



CPTED ASSESSMENT

Crime Prevention through Environmental Design

**Proposed Mixed-Use Development, including
Affordable Housing
State Significant Development (SSD-84190958)**

Nos. 23-25 Ashton Avenue, The Entrance

March 2026

Ref: 1213_CPTED Assessment

**CPTED Proposed Mixed-Use Development, including Affordable Housing
(SSD-8410958)**

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Date 27/03/2026

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1 Introduction

1.1 Development Proposal

This *Crime Prevention through Environmental Design* (CPTED) Assessment has been prepared by WPP Pty Ltd on behalf of Pacific Link Housing (the proponent) in support of a State Significant Development Application for a proposed mixed use development at Nos. 23-25 Ashton Avenue, The Entrance (the site).

The Proposal seeks consent for the development of a 7-storey mixed-use building on the Site, including the provision of 50 shop-top housing apartments.

1.2 Assessment Overview

This CPTED Assessment has been prepared with regard to:

- NSW Police Crime Prevention Through Environmental Design Guidelines; and
- The *Central Coast Local Strategic Planning Statement – Planning Central Coast 2040: Global City, Local Character*.

CPTED assessment identifies and analyses potential improvements to design which may help to reduce crime and anti-social behaviour, as per NSW Government best practice guidelines. CPTED aims 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.

This CPTED Assessment incorporates the following methodology:

- Land use assessment of the proposed development site and surrounding area.
- An area analysis of the Central Coast LGA;
- Assessment of crime statistics/data for the Central Coast LGA and suburb of The Entrance; and
- Assessment of architectural plans prepared by SDA Architects (dated 04/03/2026) and landscape plans prepared by Octopus Garden Design (dated March 2026) incorporating Safer By Design principles.

The methodology involves both a broader strategic assessment of the LGA’s crime characteristics as well as localised site characteristics, allowing for assessment of whether approval of the proposed development is likely to contribute to increased incidents of crime. The recommendations in this report are consistent with the Safer By Design principles.

1.3 Author's Qualifications

This CPTED Assessment has been undertaken by Kerri Cornally. Kerri has over 20 years' experience in the town planning sector, which has involved undertaking CPTED Assessments.

Kerri has previously completed the approved Safer Towns and Cities (CPTED) training course offered by LGNSW Learning and Development.

2 Area Analysis

The Central Coast Local Government Area (LGA) covers an area of 1680km² and is located on the coast of New South Wales, approximately 60 kilometres north of Sydney, and 80 kilometres south of Newcastle. The LGA is bounded by Cessnock City, Lake Macquarie City and Lake Macquarie in the north, the Tasman Sea in the east, the Hawkesbury River and Hornsby Shire in the south, and Hawkesbury City in the west. It is served by the Sydney-Central Coast Freeway, the Pacific Highway, the Central Coast Highway, the Sydney-Central Coast railway line and Warnervale Airport.

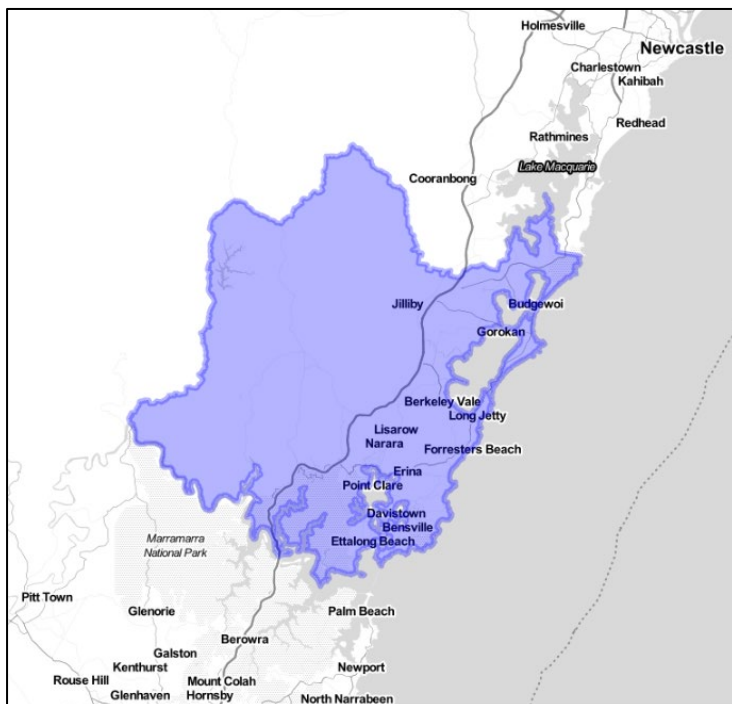
The LGA is identified in Council's Local Strategic Planning Statement (LSPS) as the 'states fastest growing corridor', strategically positioned to provide greater service provision for its growing population.

The LGA is home to over 346,596 residents dispersed across a variety of urban settings, including towns, villages and neighbourhoods. The largest centres are Gosford, Tuggerah-Wyong, Erina, Woy Woy and The Entrance.

At the time of the 2021 Census, there were around 138,174 occupied private dwellings across the LGA with an average household size of 2.46. The main household types were couples with children (27%), lone person households (26%) and couples without children (25.8%) and one-parent families (12.8%).

Council's LSPS identify that the LGA is one of the fastest growing centres in NSW. By 2036, the projected increase in the Central Coast's population will be 75,500 people, requiring an additional 41,500 dwellings and 24,674 jobs. The critical need for more housing and employment opportunities outside of Metropolitan Sydney is putting increasing pressure on this area to accommodate additional population.

Figure 1: Central Coast LGA



3 Functional Site and Locality Analysis

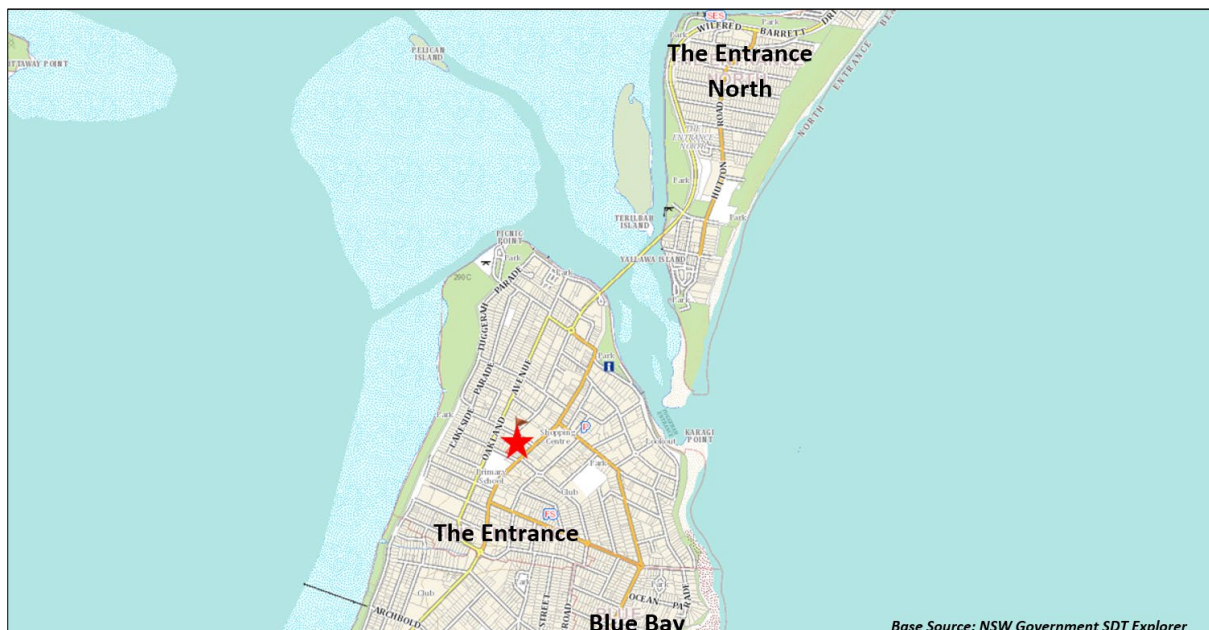
3.1 Site Locality

The subject site is located within the coastal suburb of The Entrance in the Central Coast LGA. The Entrance is described as a bustling coastal town where Tuggerah Lake meets the Pacific Ocean. The suburb is approximately 1.6km². It has a vibrant town centre and is serviced by numerous bus routes connecting the suburb to the greater Central Coast region and the main trainline to Sydney and Newcastle. The closest bus stop is on The Entrance Road, approximately 160m walking distance from the site.

At the time of the 2021 Census, The Entrance had a population of 4,244 and 3,442 dwellings in 2021. There were around 2,068 occupied private dwellings with an average household size of 1.9. The main household types were lone person households (42.8%), couples without children (21.5%) and one-parent families (12.9%) and couples with children (11.2%).

As shown in **Figure 2**, the subject site is situated between the main arterial roads of Central Coast Highway (Oakland Avenue) to the west and The Entrance Road to the east.

