



05 May 2020

Nader Zreik  
Hansen Yuncken Pty Ltd  
Sydney Corporate Park  
Building 1, L3, 75-85 O'Riordan Street  
Alexandria NSW 2015

Dear Nader,

### **Addendum CPTED Assessment – TAFE Meadowbank**

This letter has been prepared as an addendum to Mecone's Crime Prevention through Environmental Design (CPTED) report dated October 2019, which was submitted to the Department of Planning, Industry and Environment (DPIE) as part of the State significant development application for the proposed Multi-Trades and Digital Technology Hub (MTDTH) at TAFE Meadowbank.

The purpose of this letter is to provide an assessment of certain additional works against the four key principles of CPTED (i.e., natural surveillance, access control, territorial re-enforcement and space/activity management).

This letter provides an assessment of the plans only. Site and locality analysis are provided in the original CPTED report dated October 2019.

This letter has been prepared with consideration of the following key guidelines and documents:

- *Crime prevention and the assessment of development applications – Guidelines under section 79C of the Environmental Planning and Assessment Act 1979* (Department of Urban Affairs and Planning, 2001) (Assessment Guidelines); and
- *NSW Car Park Guidelines for Crime Prevention*.

The assessment in this document is based on the following two sets of architectural drawings prepared by Gray Puksand:

- Car park drawings dated 30 April 2020.
- MTDTH drawings dated 30 April 2020.

These drawings are attached at Appendix 1.

## 1.0 Proposed Works

The proposed works considered in this assessment include:

- Minor changes to the MTDTH including a reduction in basement car parking, minor internal layout changes and minor changes to external materials and finishes.
- Construction of a multi-level car park located to the northeast of Building J.

Further detail is provided below.

### Changes to MTDTH

The proposed changes to the MTDTH include a reduction in basement parking from two levels to one level and minor internal layout changes. The overall bulk, scale and use of the building will remain unchanged. The pedestrian and vehicular access points will also remain as per the original design.

The changes in basement levels can be seen in the comparison section drawings below. Full sized plans are provided at Appendix 1.



Figure 1: Originally proposed north-south section of MTDTH (Source: Gray Puksand)



Figure 2: Updated north-south section of MTDTH (Source: Gray Puksand)

### New multi-level car park

The proposed car park features three levels and is located approximately 100m to the south of the MTDTH in the location of an existing at-grade car park, adjacent to Building J.

Vehicular access to the car park is via a driveway off See Street. Pedestrian access is provided at the northern and southern ends of the structure. On the north, an accessible path is provided to the footpath on See Street, and on the south, accessible paths of travel and other pedestrian walkways link the car park to the remainder of the site.

The car park layout is a basic orthogonal pattern generally consisting of a central circulation ring with parking in the middle of the ring and along the edges. There are two sets of fire

stairs, one on the east wall and another on the west wall, and a single lift adjacent to the west stairs.

The car park is illustrated in the architectural drawings below. Full-sized drawings are provided at Appendix 1.

