



Crime Prevention Through Environmental Design Assessment Report

Lot O – 200 Aldington Road Industrial Estate

SSD-96107226 and SSD-10479-MOD-7

Submitted to Department of Planning, Housing and Infrastructure
on behalf of Stockland Fife Kemps Creek Pty Ltd

Prepared by Colliers Urban Planning

31 March 2026 | 2250566



'Gura Bulga'

Liz Belanjee Cameron

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



'Dagura Buumarri'

Liz Belanjee Cameron

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



'Gadalung Djarri'

Liz Belanjee Cameron

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

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

We pay our respects to their Elders past and present.

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

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1.0 Introduction

The Applicant seeks development consent under 'Division 4.7 – Stage Significant Development' of the EP&A Act for the construction and operation of a single temperature controlled warehouse building with two tenancies and ancillary office spaces, within Lot O of the approved 200 Aldington Road Industrial Estate at 106-228 Aldington Road, Kemps Creek.

The SSD seeks approval for the following development:

- Construction and operation of a single temperature-controlled warehouse building with two tenancies, including: Warehouse gross floor area of 13,610m²; comprising:
 - Two, dual storey offices with a combined floor space of 1,007m² (including dock office consisting of 64m²);
 - A total of 72 vehicle parking spaces;
 - A total of 20 loading/unloading docks;
 - Central shared hardstand area to facilitate heavy vehicle loading/unloading;
 - Hours of operation, including 24/7 use;
 - Consent for installation of signage; and
 - Landscaped embellishments and augmentation of services as required.

1.1 Crime Prevention Through Environmental Design

This Crime Prevention Through Environmental Design (CPTED) Assessment has been undertaken to assess the potential opportunities for crime and the perceived fear of crime that may be associated with the proposed development as envisaged in the Environmental Impact Statement to which this report is appended to.

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

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

Architectural drawings prepared by DTA Architects have been reviewed as part of this assessment. The following tasks were undertaken in the preparation of this assessment:

- review of the *Safer By Design Manual* by the NSW Police Force;
- collection and analysis of local and NSW state crime statistics from the Bureau of Crime Statistics and Research (BOCSAR); and
- a crime risk assessment, in accordance with the current NSW policy and practice.

1.2 Disclaimer

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

- there is no definitive measure of 'safety'. Therefore, this assessment cannot be used as proof of a definitive measure of safety.
- this assessment does not ensure complete safety for the community, and public and private property.
- assessment and recommendations are informed by information provided, with observations made at the time the assessment was prepared.

- this assessment does not guarantee that all risks have been identified, or that the area assessed will be free from criminal activity if recommendations are followed.
- this assessment has been undertaken on behalf of the applicant and does not represent the opinions and expertise of the NSW Police Force.

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

1.3 Project Background

1.3.1 Concept Masterplan and Stage 1 Development

The 200 Aldington Road Industrial Estate Concept Plan and Stage 1 Development (Concept Approval) is identified as SSD-10479 and was approved on 5 May 2023 for the following:

- a Concept Proposal for staged development of an industrial estate comprising 16 buildings and associated offices with a maximum of 340,540 square metres (m²) of gross floor area for industrial, warehouse and distribution uses and interim and ultimate road works; and
- a Stage 1 development comprising clearing and bulk earthworks across the estate, interim and ultimate road works, construction of internal roads, utilities and stormwater infrastructure, construction, fit out and operation of one warehouse building and subdivision of the site into 13 lots.

The Concept Masterplan and Stage 1 SSD was supported by a CPTED Report prepared by Colliers Urban Planning. This report follows on from the initial report and will assess the proposed development of Lot O in the context of the recommendations made in the original CPTED report for the Estate.

1.3.2 Planning Framework

The site is located within the Mamre Road Precinct and as previously mentioned, the vision of this Project is to facilitate the redevelopment of the site for industrial purposes in line with the desired future outcomes of the Precinct,

State Environmental Planning Policy (Industry and Employment) 2021 includes land use zoning and development controls for the Mamre Road Precinct within which the site is located. The site is zoned for general industrial purposes (IN1).