Figure 2: Local context



The Entrance has experienced recent and ongoing development of multiple high-rise residential and mixed-use developments within the vicinity of the site. Retail and commercial activities are focused along The Entrance Road, within walking distance from the site. Notable developments in close proximity to the site include:

- Mixed residential uses (varied housing types including single dwellings to medium-high rise apartments);
- Churches including Our Lady of the Rosary Parish, St Andrews Presbyterian Church;
- Schools – The Entrance Public School;
- Liquor premise within 80m of the site;

- The Entrance Medical Centre within 80m of the site;
- Supermarket (Coles) within 200m of the site;
- The Lakes Hotel within 220m of the site;
- Safe Hands Family Services within 100m of the site; and
- Police Station within 266m of the site.

Figure 3: Local context



3.2 Site Details

The site is located at Nos. 23 – 25 Ashton Avenue, The Entrance. The site comprises three allotments with a total area of approximately 2,332m². The site's legal description is as follows:

- Lot 24, Section 2, DP14230
- Lot 36, Section 2, DP14230
- Lot 37, Section 2, DP14230

It comprises 3 adjacent lots in an irregularly shaped parcel, with a 36.7m frontage to Ashton Avenue and a 15.8m frontage to Campbell Avenue.

The site is currently vacant and covered predominantly in bitumen hardstand with some areas of predominantly exotic grasses and other low vegetation along site boundaries. It is used for informal carparking purposes and is accessible via driveway crossings from both Ashton Avenue and Campbell Avenue.

Figure 4: Aerial view of site



3.3 The Proposed Development

The Proposal seeks consent for the development of a 7-storey mixed-use building on the Site, including the provision of 50 shop-top housing apartments. Key features of the Proposal include the following:

- Demolition of all built improvements on site, and the undertaking of minor excavation and site preparation works;
- Construction of a 7-storey building including ground floor office space fronting Ashton Avenue with 6 levels of shop-top housing above. At least 60% of the housing will be for 'affordable housing';
- At-grade, predominantly undercover carparking with one-way access from Ashton Avenue through the site to Campbell Avenue;
- Associated landscaping and communal open space;
- Infrastructure servicing; and
- Retention of two vehicular access points to the adjoining commercial premises through the site.

An extract of the proposed site plan is provided in **Figure 5**. An extract of the architectural plans are provided at **Figures 6 - 12**. A full set of the architectural plans are appended to the Environmental Impact Statement.

Figure 5: Proposed site plan (extract)

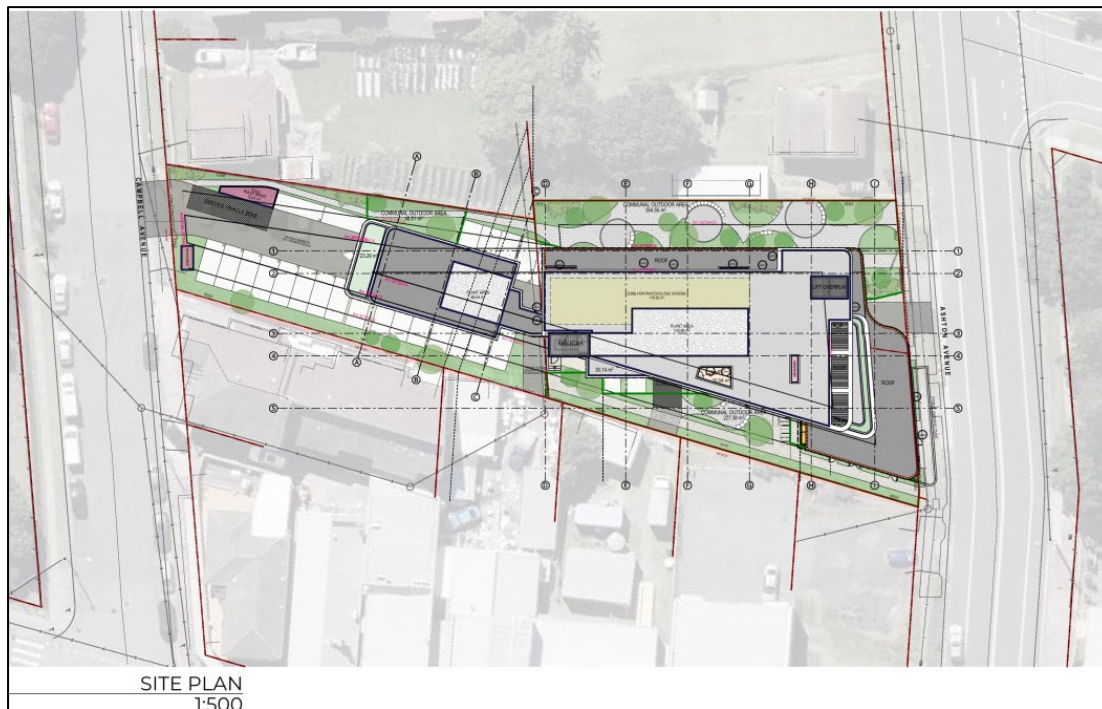


Figure 6: Proposed ground floor plan (extract)

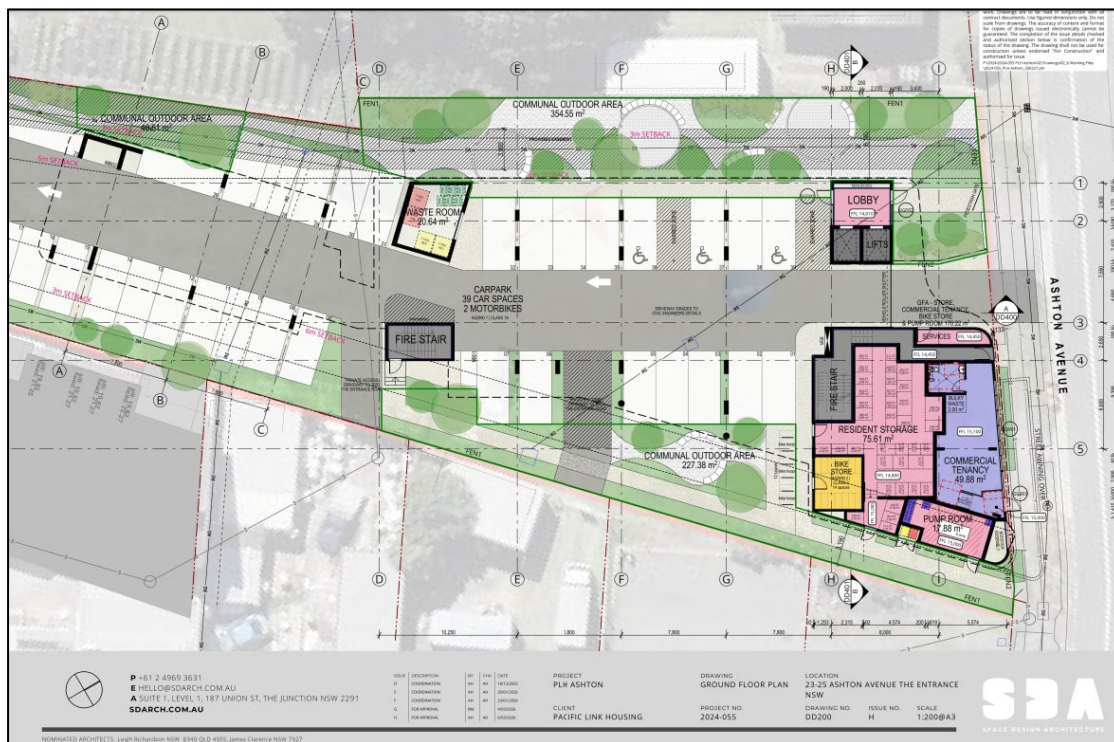


Figure 9: Proposed third floor plan (extract)

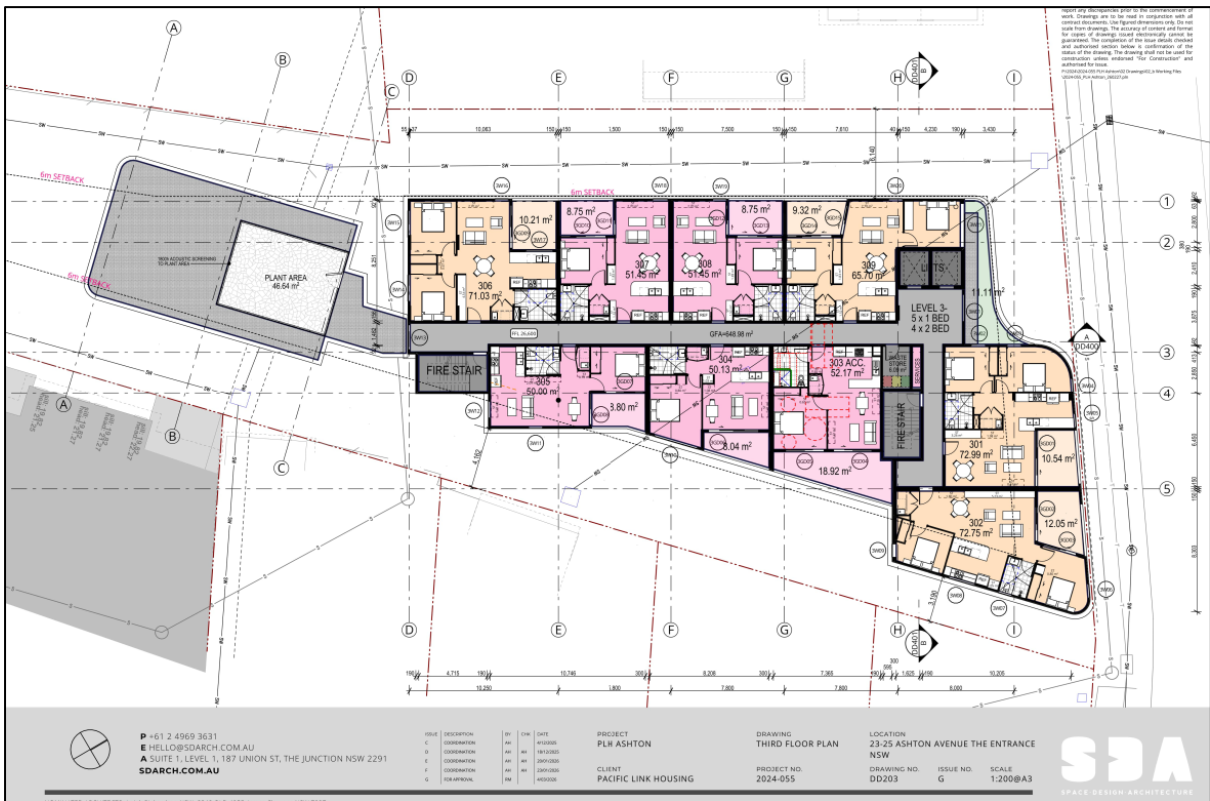


Figure 10: Proposed fourth floor plan (extract)



