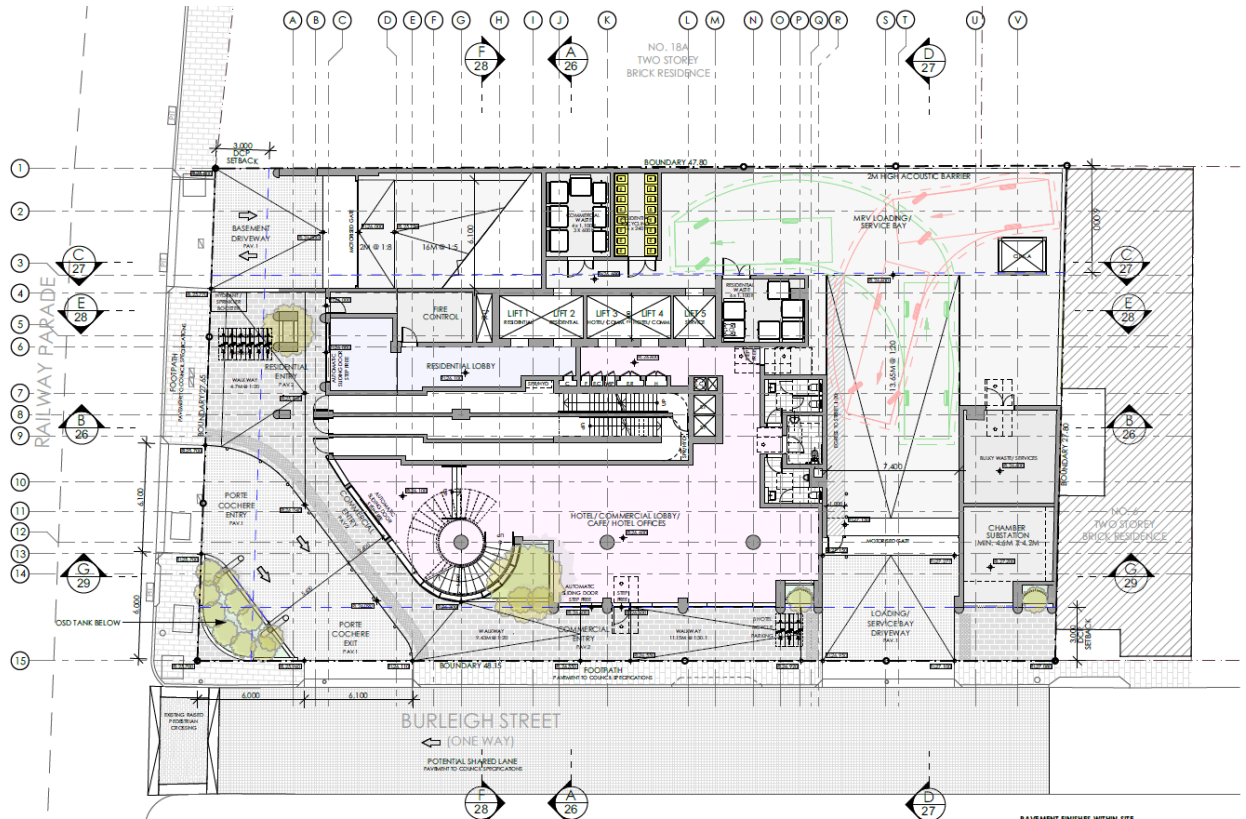


Figure 13 Ground Level Floor Plan prepared by PTI Architecture.

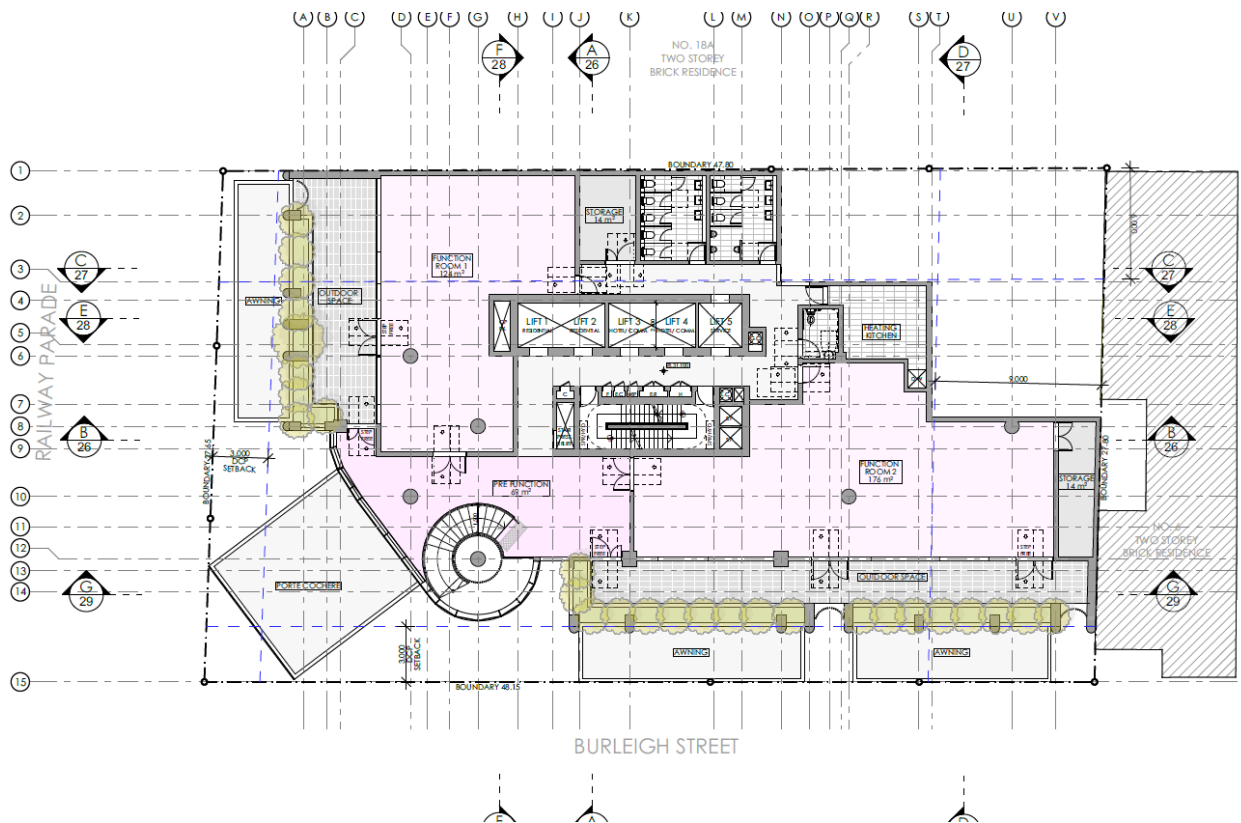


Figure 14 Level 1 Floor Plan prepared by PTI Architecture.