The Mamre Road Precinct Development Control Plan (MRP DCP) it provides for an overarching vision for future development in the Mamre Road Precinct and includes a suite of principles, objectives and controls to guide future development. MRP DCP Section 4.2.9 Control 1 specifically requires preparation of a CPTED report, "A Crime Risk Assessment Report must assess the crime risk relating to the proposed development application in the Mamre Precinct." (Mamre Road Precinct DCP 2021).

2.0 The Site

2.1 Site Location and Context

The site is located at 106-228 Aldington Road, Kemps Creek within the Penrith Local Government Area (LGA). It also forms part of the Mamre Road Precinct which sits within both the Western Sydney Employment Area and the Western Sydney Aerotropolis.

The land surrounding the site is in transition from formally being rural in nature to industrial with predominantly warehouse and distribution land uses. Construction has commenced on several State Significant Developments for warehouse and distribution premises within the precinct including the Aspect Industrial Estate to the west, the Westlink Stage 1 Estate to the south and the surrounding broader 200 Aldington Road Industrial Estate within which the site is located.

Non-industrial uses remaining in the precinct include the existing Catholic Healthcare Emmaus aged care and retirement village, Little Smarts Early Learning Centre, Trinity Primary School and Emmaus Catholic College located approximately 1.5km northwest of the site; and existing established residential housing community (approximately 1km to the east) at Mount Vernon. The BAPS Hindu Temple is located to the immediate south of the 200 Aldington Road Industrial Estate, approximately 700m from the proposed Lot O development.

The estate's regional locational context is illustrated in **Figure 1**.



Figure 1 Site context

Source: Nearmap, Colliers Urban Planning

2.2 Site Description

The site is identified as 106-228 Aldington Road, Kemps Creek and forms part of one (1) singular lot being Lot 200 in DP 1285691. The overall lot is approximately 720,000m² in area (72 hectares) and comprises a 1,250m frontage to Aldington Road to the west. At the time of writing, the approved Stage 1 Development (SSD-10479) is currently being delivered.

The site for the purposes of this SSDA is identified as Lot O, which is located within the southeast corner of the approved 200 Aldington Road Industrial Estate (refer to **Figure 3**).

2.3 Access and Transport

Vehicle access can be made via the one approved Stage 1 internal road being Road 01. This road will provide access to two (2) car parking lots on each side of the lot, as well as a shared hardstand zone for trucks and heavy vehicles accessing the warehousing docks.

The proposed development will connect to the wider estate road network which is currently being completed as part of the approved Stage 1 development. The estate road network will connect to the external road network via a future signalised intersection along Aldington Road.

2.4 Surrounding Development

The land immediately surrounding the project area (within the broader Concept plan approval area) to the north is currently being developed in accordance with the Concept Plan. The site's surrounding development context more broadly is generally industrial, with some pockets of rural-residential remaining. The site's surrounding development context is described as follows:

- **North:** To the immediate north of the Estate is greenfield land, with Oakdale South industrial estate located to the north-east of the site. Further north is the Oakdale West industrial estate.
- **East:** To the immediate east of the Estate is rural land containing grasslands, Ropes Creek corridor and scarce vegetation. Further east is rural-residential development in the suburb on Mount Vernon, Cecil Park and Horsley Park bounded by the M7 Motorway.
- **South:** To the immediate south is the BAPS Temple, a new Hindu Temple at 230-242 Aldington Road. Further south is the Westlink Industrial Estate – Stage 1 which is also currently under construction.
- **West:** To the immediate west of the site (across Aldington Road) is rural-residential land, of which a significant portion of dwellings have been demolished in preparation for the development of the approved Canopy Industrial Estate. Further to the west is Aspect Industrial Estate, Mamre Road and Wianamatta-South Creek.

2.5 Crime Risk Rating

Overall, the Crime Risk Rating is considered 'low'.