Figure 11: Proposed fifth floor plan (extract)



Figure 12: Proposed sixth floor plan (extract)



Figure 13: 3D Perspective – Ashton Avenue



Figure 14: 3D Perspective – Ashton Avenue (2)



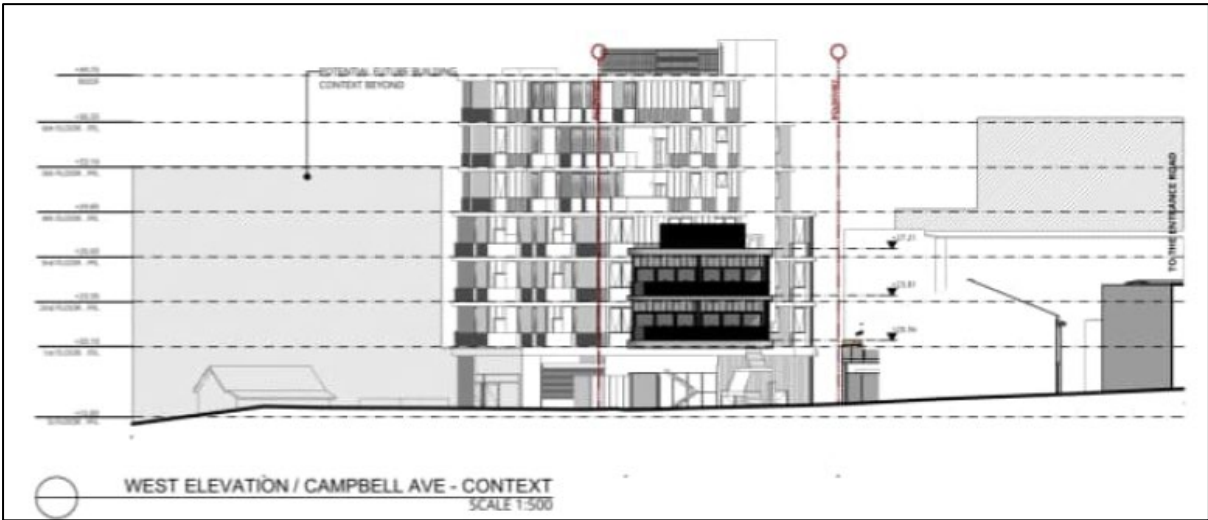
Figure 15: 3D Perspective – Campbell Avenue



Figure 16: Eastern Elevation – Ashton Avenue



Figure 17: Western Elevation – Campbell Avenue



3.4 Government Agency Engagement/Consultation

The proposed infill affordable housing development has been determined a State Significant Development Application (SSD-84190958). Industry Specific Secretary's Environmental Assessment Requirements (SEARs) for infill affordable housing were issued on 19 May 2025. Item 4 of the SEARS required 'Engagement' in accordance with the protocols of the NSW Department of Planning, Housing and Infrastructure (DPHI) *Undertaking Engagement Guidelines for State Significant Projects*. Accordingly, a community and stakeholder engagement process was undertaken.

The NSW Department of Education was consulted due to the proposed development being adjacent to an existing public primary school, The Entrance Primary School. A formal response was received from the Department of Education on 22 December 2025. It recommended that several matters, including privacy/safety be considered and incorporated into the SDD application.

Accordingly, the comments received from the NSW Department of Education have been taken into consideration in the preparation of this report.

4 Crime Context

An important consideration in assessing crime risk is to understand the types of crime that have been reported locally in order to identify potential crime trends. A review of this data can assist in identifying the types of crime a development may be susceptible to.

4.1 Crime Characteristics and Analysis

The central source of crime data in NSW is the Bureau of Crime Statistics and Research (BOCSAR). BOCSAR provides freely available crime data for LGAs across the state, and includes regular reporting on crime trends.

Over the ten years between October 2015 and September 2025, the reported incidents of most crime types within the Central Coast LGA remained stable (noting that BOCSAR does not report on the trends of all crimes at this level). However, reported incidents of the following selected offence types, of potential relevance to the proposal, have increased during that period:

- Sexual offences (up 13.4%)
- Steal from retail store (up 3.5%)
- Intimidation, stalking and harassment (up 4.1%)
- Disorderly conduct – trespass (up 1.8%)
- Disorderly conduct – criminal intent (up 7.4%)

During the same time period, reported incidents of the following relevant offence types have decreased:

- Break and enter – dwelling (down 6.9%)
- Break and enter – non-dwelling (down 7.4%)
- Motor vehicle theft (down 2.3%)
- Steal from vehicle (down 5.4%)
- Malicious damage to property (down 4.4%)
- Theft – steal from person (down 12%)
- Disorderly conduct - offensive conduct (down 6.3%)
- Liquor offences (down 11.1%)

BOCSAR also produces crime 'hotspot' maps for selected offences, which illustrate areas of high crime density relative to crime concentrations across NSW. The purpose of this is to identify the areas / locations where crime is more likely to occur, as well as the incidence and type of crime, so resources and strategies can be put into place to address specific issues. The hotspot maps for the proposed development site, shown within the context of The Entrance and North Entrance Peninsula are shown in **Figures 17 to 26** below.

The crime trend data and hotspot maps show that the development site is within an area where there is evidence of high densities of reported crimes including:

- assault (domestic);
- theft (motor vehicle theft, steal from motor vehicle, and steal from person); and
- malicious damage to property.

It should be noted that hotspot mapping does not present a perfect picture of crime in an area - for example, crime maps only include crimes that are reported to the police. Further information on the limitations of such mapping can be found on BOCSAR's website. Nevertheless, these maps provide an overview of the spatial and temporal distribution of particular crime types within the LGA.

Figure 18: Incidents of Assault (Domestic Assault) from October 2024 to September 2025

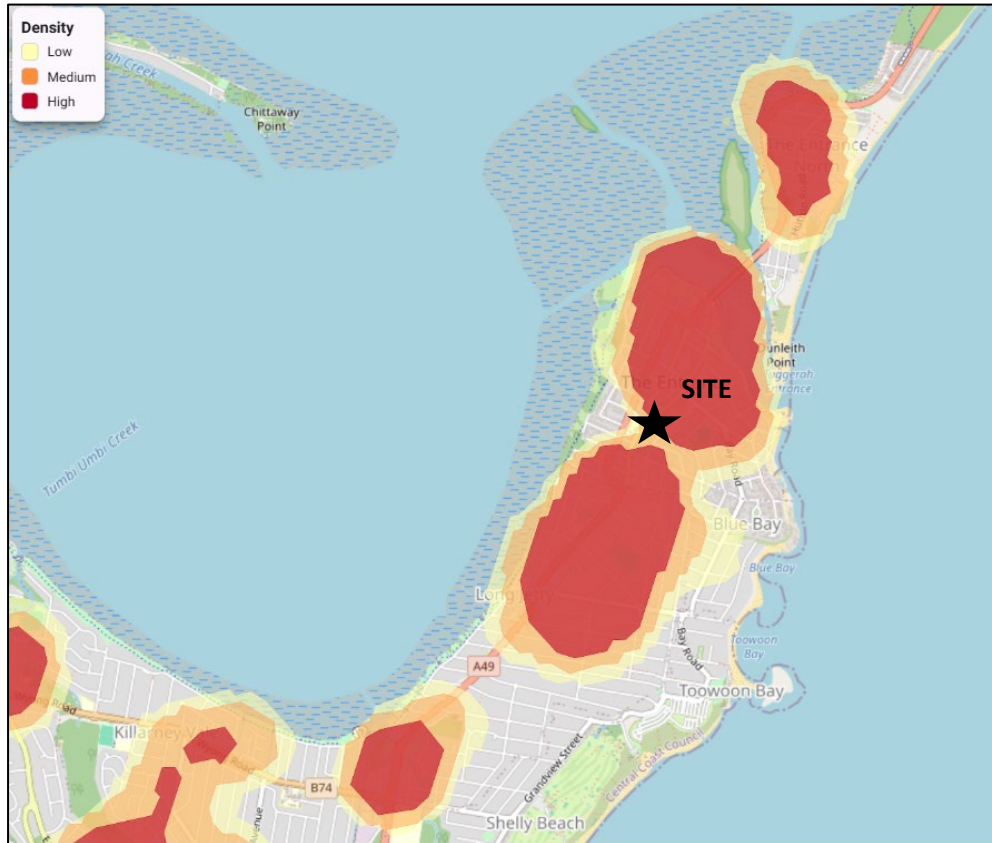


Figure 19: Incidents of Assault (Non-domestic Assault) from October 2024 to September 2025