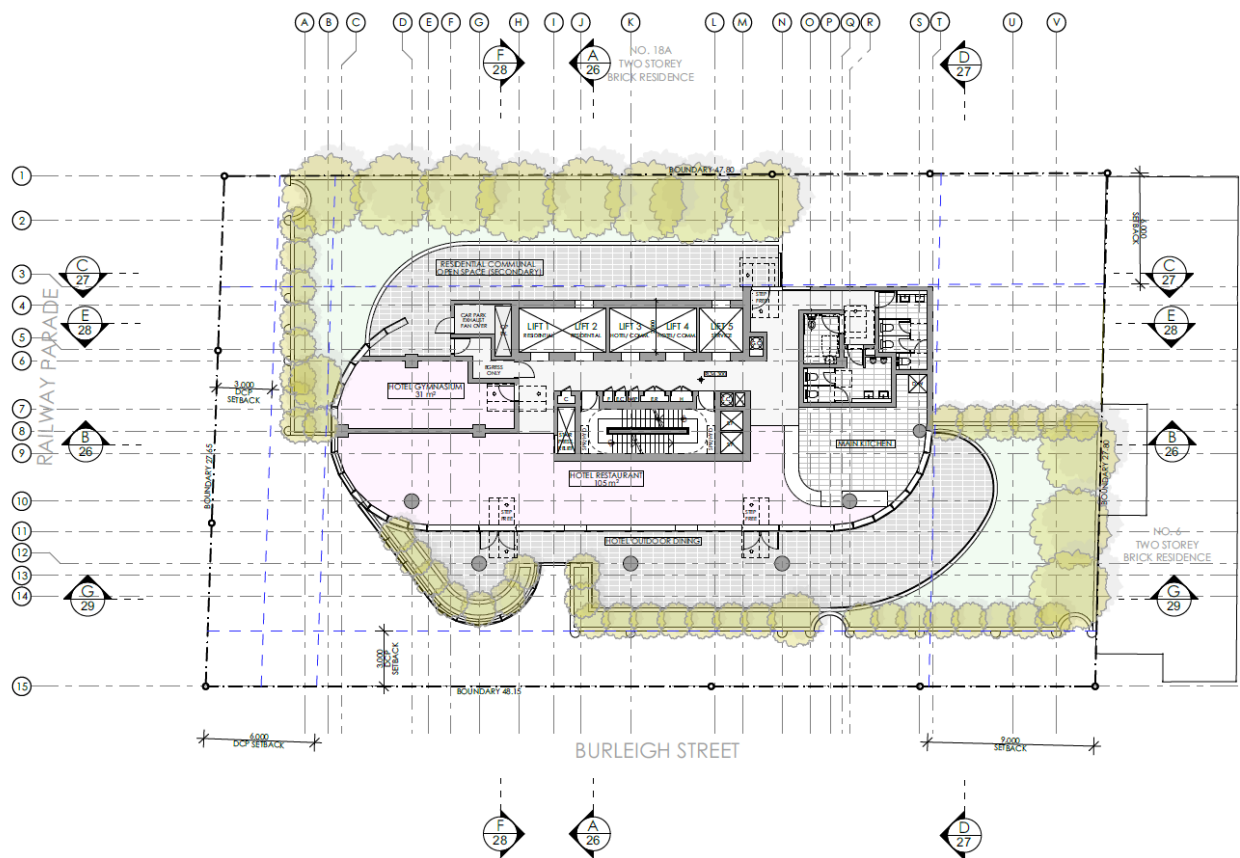


Figure 15 Level 2 Floor Plan prepared by PTI Architecture.

As shown in the ground floor plan at **Figure 13**, the proposal has been designed to suitably address and activate both street frontages. The arrangement of windows, building access points and services areas enables casual surveillance to Burleigh Street and Railway Parade, whilst the proposed uses of the ground floor for a café and both residential and non-residential building lobbies activate the frontages. Furthermore, the *porte cochere* offers another level of activation to the corner of the site where Burleigh Street and Railway Parade intersect. There are no areas for potential concealment with direct entrances, clear sightlines and transparency between indoor and outdoor spaces adjacent to Burleigh Street and Railway Parade.

There is a single main entry / exit point for residents to the residential lobby which directly fronts Railway Parade. There are two main entry / exit points for the commercial and hotel premises. These access points directly front the public realm and ensure a high level of activation and surveillance is achieved. Notably, the proposal focuses all pedestrian activity to a limited number of locations and focuses movement away from the loading bay, basement driveway and services areas to ensure clear paths of travel and minimal conflict between pedestrians and vehicles. Pedestrian movement routes will be clearly marked out within the basement levels.

All points of entry to the building will be secured and monitored visually, with access to the residential lobby restricted by access cards at all times and the access to the hotel/commercial lobby having staff presence during business hours and restricted by access cards after hours.

All access points and the basement will be provided with lighting at all times.

At Level 1, the hotel facilities layout, outdoor spaces and windows are purposefully orientated towards the public domain (**Figure 14**). The design and orientation of these spaces assist with casual surveillance to the streets.

The same can be said about the residential communal open space, hotel restaurant and outdoor dining at Level 2 which are orientated towards the street frontages to offer further surveillance of the public domain (**Figure 15**).



4. Crime Profile and CPTED Principles

4.1 CRIME PROFILE OF BURWOOD SUBURB

Information published by the NSW Bureau of Crime Statistics (BOSCAR) between 2023 and 2024 have been gathered to provide a crime profile of the suburb of Burwood. **Table 1** below identifies a range of offences, their incidence in Burwood as a suburb and the wider Burwood LGA (per 100,000 persons) as well as the statewide trends in the occurrence of each offence. This data is relied on to determine the crime profile of the area. This data is relied on to determine the crime profile and the likely incidence of crimes relevant to the proposal. Note from the table, the two year trend of specific events in Burwood is statistically small and therefore non calculable (n.c).

Table 1 Burwood suburb and Burwood LGA Crime Profile

Offence	Rate of Incidence per 100,000 in Burwood (YT July 2024)		Two year Trend – Burwood	Rate of Incidence per 100,000 in Burwood LGA		Two year trend	Incidence per 100,000 in NSW (YT June 2024)	Two year trend - NSW
	YT June 2023	YT June 2024		YT June 2023	YT June 2024			
Assault (Domestic)	334.7	345.3	Stable	274.3	315.9	Stable	457.2	Up 6.5% per year
Sexual Assault	79.7	79.7	n.c.	66.1	66.1	Stable	122.9	Stable
Motor Vehicle Theft	95.6	159.4	n.c.	85.7	117.6	Stable	182.4	Up 12.5% per year
Steal from Motor Vehicle	281.6	265.6	Stable	284.1	230.2	Stable	348.9	Stable
Steal from Retail Store	1572.5	1051.8	Down 33.1% per year	761.7	533.9	Down 29.9% per year	342.3	Up 9.2% per year
Steal from Dwelling	361.2	403.7	Stable	262	296.3	Stable	199.8	Stable
Fraud	1328.1	1147.5	Down 13.6% per year	1048.2	913.5	Stable	562.5	Down 4.1% per year
Malicious Damage to Property	621.5	430.3	Down 30.8% per year	423.7	360	Stable	611.6	Stable





4.2 ANALYSIS OF THE INCIDENCE OF OFFENCES AND CRIME TRENDS

As indicated in **Table 1**, the types of offences most significant to the proposal and/or the locality are:

- Domestic Assault;
- Motor Vehicle Theft;
- Steal from Motor Vehicle
- Steal from Retail Store;
- Steal from Dwelling;
- Malicious Damage to Property and
- Fraud.