The key positive elements of the site are:

- The site is located in a semi-rural area transforming into an industrial area away from significant urban areas, other centres with an absence of nearby high risk uses;
- The surrounding area is semi-rural with secured properties and no public urban spaces for the public to congregate and linger;
- The surrounding area is beginning to transform with construction starting on future industrial precincts creating more activity and in turn more natural surveillance in the area; and
- There is an absence of graffiti and littering within the site and immediate surroundings.

Other elements of the site are:

- The site and immediate surrounding area are currently subject to construction associated with future industrial uses. There is significant traffic movement associated with this construction throughout the day. There is however limited human evening and night surveillance on account of its semi-rural context. A number of industrial developments under construction do have limited CCTV surveillance.

3.0 Description of Proposed Development

The Applicant seeks development consent under 'Division 4.7 – Stage Significant Development' of the EP&A Act for the construction and operation of a single temperature controlled warehouse building with two tenancies and ancillary office spaces, within Lot O of the approved 200 Aldington Road Industrial Estate at 106-228 Aldington Road, Kemps Creek.

Specifically, this SSDA seeks approval for:

- Construction and operation of a single temperature-controlled warehouse building with two tenancies, including: Warehouse gross floor area of 13,610m²; comprising:
 - Two, dual storey offices with a combined floor space of 1,007m² (including dock office consisting of 64m²);
 - A total of 72 vehicle parking spaces;
 - A total of 20 loading/unloading docks;
 - Central shared hardstand area to facilitate heavy vehicle loading/unloading;
 - Hours of operation, including 24/7 use;
 - Consent for installation of signage; and
 - Landscaped embellishments and augmentation of services as required

The proposed development is discussed further in the following subsections and detailed on the Architectural Drawings prepared by Reid Campbell Architects and included at **Appendix A**.

A floor plan of the proposed development is provided in **Figure 4** below.