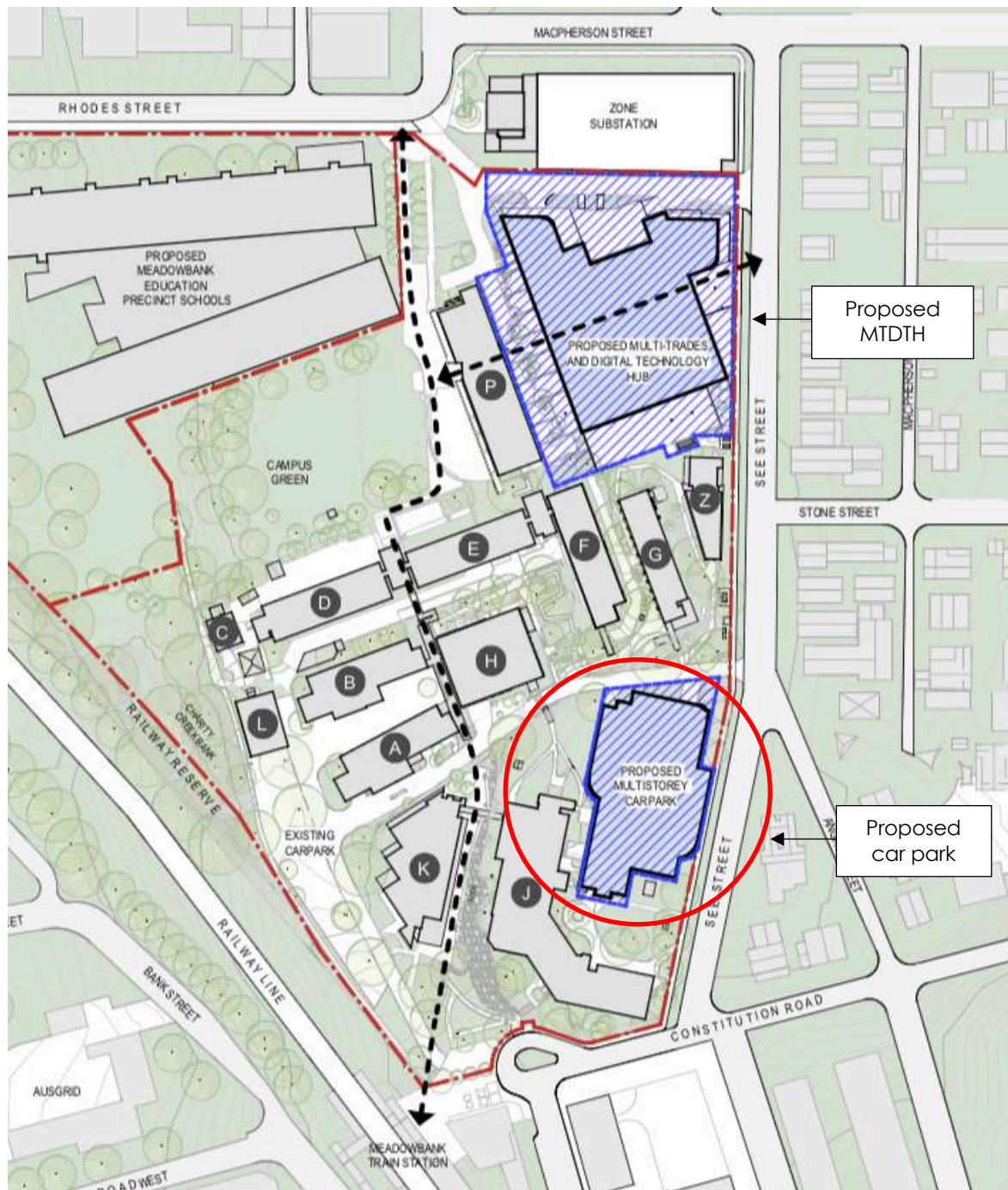


Figure 3: New car park context plan (Source: Gray Puksand)

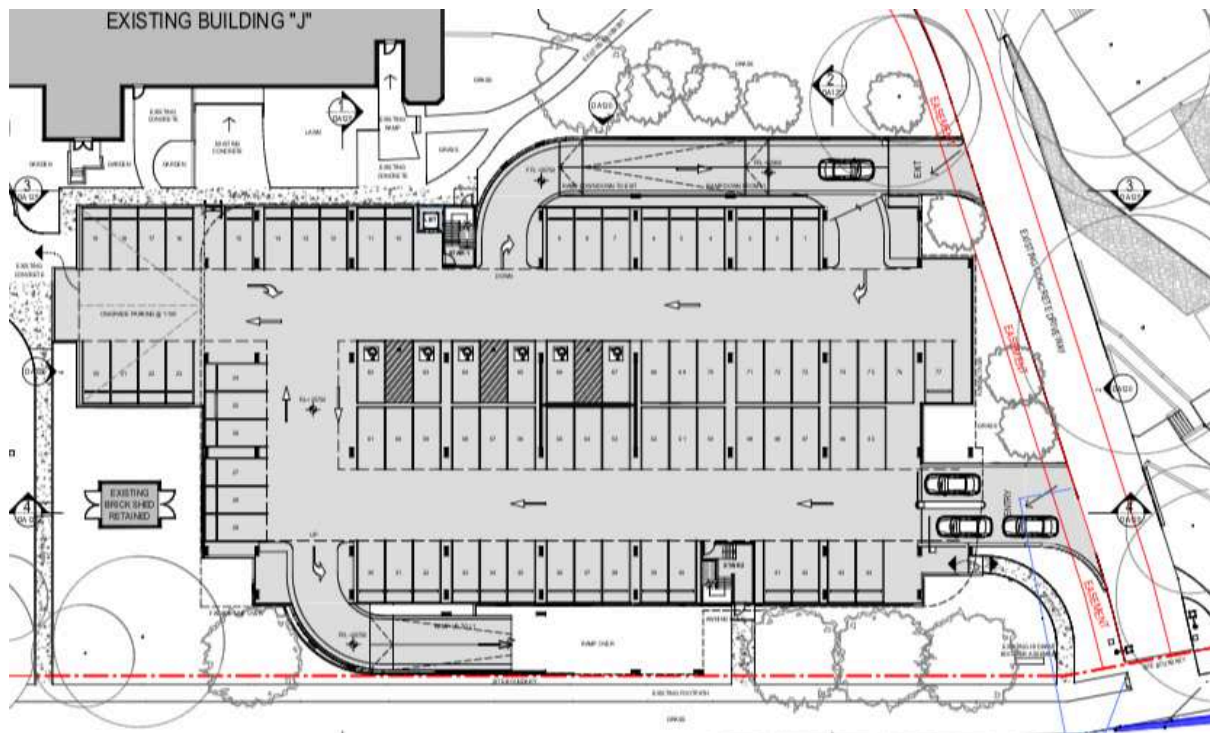


Figure 4: Proposed car park ground floor plan (Source: Gray Puksand)