Some of the key trends of the above offences are summarised below:

- *Domestic Assault* has been stable in Burwood and the incidence per 100,000 population is lower than the NSW rate.
- *Motor Vehicle Theft* has had relatively low rates of incidence in the past two years with the trend being non-calculable in Burwood suburb. The incidence per 100,000 population is lower than the NSW rate.
- *Steal from Motor Vehicle* has been considered stable in Burwood from the previous year despite a minor decrease in incidence rates. The incidence per 100,000 population is lower than the NSW rate.
- *Steal from Retail Store* has decreased by more than 30% on the previous year, however, the incidence per 100,000 population is more than three times higher than the NSW rate.
- *Steal from Dwelling* has been considered stable in Burwood from the previous year despite a relatively minor increase in incidence rates. The incidence per 100,000 population is noticeably higher than the NSW rate.
- *Malicious Damage to Property* is down 30% from the previous year and the incidence per 100,000 population is less than the NSW rate.
- *Fraud* has decreased by more than 10% on the previous year, however, the incidence per 100,000 population is more than two times higher than the NSW rate.

Crime hotspot mapping sourced from BOSCAR shows the spatial distribution of different crimes within a locality, specifically where offences are regularly occurring. Typically, certain offences are clustered in particular areas. A review of the Crime Hotspot Maps provided by the Bureau of Crime Statistics and Research (BOSCAR) indicates that the site is within a cluster of *Domestic Assault*, *Motor Vehicle Theft*, *Steal from Motor Vehicle*, *Steal from Dwelling* and *Malicious Damage to Property* incidences as shown in **Figure 16 to 20**.



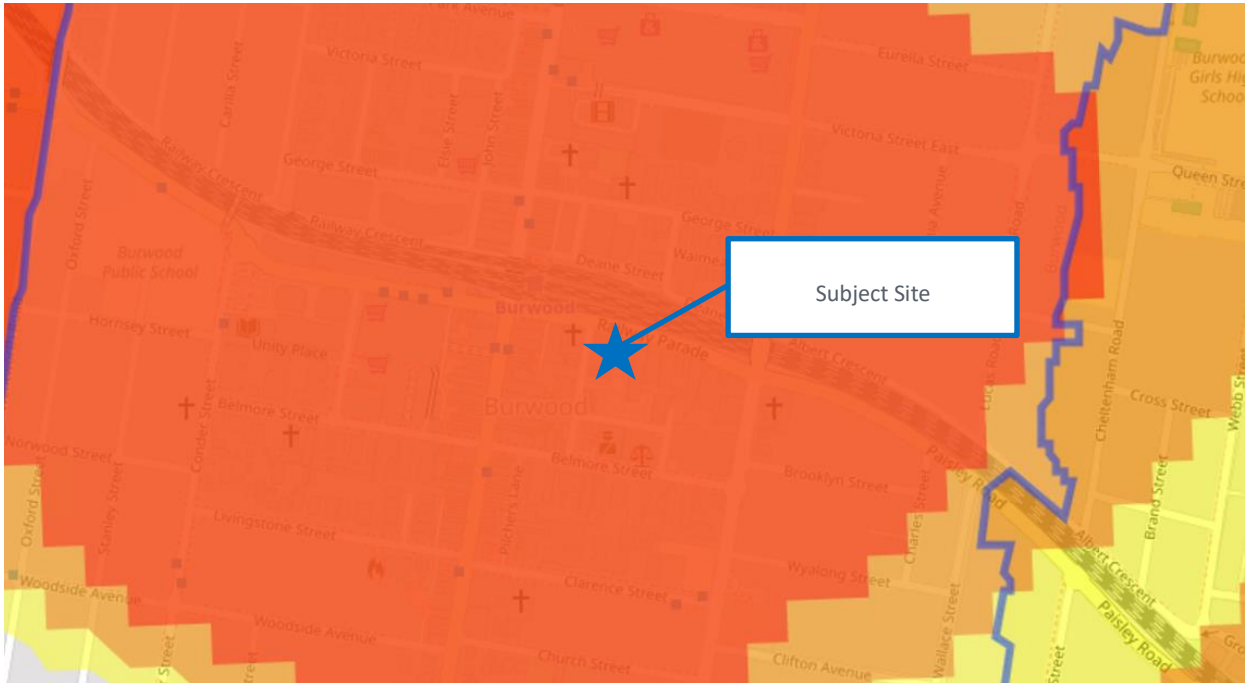


Figure 16 Crime hotspot map - Incidence of Domestic Assault.

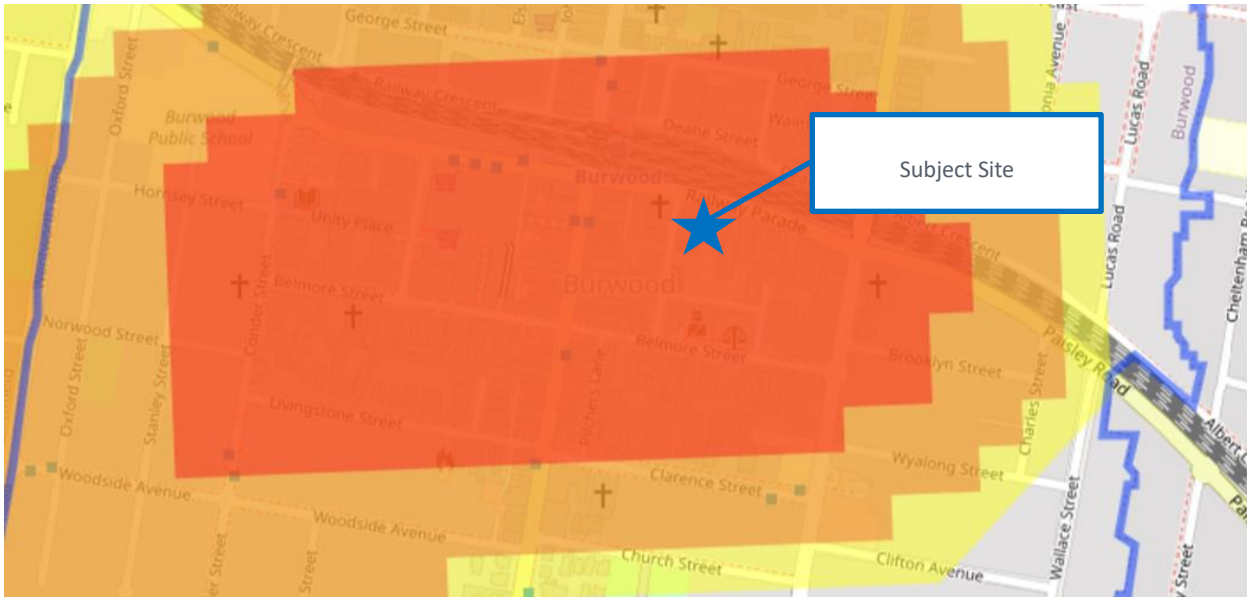


Figure 17 Crime hotspot map - Incidence of Motor Vehicle Theft.