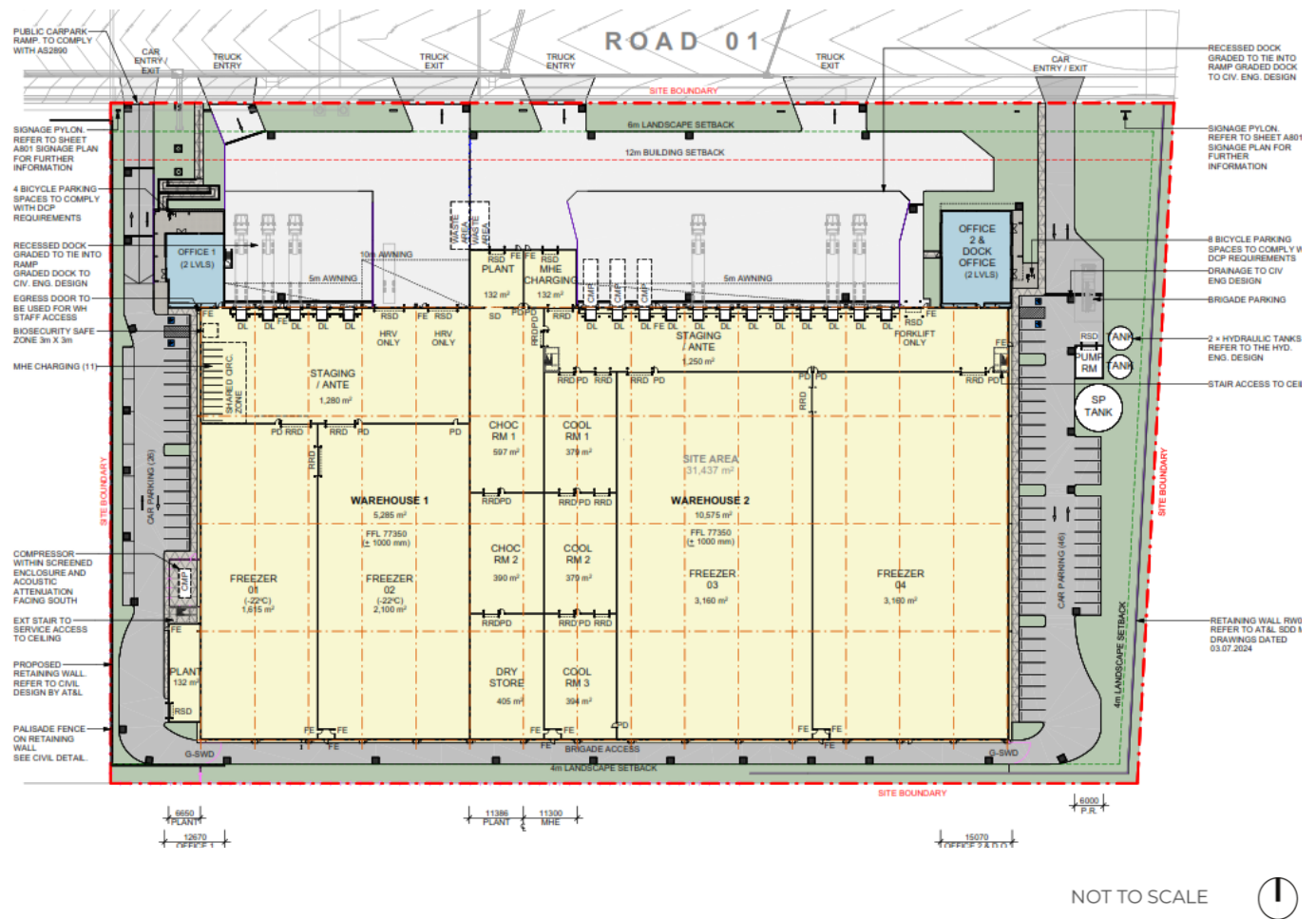


Figure 4 Site Plan for Lot O

Source: Reid Campbell Architects

4.0 Nature of Recorded Crime

Crime statistics obtained from the NSW Bureau of Crime Statistics and Research (BOCSAR) represent criminal incidents recorded by NSW Police. A review of the local statistics for 2019-2023 found that the most commonly occurring crimes relevant to CPTED within the suburb of Kemps Creek were:

- Assault – non-domestic violence related
- Assault – domestic violence related
- Break and enter of dwelling
- Steal from motor vehicle
- Steal from retail store
- Steal from dwelling
- Malicious damage to property

The frequency of the above crimes in the suburb of Kemps Creek, between July 2022 and June 2025 are detailed in **Table 1** below.

Table 1 *Kemps Creek recorded Crime Statistics FY2022-FY2025*

Crime	Incidents 2022	Rate per 100,000 persons	Incidents 2023	Rate per 100,000 persons	Incidents 2024	Rate per 100,000 persons	Incidents 2025	Rate per 100,000 persons	2022-2025 Trend
Assault – non-domestic violence related	6	281.2	22	985.7	21	940.9	18	806.5	Stable
Assault – domestic violence related	6	281.2	8	358.4	13	582.4	12	537.6	Stable
Break and enter – dwelling	2	93.7	4	179.2	5	224.0	4	179.2	Stable
Break and enter – non-dwelling	1	46.9	3	134.4	6	268.8	14	627.2	Stable
Steal from motor vehicle	0	0.0	18	806.5	10	448.0	13	582.4	Stable
Motor vehicle theft	9	421.7	19	851.3	21	940.9	26	1164.9	Stable
Steal from retail store	4	187.4	1	44.8	2	89.6	0	0.0	Stable
Steal from dwelling	2	93.7	2	89.6	1	44.8	3	234.4	Stable
Malicious damage to property	7	328.0	10	448.0	11	492.8	11	492.8	Stable

The BOCSAR database indicates that the site is not located within a 'hotspot' or within close proximity to any 'hotspots'. Hotspots indicate areas of higher crime density (number of incidents per 50m by 50m) relative to crime concentrations across NSW. They are not adjusted for the number of residents and visitors in the area and thus may not reflect the risk of victimisation. We note that the BOCSAR statistics indicate that the majority of the Sydney and Parramatta CBDs are included within these hotspot areas. Given the site's location away from built up urban areas the risk of victimisation is considered low.