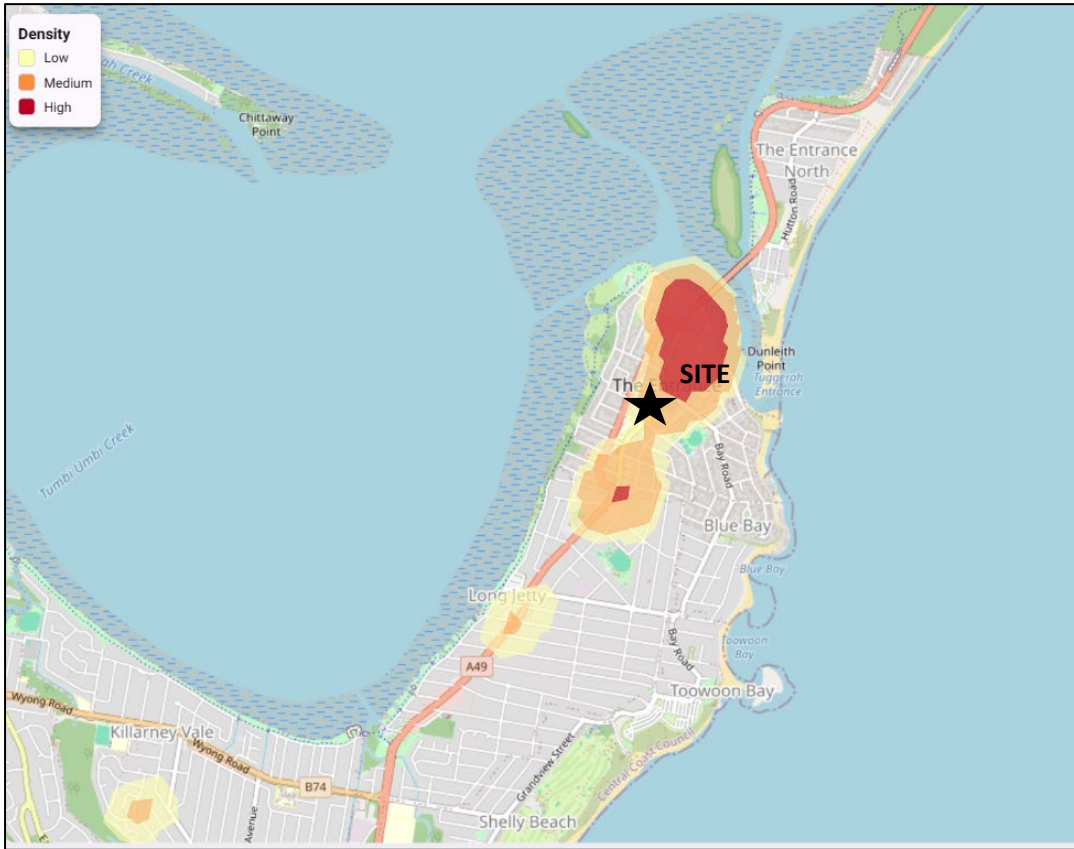


Figure 20: Incidents of Robbery from October 2024 to September 2025

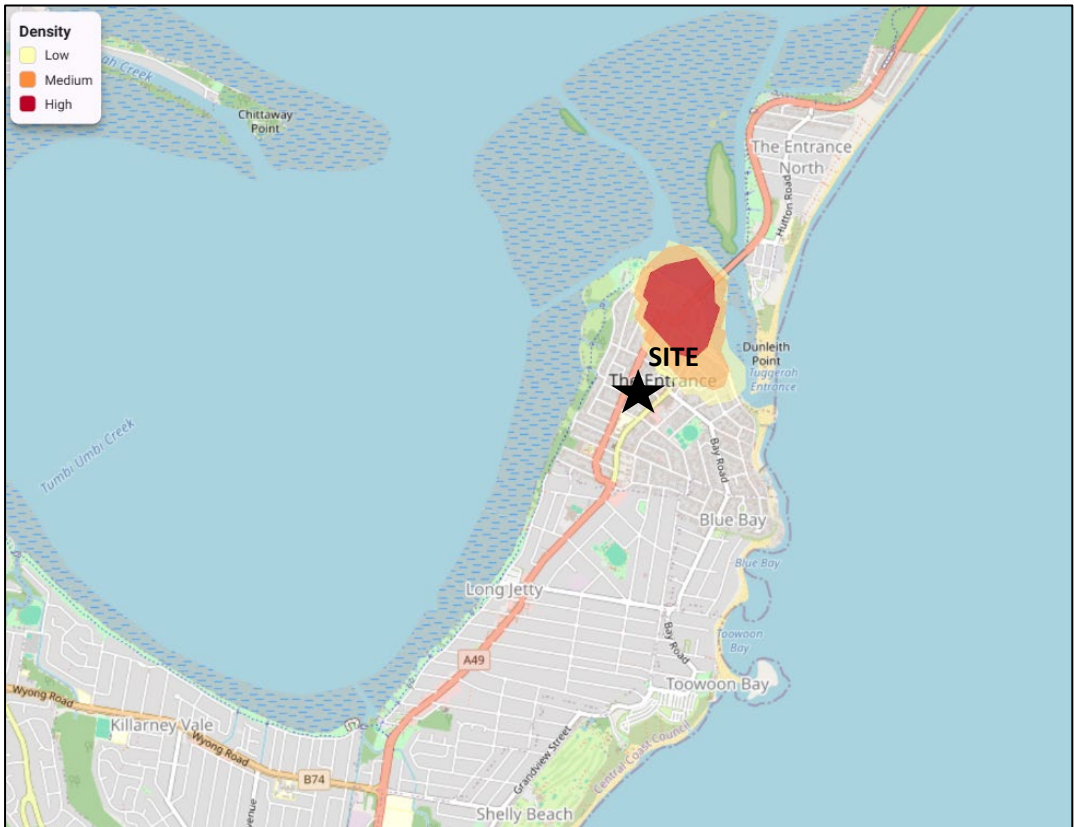


Figure 21: Incidents of Theft (Break and Enter Dwelling) from October 2024 to September 2025

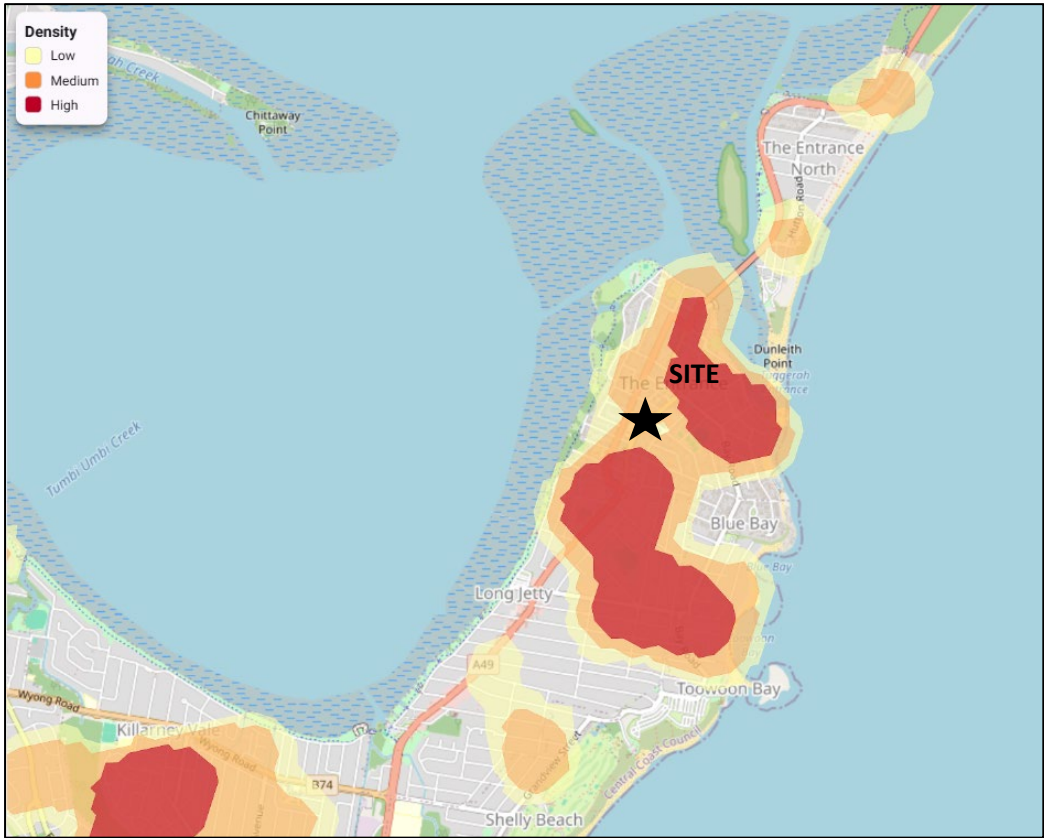


Figure 22: Incidents of Theft (Break and Enter Non-dwelling) from October 2024 to September 2025