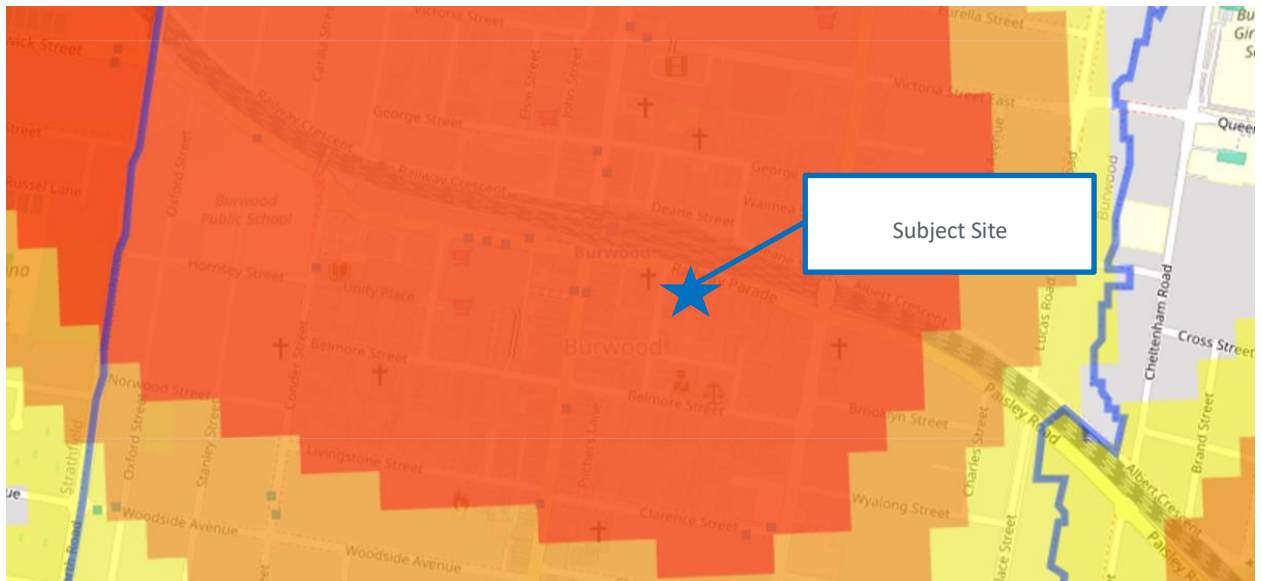


Figure 18 Crime hotspot map - Incidence of Steal from Motor Vehicle.

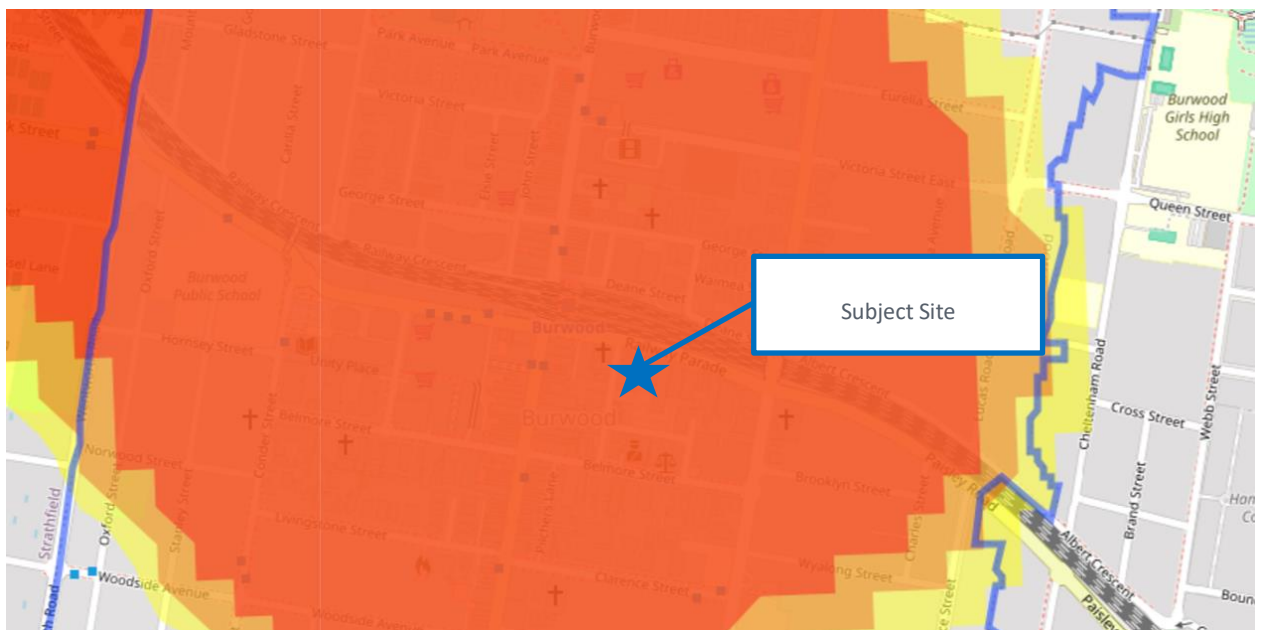


Figure 19 Crime hotspot map - Incidence of Steal from Dwelling.



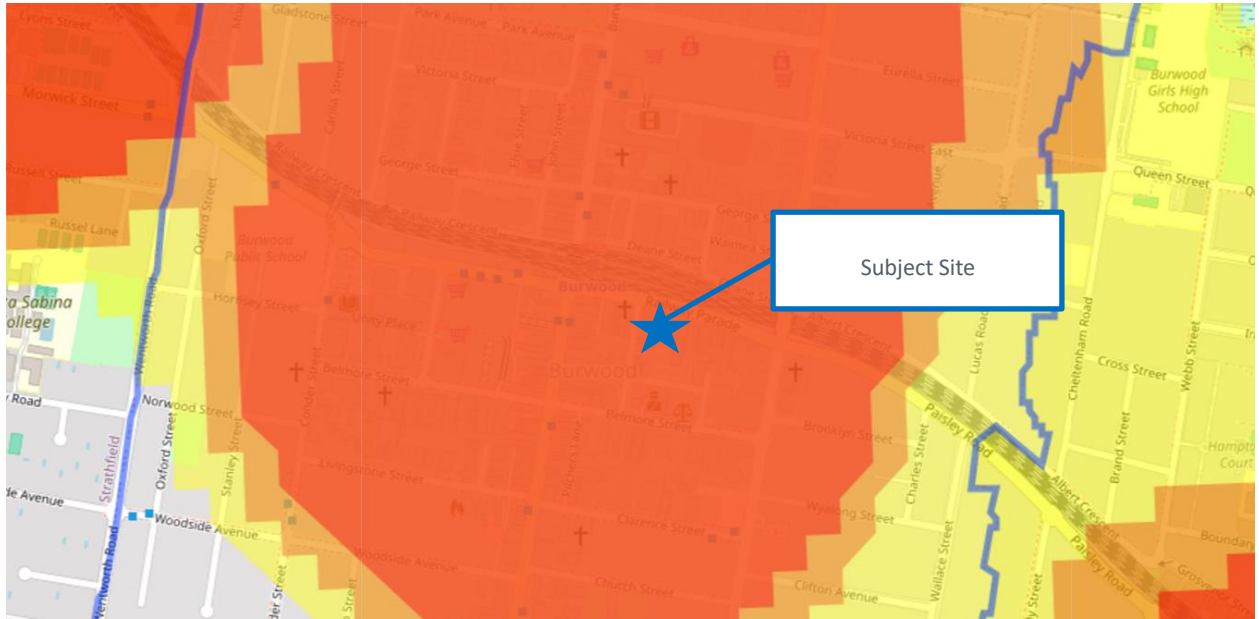


Figure 20 Crime hotspot map - Incidence of Malicious damage to property.