4.1.1.1 Crime Prevention Policy

Penrith City Council's Community Safety Plan 2023-2027 details numerous measures aimed at reducing crime and increasing public safety throughout the LGA. The Strategy details three priority areas for Council to improve community safety:

1. **Thriving People** – people in the community are safe and thriving when there is strong social cohesion between residents; they have accessible support services and secure affordable housing. Key objectives are:
 - Raise awareness and deliver actions to reduce domestic and family violence
 - Support the capacity of local services to respond to domestic and family violence
 - Support young people to feel safe and connected in their community
 - Contribute to positive mental health in our community
 - Support access to safe and affordable housing
2. **Safe and Welcoming Public Spaces** – People feel more comfortable and welcome in safe, well-maintained, vibrant public spaces. These spaces enable them to safely connect with other people, maintain physical and mental health, and travel from place to place free of fear. Key objectives are:
 - Improve lighting throughout Penrith LGA
 - Provide safe, accessible, and welcoming public spaces
 - Improve perceptions of safety at public transport interchanges
 - Work with partners to deliver local events which increase community connection
3. **Partnerships for Safe Communities** – the coordinated use of local resources, improved infrastructure, and the delivery of social outcomes that foster community safety. Key objectives are:
 - Support local community services to contribute to safer communities
 - Advocate on key issues for a safer community
 - Lead and support local partnerships to foster collective action for safer communities

The design of the proposal has considered the priorities within the Penrith Community Safety Plan 2023-27 and, while the key priority areas do not have objectives and actions that are directly related to industrial warehouse development, the scheme has considered the positive perception of safety by demonstrating an architectural scheme that maximises natural surveillance to the surrounding streetscape areas that can assist in maintaining safe public places via the increase of population on site. The proposed development will provide a high-quality industrial estate on site that provides ownership and uses that have a vested commercial interest on the site and within the wider Mamre Road Precinct. This is expected to result in buildings and places that are well cared for, and thus, assist in the minimisation of crime.

5.0 Assessment

A potential perpetrator can take advantage of the built environment, with access and the opportunity for concealment significantly affecting the safety and perceived safety of an environment. Whilst the site is not located within a hotspot and has a very low crime rate, the adoption of the CPTED principles will always be beneficial to a development. Accordingly, the following is an assessment of the key CPTED principles and the best practice guidance against the proposed development. With significant change occurring to the site and the surrounding area it is difficult to predict the future crime trends of the area, however this CPTED assessment looks to minimise the potential for any future crime trends to develop.

The proposed development is a warehouse or distribution centre, which will feature warehousing with external hardstand areas and internal roads. For this reason, understanding the relationship between the different elements of the proposed development is integral in forming recommendations for crime reduction. This context underpins an assessment of the proposed development in accordance with the CPTED principles.

5.1 Surveillance

Opportunities for crime can be reduced by providing opportunities for effective natural surveillance. This principle indicates that offenders are often deterred from committing a crime in areas with high levels of natural surveillance that foster communal activity. The following design features can improve natural surveillance:

- Clear and direct paths that encourage pedestrian activity and allow for clear lines of sight;
- Clear sight lines between public and private places and maximising natural surveillance;
- Establishing buildings close to the street frontage to allow passing traffic to observe the development;
- Clear building entry points, highly visible from the street and pedestrianised areas;
- Orientation of building entrances and windows towards the street, public domain, open space and parking areas;
- Appropriate lighting and effective guardianship of communal and/or public areas; and
- Minimal opportunity for offenders to conceal themselves or entrap victims.