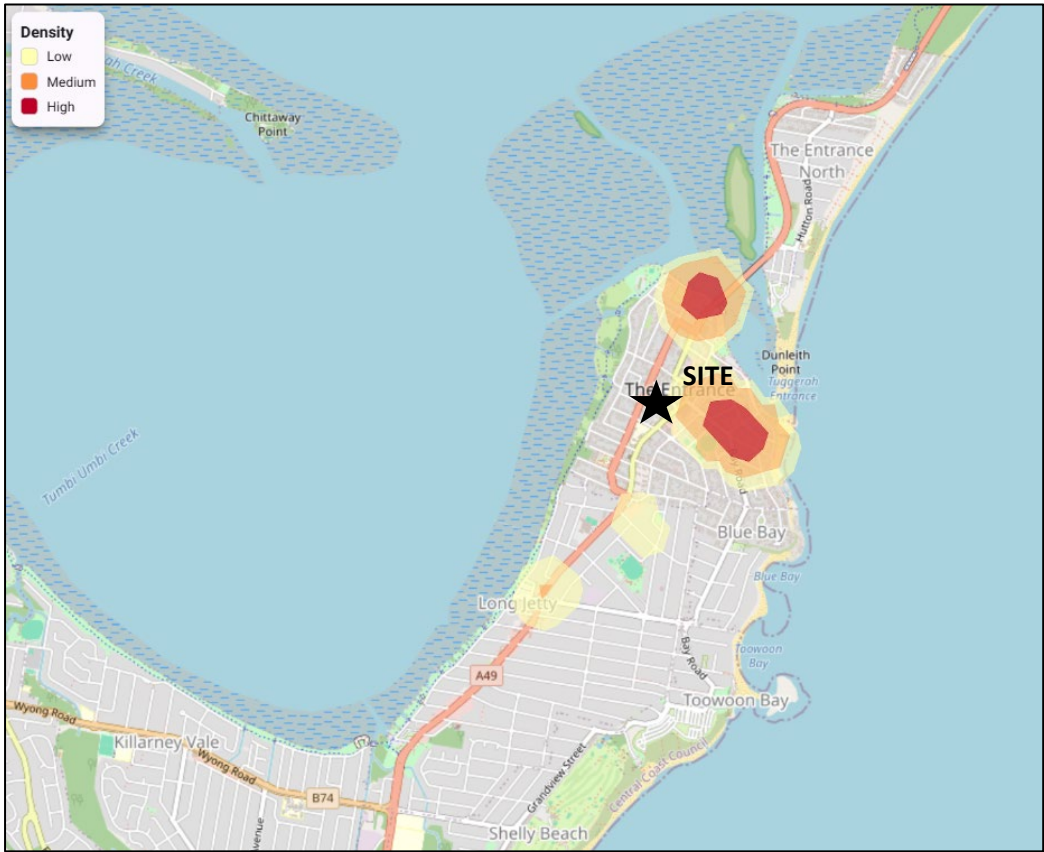


Figure 23: Incidents of Theft (Motor Vehicle Theft) from October 2024 to September 2025

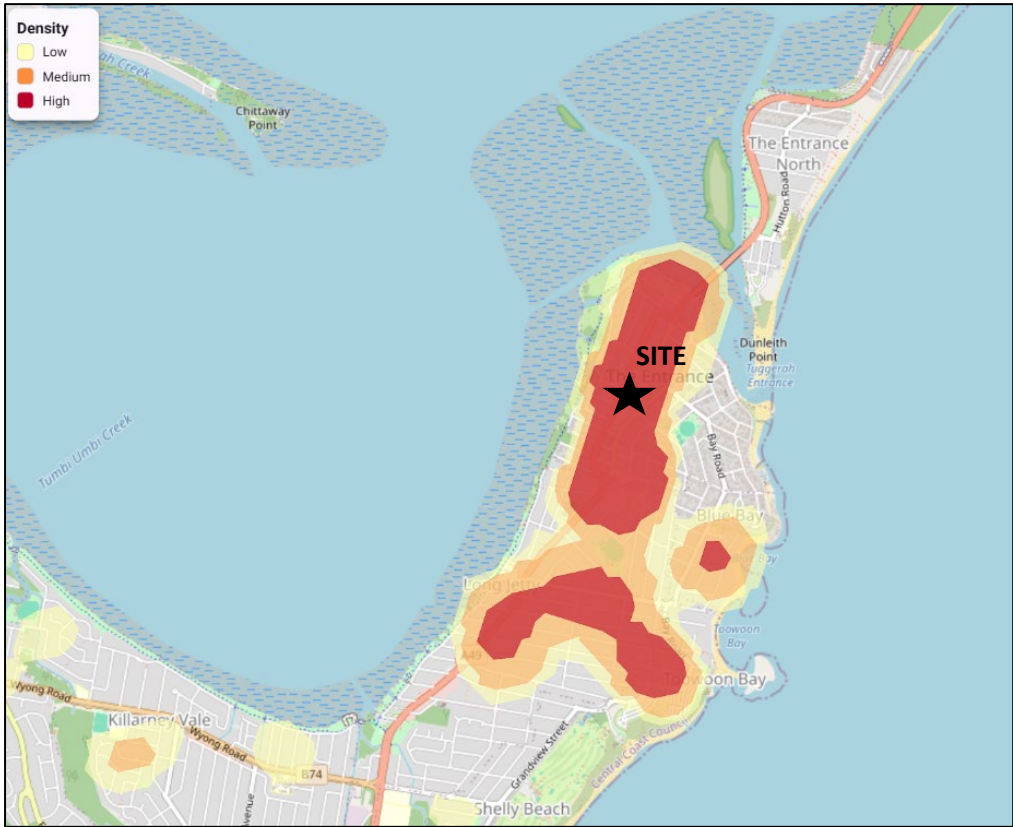


Figure 24: Incidents of Theft (Steal from Motor Vehicle) from October 2024 to September 2025

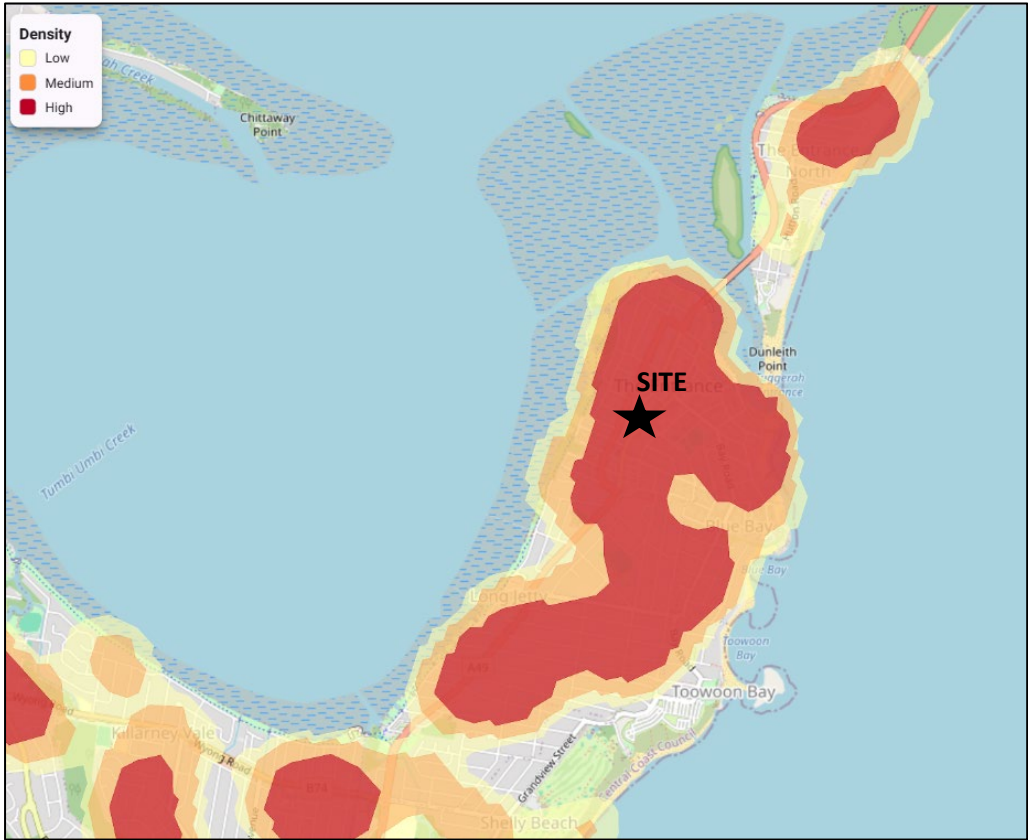


Figure 25: Incidents of Theft (Steal from Dwelling) from October 2024 to September 2025