The proposal has been specifically designed to address the CPTED Principles keeping in mind the data from BOSCARs and particularly seeking to minimise opportunities for vehicle theft, steal from a dwelling and malicious damage to property. No retail premises are proposed other than a café and therefore ‘steal from a retail store’ is not an offence that needs to be considered in this proposal.

4.3 STAKEHOLDER GROUPS

The relevant stakeholder groups to the proposed development are as follows:

- Owner of the site;
- Hotel visitors and their guests;
- Hotel owners and employees;
- Residents including permanent and temporary;
- Commercial office premises tenants;
- Service providers (waste, cleaning, security, maintenance)
- The community; and
- Local police.

These groups are considered to be impacted by the proposed development with regard to how it affects the crime risk rating of the site and wider area and the opportunity for criminal activity.

4.4 CRIME RISK MATRIX

The crime risk matrix below combines:

- The crime data for the CPTED project area; and
- Stakeholders’ hierarchy of concerns about consequences of different crimes within the CPTED project area.

The Crime Risk Matrix identifies which crime issues should be addressed as priorities by CPTED intervention(s) for this specific project.

Importantly, the red cells shown within the matrix are highest CPTED intervention priority and the yellow cells are lowest CPTED intervention priority.



STAKEHOLDER CONCERN ABOUT CONSEQUENCES	LOW CONCERN	MEDIUM CONCERN	HIGH CONCERN	CRITICAL
CRIME RISK INCIDENCE	Fraud		Steal from Retail Store Malicious Damage to Property Steal from Motor Vehicle	Steal from Dwelling Domestic Assault Motor Vehicle Theft Sexual Assault

Based on the crime risk incidence and the level of concern associated with those crimes with regard to the proposed development, the most significant crime risks for stakeholders are Steal from Retail Store, Malicious Damage to Property, Steal from Dwelling and Domestic Assault. Furthermore, given the relevance to the proposed development, steal from motor vehicle and motor vehicle theft are also considered to be a higher priority for CPTED interventions.

Notably, whilst Fraud has a high incidence rate, it is not considered to be overly relevant to the proposed development and not a crime opportunity that is influenced by physical design and actions anticipated from using the environment.

4.5 DEVELOPMENT IMPACT ON CRIME

The proposed development is for a mixed use development, involving the provision of residential accommodation, a hotel and commercial office premises with basement parking, a separate loading dock and associated landscaping.

When compared to the existing development on the site, the proposal is considered to increase activation and surveillance and have an overall positive impact with regards to potentially reducing existing crime incident rates. The introduction of residential accommodation, hotel and commercial office premises will attract more people to the site and increase activity in the area which is likely to deter some instances of crime with regards to assault, malicious damage to property, steal from retail store, motor vehicle theft and steal from motor vehicle. The development displaces several old retail stores and does not propose new retail therefore removing retail premises from the site (and eliminating opportunities for the incidence of stealing from a store).

Alternatively, with more people in the area there are potentially more instances for crimes to be undertaken with regard to motor vehicle theft and steal from motor vehicle. As such, it is important that the proposed development implement the necessary mitigation measures to assist with reducing the likelihood of such crimes occurring including secured access and egress from the basement parking area, secured access to the loading bay, lighting and CCTV within the basement levels. Clear lines of sight within the basement levels. Designated parking for hotel, office, visitor and residential uses.



5. CPTED Principles

Part B of the Department of Urban Affairs and Planning's (now Department of Planning, Industry & Environment) *Crime Prevention and the Assessment of Development Applications: Guidelines* identifies four Crime Prevention through Environmental Design (CPTED) principles: surveillance, access control, territorial reinforcement and space management, each of which are addressed separately below.

CPTED is an integral element of the design process, to holistically account for the best environmental, physical and cultural influences in order to manage the risk of criminal activity, thus keeping the public safer. CPTED guidelines centre on minimising opportunistic crimes by applying design and management principles as early as possible in the design phase.

Four Crime Prevention through Environmental Design (CPTED) principles are identified below (**Table 2**). Each of the principles seeks to reduce opportunities for crime and have been used to inform the *NSW Police Safer by Design Guidelines for Crime Prevention*.

Table 2 CPTED Principles

Surveillance

The attractiveness of crime targets can be reduced by providing opportunities for effective surveillance, both natural and technical. Good surveillance means that people can see what others are doing. People feel safe in public areas when they can easily see and interact with others. Would be offenders are often deterred from committing crime in areas with high levels of surveillance. From a design perspective, 'deterrence' can be achieved by:

- clear sightlines between public and private places;
- effective lighting of public places; and
- landscaping that makes places attractive, but does not provide offenders with a place to hide or entrap victims.

Access Control

Physical and symbolic barriers can be used to attract, channel or restrict the movement of people. They minimise opportunities for crime and increase the effort required to commit crime.

By making it clear where people are permitted to go or not go, it becomes difficult for potential offenders to reach and victimise people and their property. Illegible boundary markers and confusing spatial definition make it easy for criminals to make excuses for being in restricted areas. However, care needs to be taken to ensure that the barriers are not tall or hostile, creating the effect of a compound.

Effective access control can be achieved by creating:

- landscapes and physical locations that channel and group pedestrians into target areas
- public spaces which attract, rather than discourage people from gathering

Restricted access to internal areas or high-risk areas (like car parks or other rarely visited areas). This is often achieved through the use of physical barriers.

Territorial Reinforcement

Community ownership of public space sends positive signals. People often feel comfortable in, and are more likely to visit, places which feel owned and cared for. Well used places also reduce opportunities for crime and increase risk to criminals.

If people feel that they have some ownership of public space, they are more likely to gather and to enjoy that space. Community ownership also increases the likelihood that people who witness crime will respond by quickly reporting it or by attempting to prevent it.

Territorial reinforcement can be achieved through:

- design that encourages people to gather in public space and to feel some responsibility for its use and condition
- design with clear transitions and boundaries between public and private space

Clear design cues on who is to use space and what it is to be used for. Care is needed to ensure that territorial reinforcement is not achieved by making public spaces private spaces, through gates and enclosures.

Space management

Popular public space is often attractive, well maintained and well used space. Linked to the principle of territorial reinforcement, space management ensures that space is appropriately utilised and well cared for.

Space management strategies include activity coordination, site cleanliness, rapid repair of vandalism and graffiti, the replacement of burned out pedestrian and car park lighting and the removal or refurbishment of decayed physical elements.