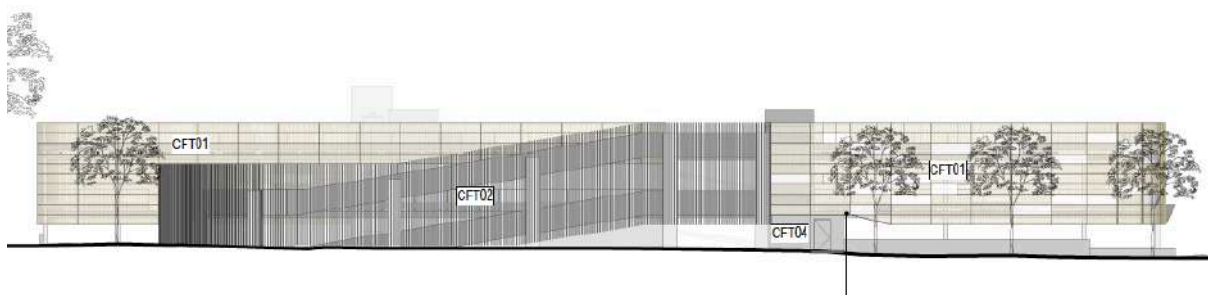


Figure 5: Proposed car park east elevation (Source: Gray Puksand)

## 2.0 Natural Surveillance

### Concept overview

The Assessment Guidelines describe natural surveillance as follows:

*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.*

Key design methods for achieving natural surveillance include:

- Provide clear sightlines between public and private places.
- Provide landscaping that does not provide offenders with a place to hide or entrap victims.
- Provide lighting for night-time illumination of car parks, walkways, entrances and exits.

### Evaluation

- The minor changes to the MTDTH will not reduce opportunities for natural surveillance. The design continues to demonstrate ample opportunity for surveillance of the

campus and public domain through the use of extensive glazing, building orientation and positioning of activity areas.

- In relation to the new car park:
  - The car park is configured so that cars are parked a grid-like pattern, allowing for good sightlines between vehicles and through the car park.
  - The lift and stair entries are easily visible from large areas of the car park.
  - Secluded areas and hidden recesses are minimised.
  - The main vehicular entry is easily identifiable and visible from the public domain.
  - The pedestrian access points readily identifiable and directly visible from the public domain and/or surrounding campus.

### Recommendations

- The car park should be illuminated in accordance with the relevant standards. White light is preferred as it allows for clarity of vision.
- White paint in the interior of the car park should be considered in order to assist in lighting effectiveness.
- CCTV should be considered.
- Any landscaping around the car park should utilise low level shrubs interspersed with canopy trees to allow for sightlines at eye-level and to minimise opportunities for hiding.
- Any trees surrounding the car park should be maintained by a regular maintenance plan that keeps good sightlines to the car park entries.

## 3.0 Access Control

### Concept overview

The Assessment Guidelines describes access control as follows:

*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.*

Key design methods for achieving effective access control include:

- Use landscaping and footpaths to channel and group pedestrians into target areas.
- Use physical barriers to restrict access to internal areas or high-risk areas.

### Evaluation

- The minor changes to the MTDTH will not negatively impact access control. The location of the two main pedestrian access points and the single driveway access point remain unchanged in the updated plans and continue to provide for effective channelling of pedestrians and vehicles to target areas.
- In relation to the new car park:
  - The car park features a dedicated singular point of entry and a dedicated singular point of exit for vehicles, providing effective vehicular channelling.
  - Boom gates are provided to regulate vehicle movement.
  - The parking layout features a circular traffic movement pattern so that vehicles cannot simply take the shortest route to and from the access point but rather are

forced to move around the building, providing further opportunity for natural surveillance.

- Pedestrian access is limited to the northern and southern ends of the car park. The access points will be marked and open, providing direct access between the car park and busy destination points.

#### **Recommendations**

- Fire exit doors should be fitted with measures to restrict unauthorised access from the outside.
- Signposting and directional signage should be used to clearly indicate accessible and non-accessible areas.
- All areas should be fitted with doors that comply with relevant Australian Standards.

## **4.0 Territorial Re-Enforcement**

#### **Concept overview**

The Assessment Guidelines describe territorial re-enforcement as follows:

*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.*

Key design methods for achieving territorial reinforcement include:

- Design space to encourage gathering of people in public space and a sense of communal ownership.
- Provide clear transitions and boundaries between public and private space.
- Provide clear design cues on who is to use space and what it is to be used for.

#### **Evaluation**

- The minor changes to the MTDTH will not negatively impact territorial re-enforcement. The overall building form remains unchanged in the updated plans and continues to provide strong demarcation from the surrounding area.
- In relation to the new car park:
  - Visually, the car park reads as a fit-for-purpose building, with no ambiguity as to the use of the building.
  - The car park is strongly defined on all sides with open lawns to the south and west, providing clear delineation between the building and surrounding uses.
  - The car park's materiality will distinguish the building from the surrounding public domain.