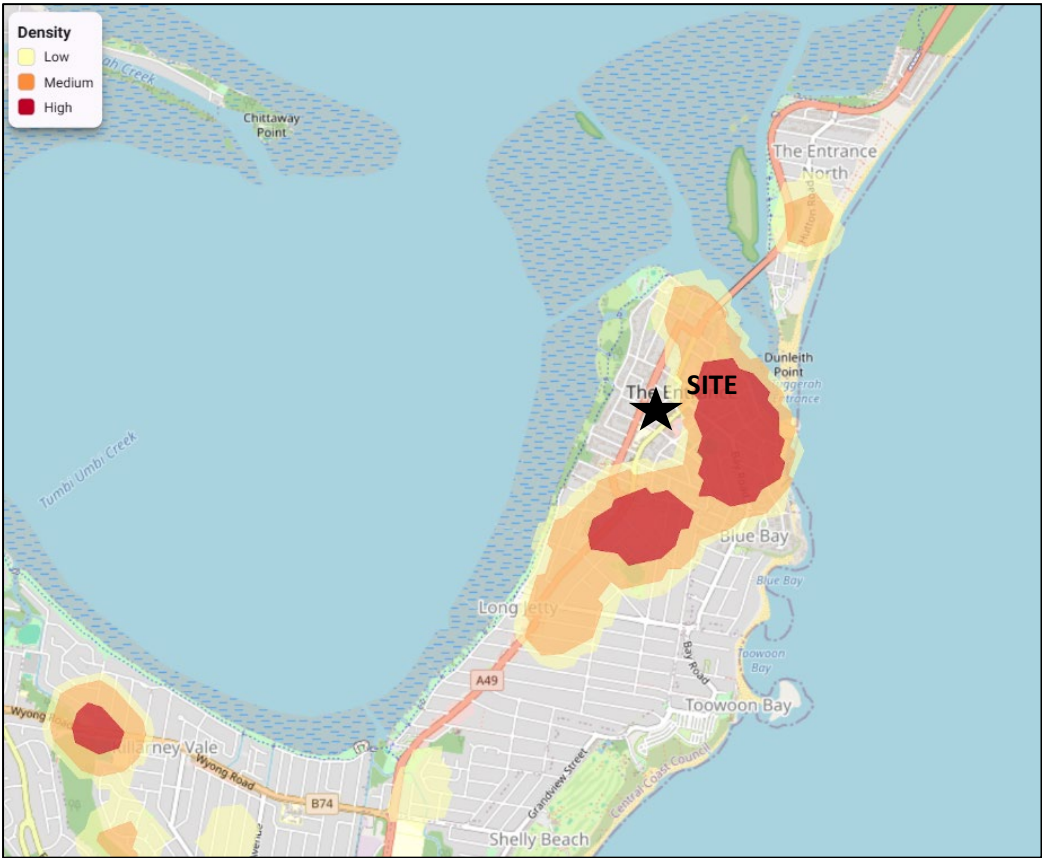


Figure 26: Incidents of Theft (Steal from Person) from October 2024 to September 2025

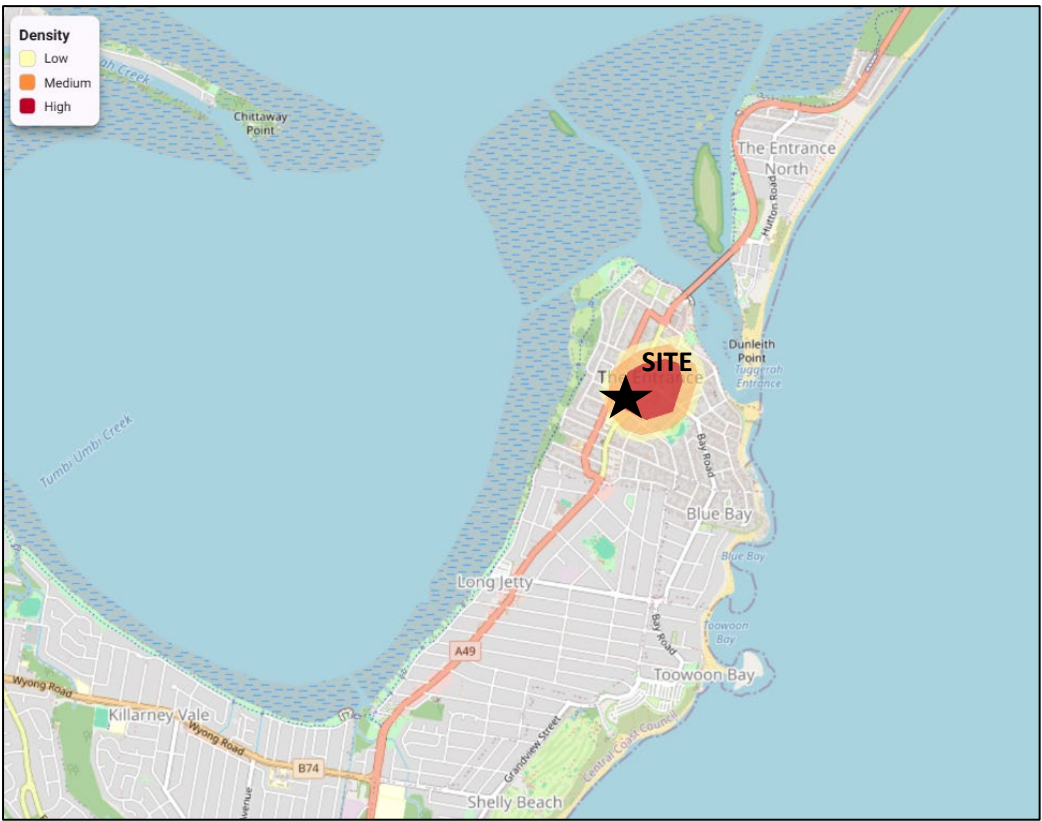
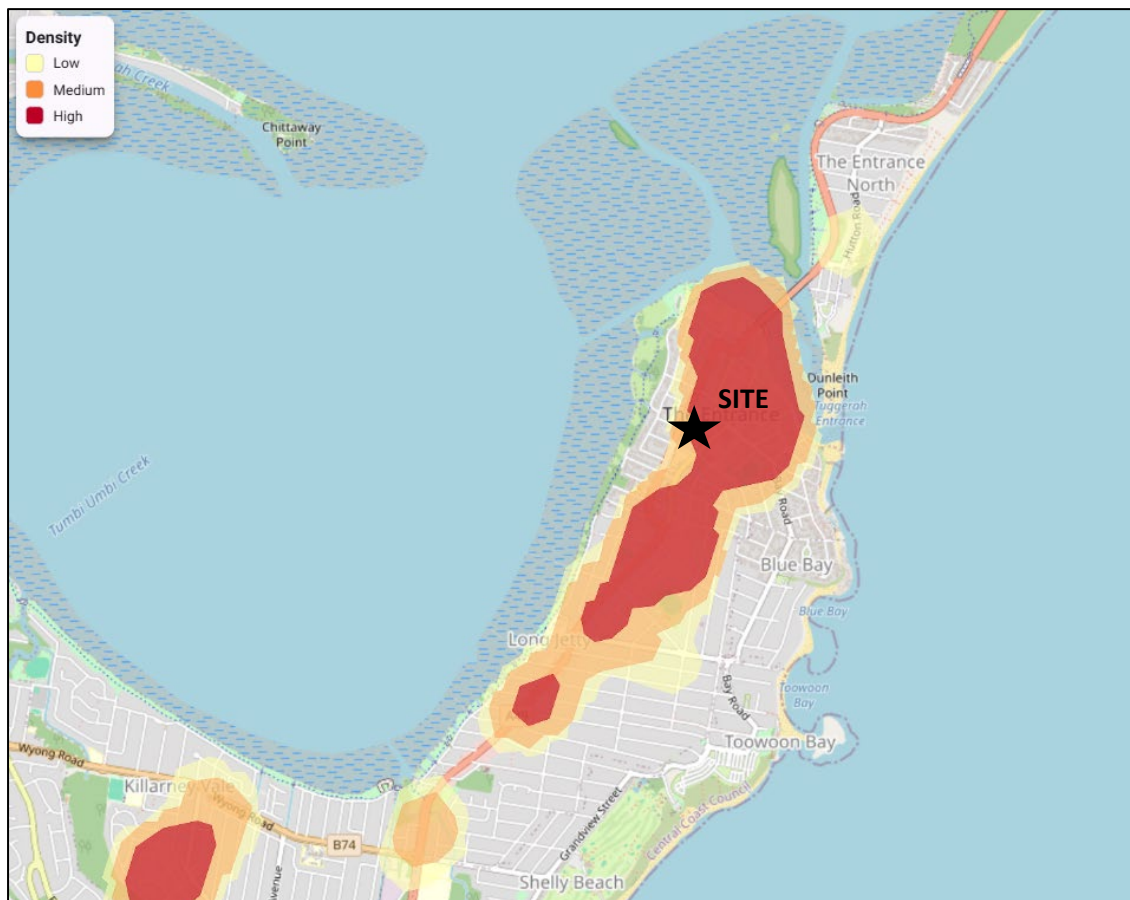


Figure 27: Incidents of Malicious Damage to Property from October 2024 to September 2025

4.2 Crime Type Analysis

Based on the proposed development's function and position, risk of the following crime types may be of particular relevance and should be considered during the design process:

- Theft or robbery, and break and enter - e.g. from apartments or their balconies, or the communal spaces, by either other residents / their guests or intruders into the building;
- Motor vehicle theft or steal from motor vehicle - e.g. from internal carpark or nearby on-street parking;
- Assault – e.g. either within the property or the surrounding streets and / or premises; and
- Malicious damage to property - e.g. graffiti or damage to building / fixtures in communal or street-facing spaces (note: the site has dual street frontage).