6. Safety Audit

A safety audit of the proposed development against the *Crime Prevention Through Environmental Design* and *NSW Police Safer by Design Guidelines for Crime Prevention* is provided in **Table 3** below:

Table 3 CPTED & NSW Police Safer By Design – Safety Audit			
Requirement		Comments	Performance
Natural Surveillance	Building openings should be designed to overlook public places to maximise casual surveillance.	There are multiple outlooks from different parts of the building and surveillance to common areas within the building. The residential lobby (with lift and stair access) is directly visible from Railway Parade with clear lines of sight from the entrance to the street and throughout the interior as well as large areas of glazing in the façade. The hotel/commercial and office lobby addresses both Burleigh Street and Railway Parade with clear and direct access points between the public domain and interior of the building and floor to ceiling glazing to the majority of the façade. The lobby area will include a café and a concierge desk and staff will be present during typical business hours every day. Levels 1 and 2 contain hotel and commercial facilities which include extensive glazing and outdoor spaces which will aid in casual surveillance of the public domain and surrounding properties, particularly the streetscape of Burleigh Street and Railway Parade. At the upper levels, the proposal includes multiple outlooks which will provide casual surveillance of the public domain, specifically to Burleigh Street and Railway Parade. This includes the provision of hotel rooms, and dwellings, which will incorporate private open spaces, communal open space, living areas and habitable rooms. The above design measures will allow for maximum casual surveillance between the building and the public domain which will in turn assist with the mitigation of crime risks such as assault.	Safe
	The main entry to a building should face the street.	The proposal includes: - one pedestrian entrance for the residential apartments which directly faces Railway Parade and - two entrance points for the hotel and commercial uses which are oriented towards both street frontages allowing for clear and direct access to the building. Signage and lighting will assist in identifying the residential and hotel/commercial lobbies.	Safe

Table 3 CPTED & NSW Police Safer By Design – Safety Audit

		Passive surveillance of all entries is available from surrounding properties and from the proposed lobbies.	
	An external entry path and the foyer to a building must be direct to avoid potential hiding places.	The proposal provides an external entry path from the public footpath along Railway Parade and Burleigh Street. The pathways are straight, clear and accessible and immediately adjacent to the building with no obstructions or hiding places. There are pedestrian pathways to be marked on the pavement within the basement levels to direct pedestrians to the lift access points. The facades do not provide any significant recesses.	Safe
	Entry lobby areas to and from car parking areas should be transparent allowing viewing into and from these areas.	The basement car park is generally open with good sight lines provided throughout to the lift entrance. The lifts are located centrally within the basement and are clearly identifiable with signage and lighting to ensure the safety of residents and community members. The above design measures will allow for maximum causal surveillance which will in turn assist with the mitigation of crime risks such as assault, motor vehicle theft and steal from motor vehicle.	Safe
	Landscaping must not conceal the front door to a building when viewed from the street	At the ground level landscaping is limited to the strip at the corner of Burleigh Street and Railway Parade and a planter bed to the front of the residential lobby. Planting will be mostly low level vegetation and slim-line taller plants to maintain sightlines. The planter fronting the residential lobby will be limited to one tree and will continue to enable clear sightline from the residential entrance to Railway Parade.	Safe – subject to mitigation measures
	Pedestrian access should be well lit and maximise sightlines	The basement car parks, pedestrian access routes (internal and external) and communal open spaces will be well lit during the evening and at night to provide clear sightlines. The lighting will be comparable with CCTV surveillance during the evening. A detailed lighting and CCTV plan is anticipated to be submitted with the Construction Certificate. The above design measures will allow for maximum causal surveillance which will in turn assist with the mitigation of crime risks such as assault, motor vehicle theft and steal from motor vehicle.	Safe – subject to mitigation measures
	Landscaping should not inhibit sight lines	Landscaping is limited to the strip at the corner of Burleigh Street and Railway Parade. The width and planting will maintain sightlines and is appropriate to separate the public footpath from the porte cochere and internal walkways. Landscaping to upper levels will be designed with appropriate plants and vegetation to minimise areas of concealment.	Safe – subject to mitigation measures

Table 3 CPTED & NSW Police Safer By Design – Safety Audit

		All landscaping will be suitably maintained to ensure sightlines are not impacted.	
	The street number of a building must be visible from the street and made of a reflective material to allow visitors and emergency vehicles to easily identify the location of the building.	Street numbering and signage are anticipated to be installed and maintained to enable easy identification and wayfinding. This will be provided throughout the site, including Railway Parade and Burleigh Street. Signage will also appropriately identify the various uses within the development, provide clear directions for visitors and clearly indicate commercial uses and access to these spaces.	Safe – subject to mitigation measures
Active Surveillance Measures – Security Devices	A security alarm system must be installed in a building.	A security alarm is to be linked to the driveway entry, loading dock and the main pedestrian access points, to be activated in the event of forced entry.	Safe – subject to mitigation measures
	All windows and doors on the ground floor must be made of toughened glass to reduce the opportunities for ‘smash and grab’ and ‘break and enter’ offences.	All windows and doors on the ground floor are to be made of toughened glass.	Safe – subject to mitigation measures
	Unless impractical, access to an outdoor car park must be closed to the public outside of business hours via a lockable gate.	Not applicable, no outdoor car park proposed.	Not Applicable.
	CCTV system must cover all high risk areas and including all entry areas and the laneway.	A CCTV system is to be installed throughout the development to monitor public spaces, lobby areas, hotel facilities, commercial premises, loading dock and the basement levels. In addition, CCTV will be provided to the outdoor areas, including street frontages and pedestrian walkways.	Safe – subject to mitigation measures
Access Control	Access to a loading dock or other restricted areas in a building must only be available to tenants via a large security door with an intercom, code, or card lock system	All openings are to be lockable and fitted with an alarm system which will be activated upon forced entry. Buildings will be accessed with the use of key card. Guests will be able to access using intercom system. In terms of access to the commercial office space and hotel, these will be accessible to the public during hours of operation. After hours of operation, these will be secured and will include CCTV and appropriate lighting to deter crime. With regards to the basement access points, as above this will be alarmed in the event of forced entry. Furthermore, this will be accessible via key card or the like and visitors will only be able to access this space via intercom. If public access to the basement is required for the commercial use, this will only be accessible during hours of operation. Furthermore, if public access is required to the commercial and hotel parking area, this should	Safe – subject to mitigation measures

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		be separated from residential uses and include clear and identifiable signage, to ensure safety.	
	Clear signage should be erected indicating loading docks should not be accessed by the general public.	Clearly defined signage and pavement markings can be located to define the loading facilities. CCTV real-time monitoring will also allow surveillance of the loading dock area to ensure appropriate use.	Safe – subject to mitigation measures
Territoriality/ Ownership	Site planning provides a clear definition of territory and ownership of all private, semi-public and public places	The site planning has clearly defined the semi-public and public areas. Residential, hotel, commercial areas are clearly designated which will ensure that public access is restricted where necessary. Importantly, staff, resident and hotel access will be restricted via a security swipe card or security code system on designated doors. Further, signage is anticipated to convey information to the public regarding allowable access. With regard to residential access to the lobbies, upper levels and (private) communal open space, this will be restricted by swipe card or security code system. If visitor access is required, an intercom system will be utilised. In relation to hotel and commercial, access to the lobbies, upper levels, hotel and commercial facilities will be restricted by swipe card or security code system. Signage is anticipated to convey information to the public regarding allowable access for specific areas within the commercial, hotel and residential, including ownership and management. With regards to the basement areas, as detailed, commercial and residential areas will be separate. Typical access to the commercial basement will be permitted via a timed parking system. After hours, the parking for commercial areas will be locked and not available to the public. Staff will be able to access the basement through the use of key card or security code systems. With regards to residential visitor and hotel access, this will be via intercom.	Safe – subject to mitigation measures
Lighting	Both natural and artificial lighting is used to reduce poorly lit or dark areas and therefore deterring crime and vandalism.	Basement areas, parking areas, internal and external areas and lobby areas are to be suitably illuminated. Under-awning lighting throughout the development will ensure appropriate standards of lighting at the entrances and covered spaces. Namely, the proposal will illuminate Burleigh Street, Railway and pedestrian walk ways. Lighting will be provided across the car park entry and exits, the area of the porte cochere drop off and within the basement area. All lighting will comply with AS/NZS 1158 (2010) Lighting for public spaces will also meet the requirements for illumination suitable for safe operation of CCTV. A detailed lighting plan will be submitted with the Construction Certificate.	Safe – subject to mitigation measures