#### **Recommendations**

- The car park should incorporate highly visible entry signage and way-finding signage.
- Perimeter landscaping (such as low shrubbery) should be considered in order to provide additional delineation of the car park boundary.

## 5.0 Space/Activity Management

### Concept overview

The Assessment Guidelines describe space/activity management as follows:

*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.*

Key methods for achieving effective space/activity management include:

- Maintain a clean site.
- Repair vandalism and replace burned out lighting quickly.
- Remove or refurbishment decayed physical elements.

### Evaluation

- The minor changes to the MTDTH will not affect space/activity management. Maintenance strategies can remain in place as recommended in the original report.
- In relation to the new car park:
  - The car park has been designed for a specific purpose as a TAFE building and will be owned and maintained by TAFE.
  - It is anticipated that a management plan/strategy will be put into place to ensure proper building maintenance.

### Recommendations

- The car park should incorporate a robust material palette, particularly for outdoor spaces in order to reduce susceptibility to vandalism and wear and tear.
- Ensure a regular maintenance plan is in place which includes rubbish removal, graffiti removal, replacement of light fixtures, maintenance of lux levels, trimming of vegetation and other necessary repairs.

## 6.0 Conclusion

This letter has provided a CPTED assessment against the changes to the Multi-Trades and Digital Technologies Hub and new car park at TAFE Meadowbank. The assessment has concluded that the proposed design is consistent with CPTED principles and is acceptable from a crime risk perspective. Recommendations have been provided which should be considered in the detailed design phase in order to further reduce opportunity for crime.

If you would like to discuss these matters further, please do not hesitate to contact me at (02) 8073 4677 or [acoburn@mecone.com.au](mailto:acoburn@mecone.com.au).

Yours sincerely,



Adam Coburn

## **APPENDIX 1:**

Architectural Drawings



LEGEND

VEHICULAR ENTRY / EXIT

PEDESTRIAN ENTRY / EXIT

A

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NSW Nominated Architects Scott Moylan 7147 Craig Saltmarsh 6569

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REV	DESCRIPTION	DATE
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B	Issue for SSDA	09.10.19
C	Issue for SSDA	30.04.20

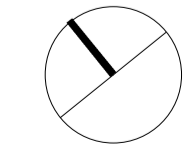
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APPROVED	BH

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Multi-Trades and Digital  
Technology Hub

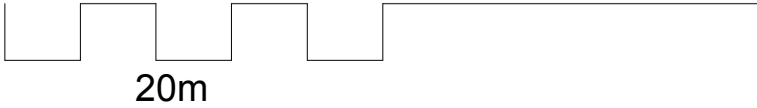
SSDA APPROVAL ISSUE

SITE ANALYSIS PLAN

DWG #	DA02	REV	C
SCALE @ A1	As indicated		



Scale 1:1000





LEGEND

- EXTENT OF SSD SCOPE
- PEDESTRIAN ACCESS
- BOUNDARY LINE
- EXISTING BUILDING NAME

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B	Issue for SSDA	09.10.19
C	Issue for SSDA	29.01.20
D	Issue for SSDA	30.04.20

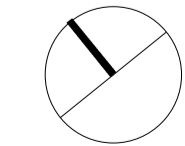
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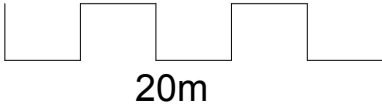
**SSDA APPROVAL ISSUE**