The external areas of the site consist of the loading docks, car parks, driveways, and internal access ways. The proposed development provides a high level of natural surveillance, both to the development itself and its surrounds. The site benefits from ancillary offices that face the streets. These elements provide a reasonable level of natural surveillance from neighbouring tenancies in an active precinct.

Buildings that address the street or public domain areas provide opportunities for natural surveillance between occupants and the general public, which can be maximised through the provision of windows in the ancillary office spaces and pedestrian entrances which face public areas. The office spaces for the warehouse buildings will be located facing street frontages providing a high level of natural surveillance over the activity along the public areas, activity in the car park and the truck entrance points during office hours.

Recommendations in respect of surveillance are provided in **Section 6.1**.

5.2 Lighting and Technical Supervision

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

The development will bring a number of users within the site at various times throughout the day. For this reason, the consistency of lighting will be critical in reducing the fear of crime and optimising facial recognition of potential offenders. Given the nature of the proposed development, consideration of the appropriate type of lighting is essential. Consistent lighting should ideally be included in all publicly accessible areas of the site (roads, footpath and open space), as well as areas which do not benefit from natural surveillance.

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

The placement of CCTV external to various warehouse buildings and office spaces, and other spaces throughout the site should provide coverage to key access points, and areas that do not benefit from natural surveillance. To ensure the CCTV network is effective, lighting in and around the development should be designed to correspond with the placement of the CCTV cameras to permit adequate facial recognition of CCTV images at all times. A suitably qualified consultant should be engaged to advise on the lighting specifications.

Recommendations in respect of lighting and technical are provided in **Section 6.1**.

5.3 Territorial Reinforcement

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

The clear definition of the development being private territory will increase the risk to an offender and promote territorial reinforcement, as criminals do not want to be detected, challenged or apprehended. The increase in persons on the site provides a notable increase in natural surveillance opportunities. The proposed Lot O development, designed by Reid Campbell Architects, will enhance the area image when compared to the existing situation with a vacant site.

Additionally, sometimes way finding in large environments and industrial areas can be confusing. Knowing where and how to enter and exit and find assistance within parking facilities can impact on perceptions of safety, victim vulnerability and crime opportunity. Suitable wayfinding signage at key entry and decision making points, around the perimeter of the development, along with building / business identification signage associated with the industrial tenants are recommended to help reduce the opportunities for people to find excuses to gain unauthorised access and / or to loiter in areas of the development, or immediately adjacent to entries. Whilst all access points are legible and inviting, signage will further enhance this perception.

Territorial reinforcement of each Warehouse's office space has been designed to provide access and visible surveillance to the external areas and street frontage of the lots which assists in reinforcing what are public and private spaces. The location of building entries for all warehouses are within close distance of a public road and clearly demonstrate that they do not provide any opportunities to cut-through the site or provide opportunities that lead to uses other than industrial spaces. The proposed development is also absent of undefined space, with landscape treatment extending to the site's boundary and therefore clearly delineating public from private space.

Recommendations in respect of territorial reinforcement are provided in **Section 6.1**.

5.4 Environmental Maintenance

There is a strong association between environmental maintenance and the fear or perceived fear of crime. General image can greatly affect the individual's desire to enter and engage with space. Environmental maintenance and territorial reinforcement are co-dependent in achieving a safer space and are integral in achieving optimal natural surveillance. The maintenance of the built form, landscaping and lighting will assist in communicating care and the presence of effective guardianship. Routine maintenance is a strong indicator of area management and perceived safety.

It can also affect the economic prosperity of areas and lessen the likelihood of prolonged future success of the area. Vandalism, graffiti and other crimes can induce fear and avoidance of public spaces. As such, maintenance of the proposed development and its surrounds is a key crime prevention mechanism. The proposed development will provide a high quality urban environment which will convey a clarity of ownership and display a space that is well cared for.

As the proposed Lot O development will form part of the broader 200 Aldington Road Industrial Estate, with numerous tenants in its operation, the clear articulation of a management body is necessary. We understand SFKC will ensure the

overall site is maintained to a high standard with the tenancy contracts requiring the lots also are maintained to a high standard.