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		The above design measures will allow for suitable lighting which will in turn assist with the mitigation of crime risks such as malicious damage to property, assault, motor vehicle theft and steal from motor vehicle.	
	Lighting must be provided to the following areas of a building to promote safety and security at night: A) An external entry path, foyer, driveway and car park to a building. B) The shop front. This may be in the form of motion sensitive lighting or timer lighting. C) The underside of an awning	Lighting is to be provided at the basement and porte cochere entry, and within the basement levels, along the pedestrian pathways, service areas, loading/ service bay and streetscape. Lighting will be continuous after daylight hours to ensure safety is maintained. The above design measures will allow for suitable lighting which will in turn assist with the mitigation of crime risks such as malicious damage to property, assault, motor vehicle theft and steal from motor vehicle.	Safe – subject to mitigation measures
	A pedestrian entry path and driveway to a car park that are intended for night use must be well lit using a vandal resistant, high mounted light fixture.	The vehicular access points and pedestrian entry and exits along all street frontages are to be illuminated to AS/NZS 1158 (2010) Lighting for roads and public spaces and to the standards necessary to maintain CCTV surveillance. Lighting to the exterior and interior of the building will be activated subject to a detailed lighting plan to be submitted with the Construction Certificate and in a manner compatible with the effective operation of CCTV. Vandal resistant light fittings will be used, and details can be provided with a Construction Certificate. The above design measures will allow for suitable lighting which will in turn assist with the mitigation of crime risks such as malicious damage to property, assault, motor vehicle theft and steal from motor vehicle.	Safe – subject to mitigation measures
	The lighting in a car park must conform to Australian Standards 1158.1, 1680, 2890.1.	Lighting is to comply with standards and will be detailed within a Construction Certificate.	Safe – subject to mitigation measures
	Car parking areas should be painted in light colours which will increase levels of illumination.	Light colours are recommended in basement finishes.	Safe – subject to mitigation measures
	Development minimises blank walls along all street frontages	Hoardings/fencing are required for the construction stages of the development. After construction is complete, there will be perimeter lighting and CCTV is recommended. Any graffiti which may occur during construction and after completion will be removed quickly by site management. The development includes articulated facades, glazing and high-quality materials to limit opportunity for vandalism. Walls will have graffiti resistant coating per the recommendations.	Safe – subject to mitigation measures

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		It is noted that building management will be responsible for graffiti removal after completion and during operation of the building.	
Vandalism and Graffiti	The exterior to a building wall on the ground floor must be painted in a graffiti resistant coating.	External walls will be finished with a graffiti resistant coating.	Safe – subject to mitigation measures
	Maintenance regimes should be implemented which ensure all public areas are well maintained.	External and internal areas are to be regularly inspected and kept well maintained. A management company should be employed to maintain the landscaping.	Safe – subject to mitigation measures
	Cleaning regimes should be implemented which ensure all main public areas are free of rubbish.	Building management will be employed to ensure public and semi-public spaces are free of rubbish.	Safe – subject to mitigation measures
	Graffiti removal regimes should be implemented which ensure graffiti is promptly removed.	The building management should ensure that graffiti is removed if found anywhere on the premises.	Safe – subject to mitigation measures



7. Matters for Consideration

The discussion below sets out a detailed assessment and recommendations for site specific crime, the following CPTED priority areas:

- Car Parking
- Entry and Exit Points
- Internal / External Layout

These priority areas have been assessed against the NSW Police CPTED requirements.

7.1 CAR PARKING

Car parking areas can often serve as common spaces for offences against persons or property. The site is identified as high risk of **'Domestic Assault'** and medium risk of **'Steal from Motor Vehicle'** and **'Motor Vehicle Theft'**.

What is being implemented

The proposed development provides five levels of basement parking. The carparking areas incorporate several CPTED principles as summarised below:

- The basement car park provides an open plan design allowing for casual surveillance to the lift and stair access core which is located centrally within the basement levels. The proposed design is considered to minimise areas of concealment.
- A motorised gate is provided to the basement car park which will only be accessible via a key card or the likes after hours. The motorised gate will be fitted with an alarm system in the event of a force entry. This will minimise any damage to property after hours.
- A motorised gate is being provided to separate hotel and residential parking. This will minimise public access to residential parking spaces.

Recommendations

- The basement parking is to be illuminated in accordance with the Australian Standards noting that lighting should be installed with emphasis at elevators, stairs and entries;
- Park smarter signage is to be installed in the basement parking;
- Provide directional signage in the car parking areas to direct pedestrian movement to the access points to the entry points and lift; and
- CCTV is to be provided throughout the basement level parking.

7.2 ENTRY AND EXIT POINTS

Entry and exit points to properties are a key consideration for CPTED assessments. The site is identified as high risk of **'Malicious Damage to Property'**, **'Steal from Dwelling'** and **'Steal from Retail Store'**.

What is being implemented

The proposed development incorporates the following:

- The proposed residential and hotel lobbies, inclusive of the proposed café, provide surveillance to the building entry points from Burleigh Street and Railway Parade;



- The proposed entrance points are clear and direct from the public domain and therefore can be seen from surrounding properties which will offer additional casual surveillance, noting that the open design allows for expansive views of the site from the public domain, rather than a limited, concealed entry.
- External pedestrian access to the subject site is limited to one point provided for residential apartments, and two for the hotel / commercial uses, all of which are oriented towards Railway Parade and Burleigh Street with direct access from the public domain. There will be ongoing casual surveillance from passing vehicles and pedestrians.
- Internal access to the commercial and hotel facilities is provide through a single lobby with a cafe. The lobby provides an open plan design that minimises any areas of potential concealment and glazing has been provided, enabling casual surveillance from the streetscape. The café use, as well as the lobby itself, ensure that the space will be highly activated.
- Internal access to the residential uses is limited to is limited to the one entrance through a lobby excluding access from the residential basement car parking spaces. The lobby provides a direct and simply design that minimises any areas of potential concealment and extensive glazing has been provided, enabling casual surveillance from Railway Parade.

Recommendations

- Provide CCTV to ground level lobbies to monitor access to the residential and hotel / commercial uses on the upper levels. Signage is to be clearly displayed which indicates all areas are under CCTV surveillance.
- The pedestrian access points to the building are to be illuminated after daylight hours to a level that allows clear lines of sight from Railway Parade and Burleigh Street and spaces immediately surrounding the building, as well as in a manner compatible with the safe operation of CCTV.
- Access to the building lobbies at ground floor are to be secured with lockable door, access will be restricted to an intercom, code or car lock system to the residential lobby and after hours to the hotel / commercial lobby, and it will be secured with an alarm activated in the event of forced entry.
- The café use should be appropriately packed up and any goods secured and out of view from the street outside of operation hours.