5 Crime Prevention through Environmental Design Analysis

Crime Prevention through Environmental Design (CPTED) is a recognised model which provides that if development is appropriately designed it can reduce the likelihood of crimes being committed.

CPTED reduces opportunities for crime by using design and place management principles that reduce the likelihood of essential crime ingredients (law, offender, victim or target, opportunity) from intersecting in time and space. Recognising that predatory offenders often make cost benefit assessments of potential victims and locations before committing crime, CPTED aims to create the reality (or perception) that the costs of committing crime are greater than the likely benefits. This is achieved by creating environmental and social conditions that:

- Maximise risk to offenders (increasing the likelihood of detection, challenge and apprehension);
- Maximise the effort required to commit crime (increasing the time, energy and resources required to commit crime);
- Minimise the actual and perceived benefits of crime (removing, minimising or concealing crime attractors and rewards); and
- Minimise excuse making opportunities (removing conditions that encourage / facilitate rationalisation of inappropriate behaviour).

By introducing CPTED measures within the design of the development, it is anticipated that this will assist in minimising the incidence of crime and contribute to perceptions of increased public safety.

The following CPTED assessment has taken into consideration the proposed measures outlined in the architectural plans by SDA Architects (dated 04/03/2026), landscape plans prepared by Octopus Garden Design (dated March 2026) and the Ground Floor Security Plan within the *Design Report* by SDA Architects, in combination with an assessment of the key CPTED principles.

Figure 28 shows the proposed ground floor security measures for the proposed development. The key elements include:

1. Gated pedestrian access routes
2. Vehicle access roller shutter / gate
3. Secure resident lobby
4. Access-controlled services room

Figure 29 shows the proposed landscaping plan and treatment of the communal open space areas.

5.1 Surveillance

This principle provides that crime targets can be reduced by effective surveillance, both natural and technical. Based on a review of the architectural plans, it is apparent that the following design features promote surveillance:

- The overall development has been designed to maximise natural surveillance through strategic window placement, lighting, and open sightlines to deter potential offenders and allow for passive observation.
- The proposed development has been designed to ensure the unit living rooms and balconies are orientated towards both Ashton and Campbell Avenue, as well as the carparking, pedestrian pathways and the communal open spaces. This provides casual surveillance opportunities to both street frontages and through-site links, increasing opportunities for the detection of antisocial and/or opportunistic criminal activity.
- Although the corridors on each floor level are long, the straight trajectory of them allows for clear lines of sight along the building's length.
- The glazing to the entrance lobby allows for clear views between the lobby (including lift entrances) and the street, ensuring there are no hiding places for potential offenders to lie in wait.
- The proposed commercial/office space at the ground level on Ashton Avenue will provide casual surveillance opportunities towards the street, as well as the approaches to the building, providing an activated street frontage and deterrence for anti-social behaviour.
- The proposed site access from Campbell Avenue is to be clearly defined and secured to prevent unauthorised access. The proposed fencing is partially transparent which will assist in maintaining sightlines between the private and public spaces and to The Entrance Primary School on the opposite side of Campbell Avenue.
- The landscaping plan provides for designation of spaces while minimising 'blind' spots and concealment areas/unsafe spots. Through site links are clearly defined and proposed to be well-lit.
- The proposed seating nooks and yarning circle near the building entrance doors will assist in encouraging use of the lobby space, thereby providing a safe location for visitors or guests to meet or wait, while promoting casual surveillance of the building entrance and surrounding street.

Consideration should be given to the following throughout the detailed design and operational phases of development:

Lighting

- Ensuring the lux levels of lighting outside the buildings comply with or exceed the relevant Australian Standards.
- The lighting scheme should achieve an appropriate balance for lighting public areas and internal spaces within the buildings without creating excessive glare or opportunities for concealment. Particular attention should be given to the bulky waste storage area and the communal spaces outside the bike storage area on the eastern boundaries.

- The frontage to Campbell Avenue is relatively visually isolated. Consider night-time illumination of the building façade and driveway entry fronting Campbell Avenue to deter loitering or vandalism in this area.
- Consider constant illumination of all building entrance spaces, fire stair recess and the underside of the commercial premise awning on Ashton Avenue, as well as along all vertical and horizontal circulation routes and the internal carpark, to maximise visibility, avoid the creation of hiding spaces and aid way-finding. Particular attention should be given to the proposed communal area outside the bike storage area on the eastern boundary.

Security

- Consider the use of obvious CCTV cameras in key communal / common areas to deter potential crimes, in particular all building entrances, lift areas, mailbox, the carpark, the waste storage room, and communal indoor/outdoor spaces, including the communal outdoor space outside the bike storage area on the eastern boundary.
- Consider CCTV security systems and video intercom with access control for each unit to assist with visitor identification without the need to first open doors.
- Areas that are monitored by CCTV cameras should be complemented by appropriate lighting levels. Consider the installation of CCTV cameras that are capable of zooming in on a person of interest without loss of focus and/or quality.
- Consider the careful placement of CCTV cameras to provide obvious surveillance of these spaces, while avoiding privacy impacts. Any footage should be retained for a minimum of 3-months.

Signage

- Signage informing occupants should be displayed in any areas covered by CCTV / video surveillance.
- Signs indicating entrances, exits and emergency equipment around the buildings should be illuminated and free from shrubbery.

Landscaping

- Ensure landscaping is regularly maintained to retain clear and open sightlines throughout the development, particularly around pathways and pedestrian access corridors.
- Consider maintaining landscaping in accordance with CPTED principles (e.g. shrubbery below 0.7m in height, crown foliage above 1.8m in height when grown, etc).

5.2 Access Control

This principle provides that barriers to attract/restrict the movement of people minimises opportunities for crime and increases the effort required to commit crime. Based on a review of the architectural plans, it is apparent that the following design features promote access control:

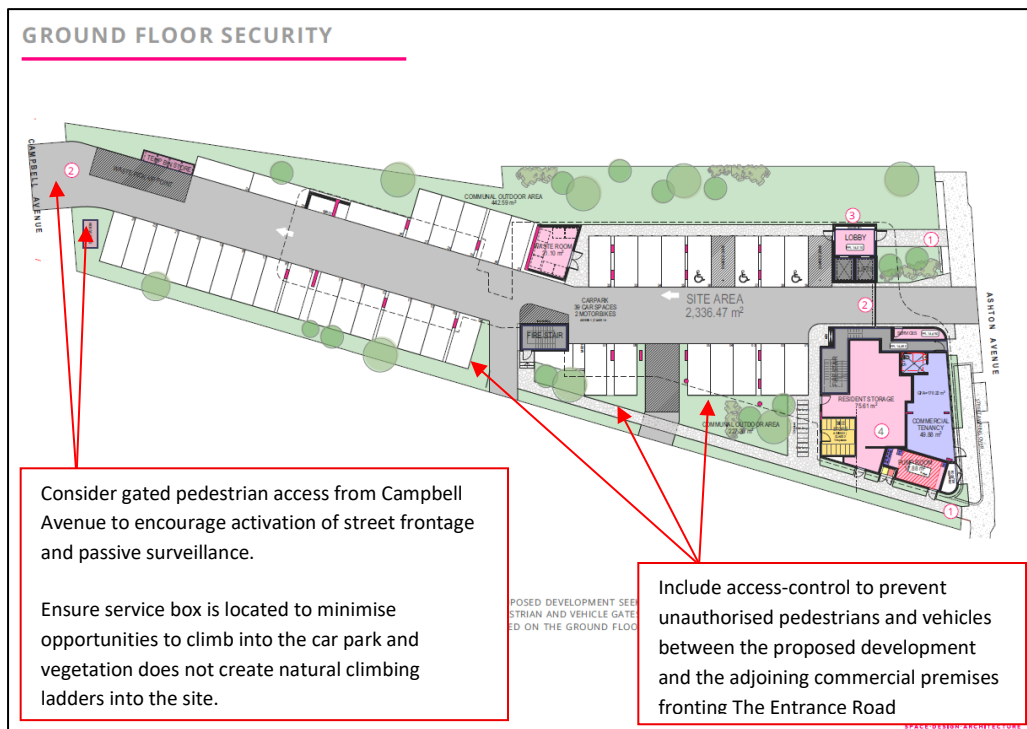
- The proposed development has been designed to define boundaries between the building, as well as the carparking, pedestrian pathways and the communal open spaces. All public access points are proposed to be well marked and inviting.
- Security features include controlled access to the property through secure doors and locks, lighting and clearly delineated pedestrian and vehicular access points.
- It is understood the residential Lobby will also have controlled access (e.g. swipe cards, pin codes or similar). The mailboxes are proposed to be located inside the Lobby, providing further security for future residents (e.g. mail/identity fraud).
- The entry/egress to both Ashton Avenue and Campbell Avenue are proposed to be secured via vehicle access roller shutter/gate, controlled by swipe cards/access pin codes (or similar).
- Gated pedestrian access is proposed from Ashton Avenue, directly to the access-controlled lobby.
- No separate pedestrian access is proposed from Campbell Avenue.
- The landscaping plan indicates the proposed planting scheme and screening materials minimise potential “natural ladders” which would facilitate climbing up to/between balconies, particularly those on the first floor.