**PROPOSED SITE PLAN**

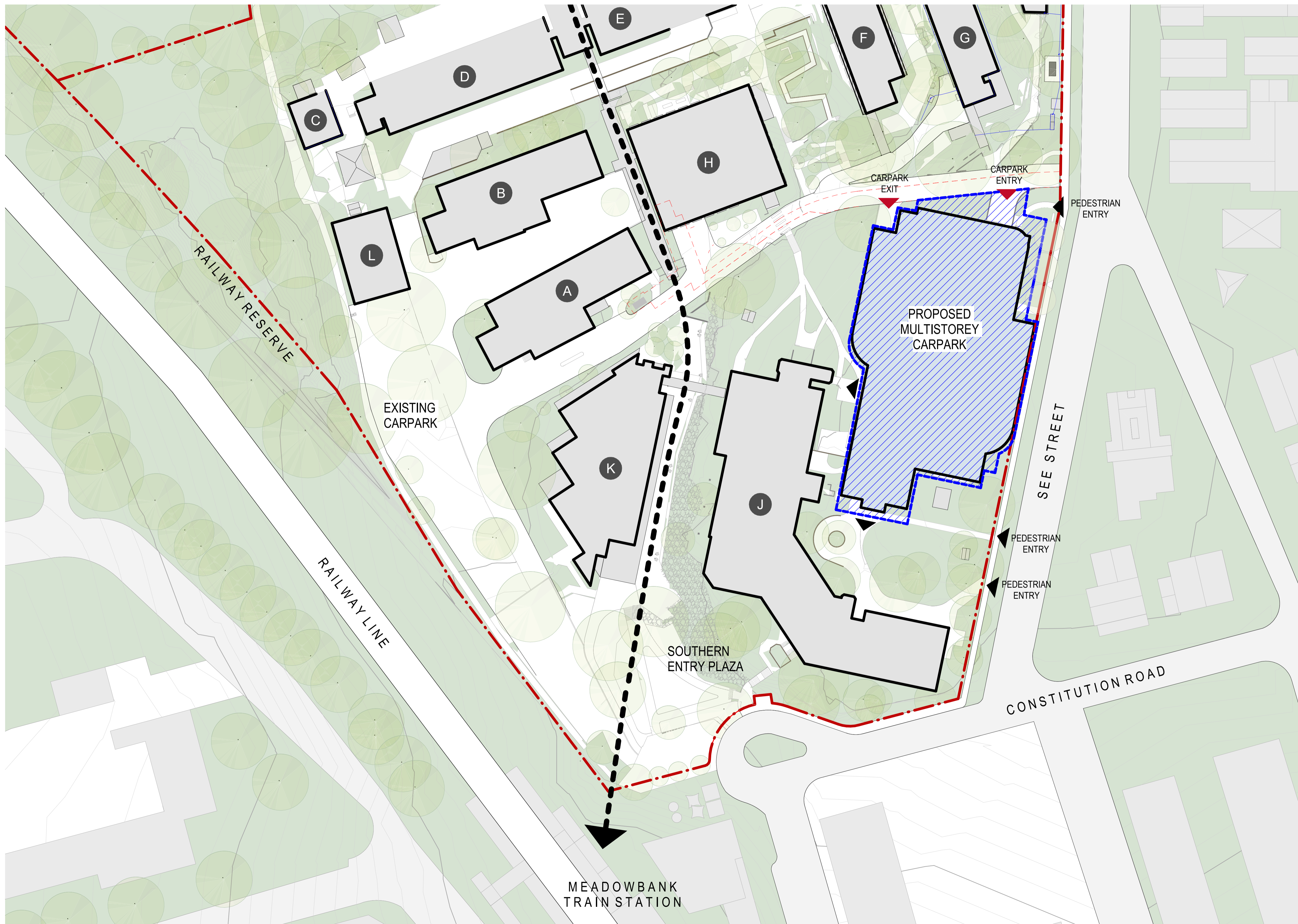
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Scale 1:1000



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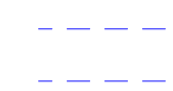
## LEGEND



## EXTENT OF SSD SCOPE



EXISTING STORMWATER  
EASEMENT



EXISTING ELECTRICITY  
EASEMENT



## PEDESTRIAN ACCESS



BOUNDARY LINE



EXISTING BUILDING NAME

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REV	DESCRIPTION	DATE
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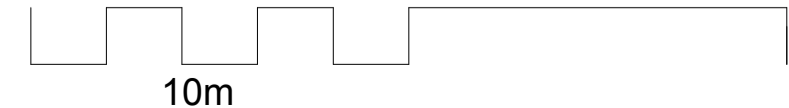
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## PROPOSED SITE PLAN SOUTH

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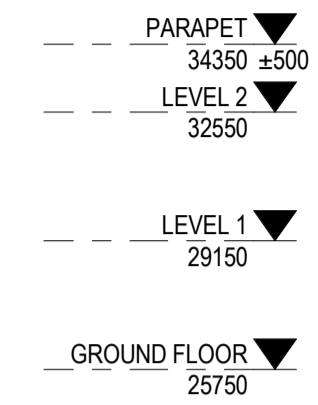


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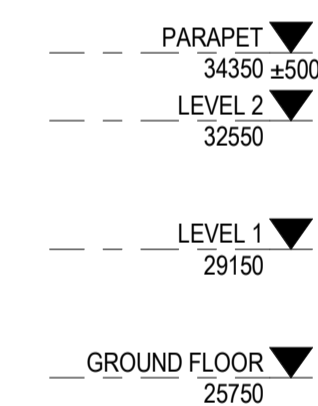






This architectural elevation drawing illustrates the building's facade, which is divided into several distinct levels and sections. The drawing is labeled with various codes: CFT02 is located on the left side, CFT01 is in the center, CFT03 is below CFT01, CFT04 is on the right side, and CFT05 is at the bottom right. The building features a prominent section with a grid-like pattern of windows or panels. The drawing also includes a cross-section view on the right, showing the internal structure and a large tree. The overall style is a technical architectural rendering.