In this regard, the external environments of the site will be subject to a Precinct Management Body that will ensure the maintenance of all external environments. Specifically, areas such as the publicly accessible space and visible external private area will require specific attention as it will include a significant quantity of planting and landscaping treatments that will facilitate the amenity and territorial reinforcement of these spaces. Environmental maintenance should also consider the effect of topography and associated retaining walls, which is highly relevant to the site. Generally, environmental maintenance procedures should ensure that this vegetation does not compromise other principles of CPTED such as access control and surveillance.

Further recommendations in respect of environmental maintenance are provided in **Section 6.1**.

5.5 Activity and Space Management

Similar to environmental maintenance, there is a strong association between activity and space management, and the fear or perceived fear of crime. Space management relates to the supervision, control and the ongoing care of a development. Spaces that are infrequently used are known to experience crime and be the subject of abuse. Unlike environmental maintenance, this principle endeavours to manage the more dynamic activity and use of space.

The management of space and activity is important to maintaining control over a space and preventing incidents of crime. Space management relates to the supervision, control and the ongoing care of a development, similarly to environmental maintenance. Spaces that are infrequently used are known to experience crime and be the subject of abuse. Effective space management also encourages people to feel a shared responsibility for its use and condition. Noting the use of the proposal for warehousing purposes, there will be frequent activity across the entirety of the site and the broader 200 Aldington Road Industrial Estate.

Further recommendations in respect of activity and space management are provided in **Section 6.1**.

5.6 Access Control

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

- Secondary – access to semi-public areas including car parks and reception areas.
- Vehicle – Access to the loading dock and car park.

Access control within the proposed development is well considered to protect the private premises from unauthorised entry. Truck entrance and car park access will be restricted by boom gates accompanied by an intercom system to prevent access to unrestricted areas. Outside of operation hours access through the site entrances will be secured by solid gates to secure access and restrict crime. Lastly, access control measures are proposed at all entry points to the site to ensure unauthorised entry is protected to the valuable and potentially sensitive goods within.

The Estate's Fencing Plan outlines the use of palisade fencing around the lot where it adjoins with publicly accessible areas such as the internal road network and Aldington Road and Chain Wire fencing will be used along the boundary with adjoining lots which are areas that are not publicly accessible.

Recommendations in respect of access control are provided in **Section 6.1**.

5.7 Design, Definition and Designation

The design of the proposed development reflects its purpose, and while potential perpetrators may seek to exploit areas with unclear spatial definition, the design of the proposed development generally benefits from achieving multiple principles of CPTED.

The design clearly shows a logical separation of the proposed development's uses and their access points, minimal area of unclear spatial definition and an appropriate choice of landscaping materials and vegetation. The orientation and layout of

the site maximises surveillance opportunities to the surrounds, and the linear configuration of car park bays further assists natural surveillance opportunities.

Recommendations in respect of the design, definition and designation principles are provided in **Section 6.1**.

6.0 Crime Risk Rating and Recommendation

The Crime Risk Rating considers the development as proposed in the architectural plans prepared by Reid Campbell at **Appendix A** within the site's environment.

Acknowledging the site context and the issues discussed in Sections 2, 4 and 5, the Crime Risk Assessment Rating of the proposed development is rated within the 'low' category. An assessment of the proposal using CPTED principles has found that, with the actions recommended below being implemented, the development would improve its rating within the 'low' category.

This Crime Risk Rating incorporates the inevitable risk of crime associated with large-scale industrial development precincts. Notwithstanding this, our assessment finds that the design of the development within the broader 200 Aldington Road Industrial Estate is generally consistent with the principles of CPTED and worthy of support provided the recommendations below are implemented.

In informing the Conditions of Consent, recommendations to further improve the safety and security of the proposed development are detailed in **Section 6.1**.