In addition to the considerations detailed in **Section 5.1 Surveillance**, consideration should be given to the following throughout the detailed design and operational phases of development:

Site access control (Refer Figure 30)

- Strongly recommend access control between the proposed development and access point to the rear of the adjoining commercial/office premises fronting The Entrance Road (including signage to clarify whether this is vehicular access only or pedestrian access).
- Consider the provision of additional access control measures along the eastern boundary from the above access points through to the communal open space and bike storage areas, to deter loitering and potential concealment opportunities.
- Consider limiting access to the carpark from both street frontages via security swipe card and at the pedestrian gates, to minimise the potential for unauthorised access and potential crimes (e.g. theft from vehicles, vandalism, malicious damage). This will need to be carefully managed with the additional access points to the rear of the adjoining commercial premises.
- Carefully consider the placement of vegetation and fixed items (e.g. rainwater tanks, garden walls, adjacent lower-level fencing) to ensure climbing opportunities into the site do not become readily available. This is particularly important on the Campbell Avenue frontage where the electrical substation is proposed and no separate pedestrian is provided (i.e. limiting passive surveillance opportunities). Details of the proposed boundary fencing suggest the electrical substation located on the Campbell Avenue frontage will be located behind the boundary fence, providing additional security and minimising unauthorised access from this section of the site.

Figure 30: Proposed Ground Floor Security



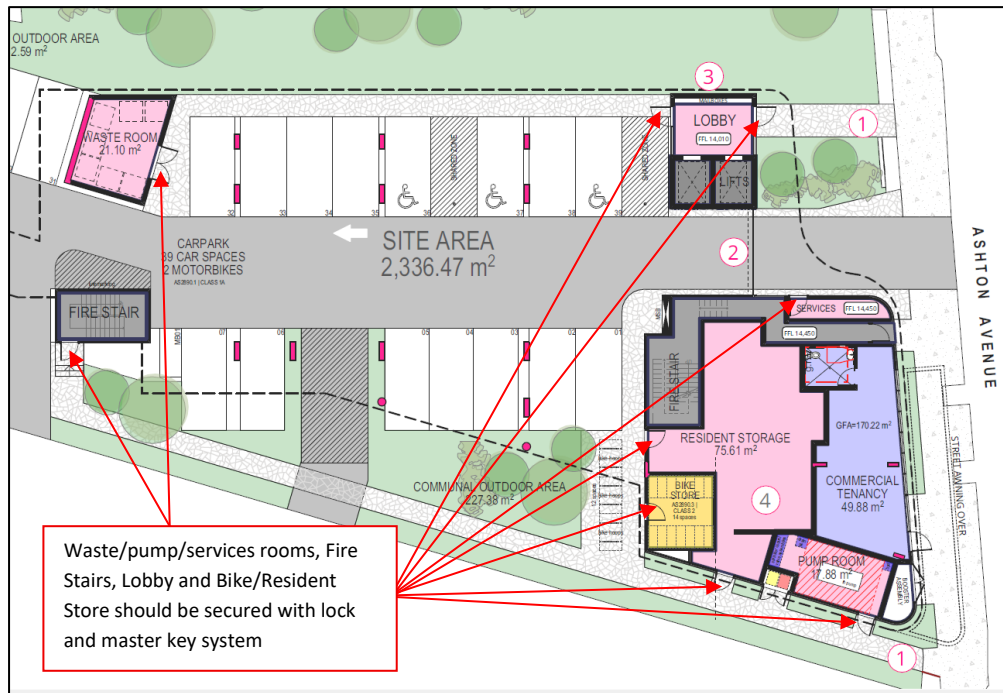
Building access control (Refer Figure 31)

- Consider limiting lift access by security swipe card to the resident's own level. This would also require residents to collect visitors from the building entrance on the ground floor, limiting the opportunity for intruders to access upper levels and minimising excuse-making opportunities for potential offenders.
- A video intercom or similar external to the lobby doors could allow visitors to contact individual rooms to converse with occupants. This would deter unauthorised loitering within the building lobby and the potential for vandalism or other crimes in this area.
- Self-closing and controlled access doors should be fitted to all controlled entrances (including but not limited to waste storage, fire stairs, plant room, resident storage, bike storage and lobby).
- Bicycle storage spaces should allow for securing of individual bicycles and helmets, to deter theft of bikes or their parts.
- Consider building materials to ensure facades are not readily climbable. For example, ensure no handholds / footholds are available within the carpark screening wall where it is open to the sky, which would allow intruders to climb on top and access upper-level balconies.

Landscaping

- Ensure landscaping is regularly maintained to ensure trees do not provide natural ladders into the site, or to upper levels of the buildings.

Figure 31: Proposed Ground Floor Security (extract)



5.3 Territorial Reinforcement

This principle provides that well-used places reduce opportunities for crime and increase risk to criminals. Based on a review of the architectural plans, it is apparent that the following design features promote territorial reinforcement:

- The office premises site entrance from Ashton Avenue is in a prominent position, and clearly defined by paving and façade treatment (e.g recess and awning position) providing a clear delineation between private, semi-private and public areas, encouraging ownership and maintenance.
- The boundary fencing fronting Ashton Street provides clear, delineated boundaries between the private and public areas, and between the office and residential components. The selection of fencing materials allow for clear sight lines into and out of the site, whilst maintaining territorial reinforcement.
- It appears that the proposed boundary fencing for the Campbell Street frontage and the Ashton Avenue frontage is palisade fencing (or similar). This will assist in territorial reinforcement, whilst providing open sightlines and surveillance opportunities.
- The landscaping plan has been designed to enhance the overall sense of ownership and territoriality, as well as guide pedestrian traffic through the site.

In addition to the considerations detailed in **Section 5.1 Surveillance** and **5.2 Access Control**, consideration should be given to the following throughout the detailed design and operational phases of development:

- Consider the use of clear street address signage at the main pedestrian entrances from Ashton Avenue (and Campbell Avenue if direct access is proposed at a later stage of design development), to reduce confusion and excuse-making opportunities for potential offenders.
- All communal areas should be clearly identified as such by signage, noting their use is limited to residents and their guests (with residents to be in the company of their guests at all times).
- Consider the use of clear signage or other physical cues throughout the site to help people find their way around the development easily and to reduce excuse-making opportunities by potential intruders. Any area that is not publicly accessible should be signposted as such and secured.

Consider the use of international symbols on signage to ensure these are easily identified by people with an intellectual disability and future residents where English is their second language.

5.4 Space Management

This principle provides that space which is appropriately utilised and well cared for reduces the risk of crime and antisocial behaviour. If an area shows sign of damage and limited monitoring, then would-be offenders might be inclined to damage property or perpetrate crimes against the person, safe in the knowledge that they will not be apprehended. Most space management strategies are routinely enacted during the operation of facilities.

In addition to the considerations detailed in **Section 5.1 Surveillance**, **5.2 Access Control** and **5.3 Territorial Reinforcement**, consideration should be given to the following during the operation of facilities:

Signage

- Consider installing signage within all communal spaces which outlines any rules of use and expectations of behaviour (e.g. use to be limited to residents and their guests; hours of operation; prohibition on the use of alcohol, tobacco or amplified music; reminders to be considerate of neighbours etc).

Internal Space Management

- Ensure communal internal spaces are well-maintained, actively used and appropriately managed to discourage criminal activity.
- Consider providing bus timetables and taxi phone numbers in the Lobby, to allow for safe transport planning by residents. Consideration could be made to the provision of maps identifying safe walking routes to key destinations within the vicinity. Note: the *Central Coast Night-Time Economy – Discussion Paper* (March 2024) commits to the ongoing development of safe night time economies and Council may provide updated information in this regard in the future.

External Space Management

- Ensure communal external spaces are well-maintained, actively used and appropriately managed to discourage criminal activity.
- Consider a maintenance program/rapid removal graffiti policy, coupled with the application of anti-graffiti coatings to vulnerable areas.
- Consider 'Park Smarter' signage reminding vehicle-owners to secure their vehicles and valuables in association with the proposed carpark.
- Consider providing outdoor furniture of a high quality and other external fixtures that are free from projecting or easily removable parts and are fixed to the ground with hidden fastenings to reduce removal.

Landscaping

- Ensure shrubs, trees and areas are regularly maintained to reinforce the sense of ownership and natural guardianship of the communal areas.

6 Conclusion

CPTED principles are important factors in dealing with crime risk. They form part of a proactive strategy that can provide some level of early intervention into how the physical elements of the city are designed.

The CPTED assessment of the proposed development has taken into account factors such as building design, layout, area characteristics and crime data for the area. The recommendations outlined in this report can easily be incorporated into the detailed design of the building and do not require changes made to the design of the proposed development to facilitate assessment of the SSDA.

The proposal involves the redevelopment of a currently under-utilised site for a mixed use development (including affordable housing). The proposed development will offer a high level of activity, casual surveillance and ultimately resident, visitor and community safety within the site and surrounding area. It will also provide appropriate lighting and security measures to protect the safety of residents, visitors and the local community. Overall, provided the recommendations outlined in **Section 5** are considered in the detailed design and planning of the proposed development, it is our view that the proposed mixed use development will be designed in a manner that will permit the safe and efficient use of the site, and approval of the proposed development is unlikely to contribute to increased incidents of crime.