— — — PARAPET ▼  
               34350 ±500  
 — — — LEVEL 2 ▼  
               32550  
  
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               29150  
  
GROUND FLOOR ▼  
               25750



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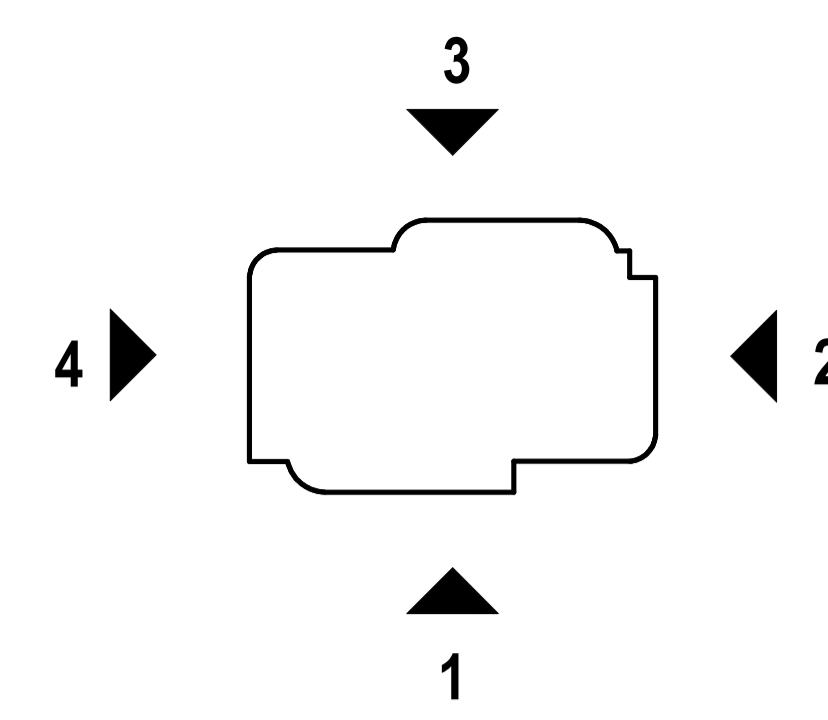
CFT04

CFT01

CFT02

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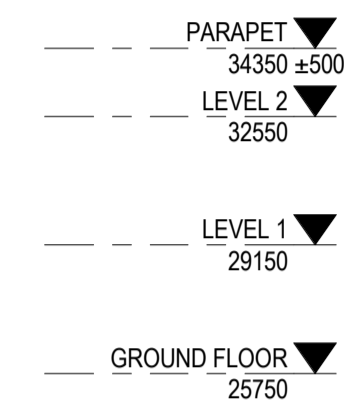
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 — — — — — GROUND FLOOR ▼  
 25750



CFT01	PERFORATED METAL SCREEN MIN 50% PERFORATION TOTAL
CFT02	VERTICAL CLADDING BATTENS
CFT03	FOLDED METAL AWNING
CFT04	EXPOSED CONCRETE
CFT05	BLOCKWORK

SCALE @ A1 As indicated

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CFT01	PERFORATED METAL SCREEN MIN 50% PERFORATION TOTAL
CFT02	VERTICAL CLADDING BATTENS
CFT03	FOLDED METAL AWNING
CFT04	EXPOSED CONCRETE
CFT05	BLOCKWORK

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CHECKED	RD
APPROVED	JH

## SECTIONS

DWG # **DA125** REV **A**  
SCALE @ A1 As indicated







- AMENITIES
- APPLIED RESEARCH
- CARPARK
- CARPARK SERVICES
- CIRCULATION
- INDUSTRY ENGAGEMENT
- LEARNING SPACES
- SERVICES
- STORE
- WORKSHOP
- WORKSPACE