6.1 Recommendations

Surveillance

- Ensure opportunities for natural and incidental surveillance are maintained through effective lighting, access control and environmental maintenance.
- In areas of the proposed development that have minimal opportunities for natural surveillance are created by concealment and entrapment opportunities are minimised.
- Wayfinding signage should be provided to ensure that users understand how and where to enter, exit and find assistance.
- Limit the unnecessary placement of temporary signage and banners along pedestrian paths.
- Ensure the environmental conditions and landscaping do not create opportunities for concealment, entrapment or reduced visibility.

Lighting and Technical Supervision

- Ensure feelings of safety are enhanced and lines of sight are retained, it is recommended that any acute or blind corners at building entries and within lobbies are well lit with bright consistent lighting.
- Outdoor lighting is recommended to have a minimum Colour Rendering Index (CRI) of 60 and comply with the relevant Australian Standards.
- While endeavouring to minimise light-split into the surrounds, exterior lighting to buildings should have an average Lux of 30 and a minimum uniformity of 0.4 Uo. It is recommended that exterior lighting be consistent. 'Inactive' lighting is not recommended in public spaces. A lighting consultant is recommended to be engaged to provide advice on the design of the exterior lighting strategy which considers CPTED principles.
- The CCTV network should endeavour to ensure blackspots of coverage are not created.
- Ensure adequate and discrete CCTV coverage monitors entry/exits to semi-private and private spaces.
- Discrete CCTV systems such as small dome cameras are recommended.
- Any emergency lighting shall also be installed and maintained in accordance with the relevant Australian Standards.
- It is recommended that CCTV footage should be stored for a minimum of 30 days. Footage should have embedded time, date and camera location details.
- Immediate access to the CCTV system and the ability to review recordings is granted to NSW Police Officers.
- It is recommended that a security consultant with a Class 2A licence under the Security Industry Act 1997 is engaged to provide specific advice on placement, installation, monitoring and maintenance of the CCTV network.

Territorial Reinforcement

- Ensure an appropriate level of wayfinding and signage is installed, reinforcing public and private space.
- Display CCTV security notice signs to convey that the site is under constant surveillance.
- Maintain that building entrances remain free of clutter to ensure entry points are highly visible from the street and public domain frontages.

Environmental Maintenance

- Ensure environmental maintenance procedures align with the principles of CPTED, including the minimisation of concealment opportunities and maintaining surveillance opportunities and access control.
- Environmental maintenance should ensure general building maintenance and cleanliness is maintained throughout the subdivision to display the site is well maintained, discouraging crime.
- Regular maintenance and cleaning and rapid removal of graffiti and the repair of vandalism is crucial to the ongoing perception of safety. Any environmental maintenance procedures should prioritise a prompt response.

Activity and Space Management

- Ensure wayfinding strategies are incorporated for the development as a whole and each individual lot.
- During the hours of office operation, the designated car parking area is likely to be publicly accessible. Outside of these hours, public access to the site's car park should be prohibited. It is recommended that visitors be afforded access through an intercom system.
- Portable signage and unfixed equipment such as outdoor seating and other landscaping furniture should be appropriately stored when not in use, minimising the opportunities for these items to be misused or opportunity for concealment.

Access Control

- Ensure that any access control does not appear to fortify the environment. Any fencing along the internal roads are to not have a significant visual impact on the lots and ideally provide visual designation between private and public land, rather than enclosing fencing to restrict access
- Ensure access to the loading dock is controlled, ideally with electronic pass systems and intercoms.
- Ensure the access control mechanisms and physical barriers separating vehicles areas also restrict the movement of pedestrians between these areas. (i.e., pedestrians from the loading dock).
- Access to the car park outside of office hours should be secured via locked gates.

Design, Definition and Designation

- Appropriate and clear wayfinding signage should be provided for the external areas of development to prevent unauthorised individuals from inadvertently or intentionally accessing these spaces. Wayfinding signage provides clarity for navigating the site reducing ambiguity and excusing making for potential perpetrators.