7.3 INTERNAL / EXTERNAL LAYOUT

Internal and external layouts can resolve safety conflicts and improve activation to the public domain. Of relevance, the site is identified as high risk of '**Malicious Damage to Property**' and '**Domestic Assault**'.

What is being implemented

The proposed development incorporates the following:

- The mixed-use nature of the proposed development encourages a high level of activation and increases opportunities for casual surveillance.
- All painted surfaces on the external parts of the building will be treated with a graffiti resistant coating, up to 3m in height.

Recommendations

- Maintain landscaping so that it will maintain clear sightlines from Burleigh Street and Railway Parade. It will be designed to provide clear and legible access and maintain casual surveillance to the building;
- Prepare a plan of management to address ongoing maintenance, general upkeep and security protocols of the building;
- Building management is to undertake regular walk throughs to ensure the site is clean and free of graffiti and vandalism; and
- Install CCTV to monitor the perimeter of the development along Burleigh Street and Railway Parade. CCTV is to also be installed internally within the site, including the loading dock, service areas, entry and exits and to the basement parking, in addition to any natural secluded or dark areas. Signage is to be clearly displayed which indicates all areas are under CCTV surveillance.

8. Mitigation Measures

As indicated in **Table 3**, the subject development performs well in terms of achieving the safer by design guidelines for crime prevention. The building is deemed to be either safe or safe subject to the implementation of the following recommendations not already evident in the plans:

- The pedestrian access points to the building, as well as the facades of the building, loading dock and services area are to be illuminated after daylight hours to a level that allows clear lines of sight from the street frontages and spaces immediately surrounding the building, as well as in a manner compatible with the safe operation of CCTV;
- The residential, commercial and hotel lobbies, access to the loading dock, services area and basement levels are to be secured with lockable doors, access will be restricted to an intercom, code or card lock system and secured with an alarm activated in the event of forced entry;
- Street number and way-finding signage of the building is to be readily identifiable from Railway Parade and Burleigh Street;
- All glazing on the ground floor is to be commercial grade toughened safety glass;
- The loading dock / service bay will include appropriate barriers and signage and will not allow for public access;
- All restricted areas are to be clearly signposted;
- Where liquor is served a liquor license is to be obtained which will manage the sale of alcohol, specifically, the management of underage purchases and supply to intoxicated persons;
- Maintain landscaping so that it will not obstruct the sightline from the corner of Burleigh Street and Railway Parade to the internal walkways. It will be designed to provide clear and legible access and maintain casual surveillance to the building;
- The basement parking is to be illuminated in accordance with the Australian Standards;
- Park smarter signage is to be installed in the basement and at-grade parking;
- Prepare a plan of management to address ongoing security protocols of the building;
- Provide directional signage in the car parking areas to direct pedestrian movement to the access points to the entry points and lift;
- Install CCTV to monitor the perimeter of the development along Burleigh Street and Railway Parade. CCTV is to also be installed internally within the site, including the loading dock and service entry and exits, and to the basement parking. In addition to any naturally secluded or dark areas. Signage is to be clearly displayed which indicates all areas are under CCTV surveillance:
- All painted surfaces on the external parts of the building are to be treated with a graffiti resistant coating, up to 3m in height;
- Remove graffiti as quickly as possible to minimise potential for cumulative graffiti and vandalism actions;
- Building management is to undertake regular walk throughs to ensure the site is clean and free of graffiti and vandalism; and
- Building management is to be responsible for the maintenance of common property including landscaping and removal of any graffiti.



9. Conclusion

It is apparent from the data published by the NSW Bureau of Crime Statistics and Research for Burwood that the suburb has a crime rate which is consistent with the Burwood LGA. The Statistics indicate a relatively high crime profile for Burwood increasing the need for good building design. The crime hotspot maps illustrate that the following offences are particularly relevant to the site and this proposal:

- Motor Vehicle Theft;
- Steal from Motor Vehicle;
- Steal from Dwelling; and
- Malicious Damage to Property.

Motor Vehicle Theft and Steal from Motor Vehicle are expected to be addressed through designing the basement parking areas with good levels of surveillance, sight lines, appropriate lighting and CCTV. Signage will be displayed in the car parks to indicate the area is under surveillance to discourage these types of crimes. Park smarter signage will also be installed. Furthermore, commercial, hotel and residential parking areas are separated and therefore the accessibility to residential parking to non-residents is significantly reduced. Additionally, future residents will be advised that they should keep their cars locked at all times.

Steal from Dwelling will be minimised by the accessibility to the residential apartments and hotel rooms, which are located from Level 3 and above. Access to the residential lobby will be restricted by a key card and therefore the ability for non-residents to enter the residential areas of the building will be minimised. Access to the hotel rooms and levels will also be restricted key card and therefore the ability for non-hotel guests will be limited. The proposal will also deter the opportunity to steal from dwellings through a combination of casual surveillance and clear sightlines, in addition to CCTV which is to be placed around the perimeter of the building envelope, within the common internal residential areas, the communal open space and hotel facilities.

Malicious damage to property is to be addressed through a combination of lighting, direct surveillance, CCTV, robust and graffiti resistant materials. With regard to the residential dwellings and hotel rooms, since they are located at Level 3 and above the ability for the properties to be damaged are significantly reduced due to a lack of accessibility to the upper levels by the public.

The safety audit assessment evaluates the proposal against the *Crime Prevention Through Environmental Design Principles and the NSW Police Safer by Design Guidelines for Crime Prevention*. The proposal satisfies the relevant principles and guidelines achieving the desired levels of safety in all aspects subject to the implementation of the recommendations of this CPTED Report.



Disclaimer

This CPTED report has been prepared by Planning Ingenuity for the purpose of informing and assessing the commercial development at No. 2-4 Burleigh Street and 20-24 Railway Parade, Burwood with regard to its initiatives for crime prevention.

This report includes judgements made by Planning Ingenuity which may be impacted by potential future events and circumstances which could not be predicted at the time of the assessment.

Whilst Planning Ingenuity have made the necessary inquiries in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Planning Ingenuity is not liable for any mistakes or omissions, provided that such mistakes or omissions are not made by Planning Ingenuity in bad faith.

Importantly, all CPTED interventions should work with other strategies and police intervention to prevent instances of crime. Whilst there are recommendations made within this report it must be acknowledged that there is no definitive measure of safety and that this assessment, and the implementation of any recommendations does not ensure complete safety for the development and the affected community.

This assessment does not guarantee that all potential crime risks have been identified, or that the development will be free from criminal activity if recommendations are implemented. Whilst the principles of CPTED seek to reduce the opportunity for crime it must be acknowledged that the design of a development cannot definitively eliminate opportunities for crime, or prevent crimes being committed. Notably, Planning Ingenuity is not specialist security consultant and therefore is not qualified to advise on specific security measures or requirements. Planning Ingenuity recommends that a qualified security consultant be engaged to provide advice on the location, operation and maintenance of CCTV network and other security measures.