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A	Issue for SSDA	04.10.19
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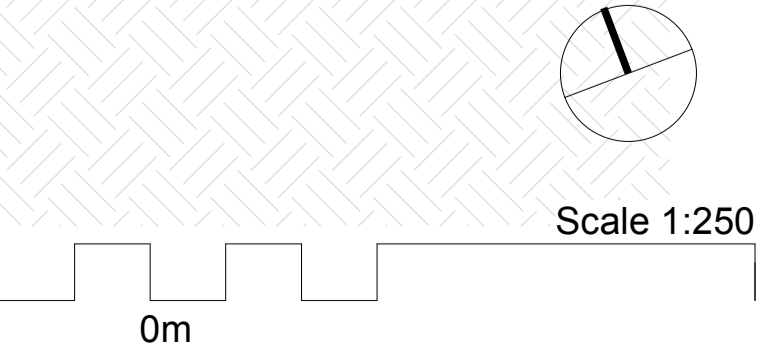
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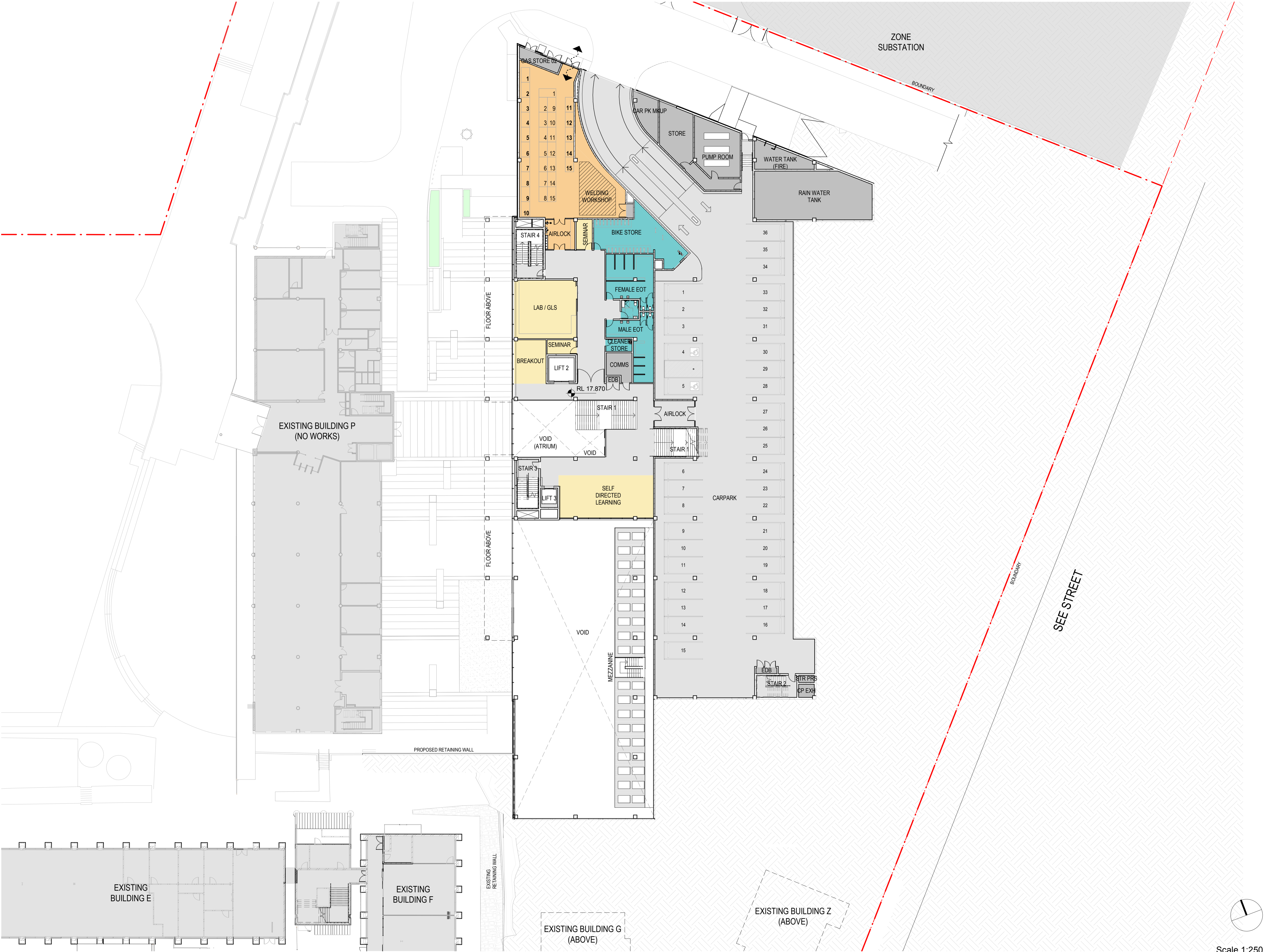
SSDA APPROVAL ISSUE

LEVEL 01 FLOOR PLAN

DWG #	DA11	REV	C
SCALE @ A1	1 : 250		

1 LEVEL 01 FLOOR PLAN - SSDA  
DA21 SCALE 1 : 250





- AMENITIES
- APPLIED RESEARCH
- CARPARK
- CARPARK SERVICES
- CIRCULATION
- INDUSTRY ENGAGEMENT
- LEARNING SPACES
- SERVICES
- STORE
- WORKSHOP
- WORKSPACE

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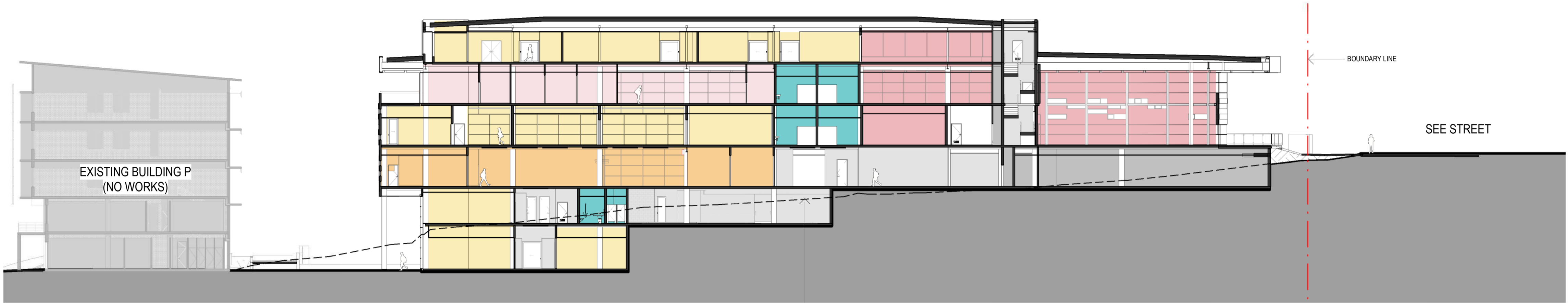
## SSDA APPROVAL ISSUE

### LEVEL 02 FLOOR PLAN

DWG #	DA12	REV	C
SCALE @ A1	1 : 250		

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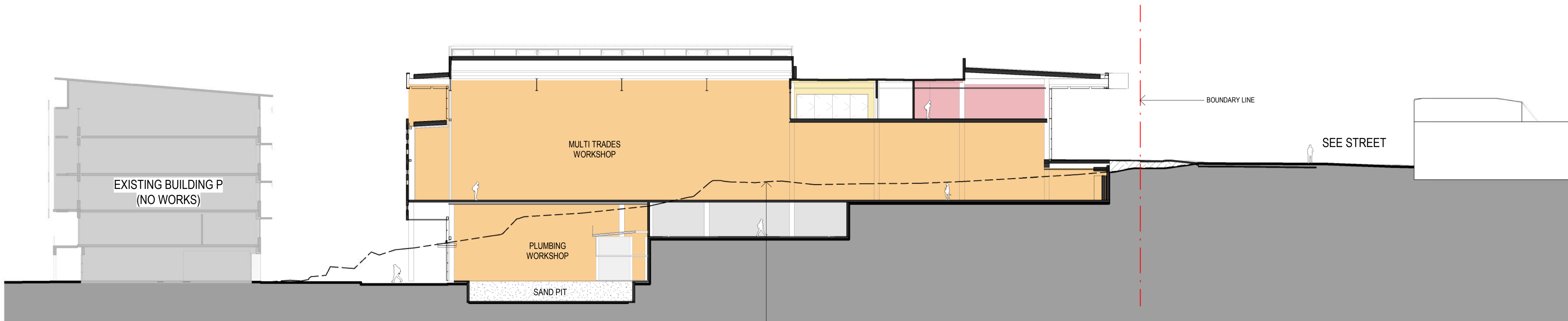
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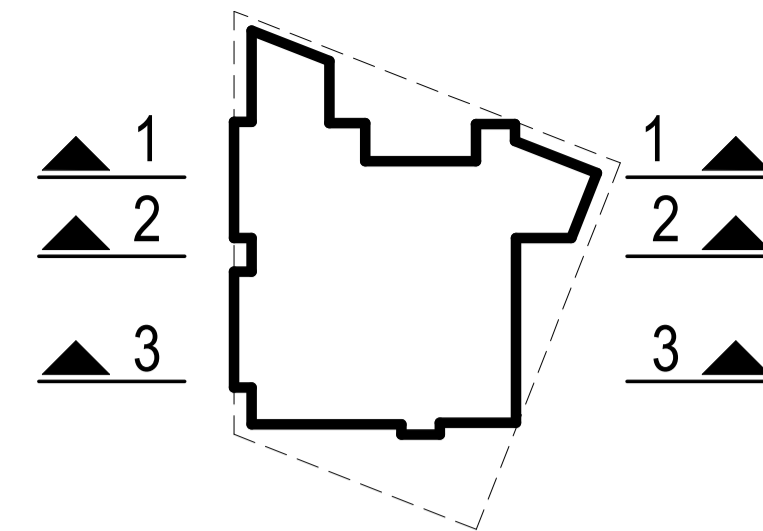
1 EAST - WEST SECTION  
1 : 250



2 EAST - WEST SECTION  
1 : 250



3 EAST - WEST SECTION  
1 : 250



LEVEL 6	33.470	AMENITIES
LEVEL 5	29.470	APPLIED RESEARCH
LEVEL 4	25.470	CARPARK
LEVEL 3	21.470	CARPARK SERVICES
LEVEL 2	17.870	CIRCULATION
LEVEL 1	13.470	INDUSTRY ENGAGEMENT
		LEARNING SPACES
		SERVICES
		STORE
		WORKSHOP
		WORKSPACE
T.O. SKYLIGHT	40.850	

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NSW Nominated Architects Scott Moylan 7147 Craig Saltmarsh 6569

HANSEN YUNCKEN



REV	DESCRIPTION	DATE
A	Issue for SSDA	04.10.19
B	Issue for SSDA	09.10.19
C	Issue for SSDA	30.04.20

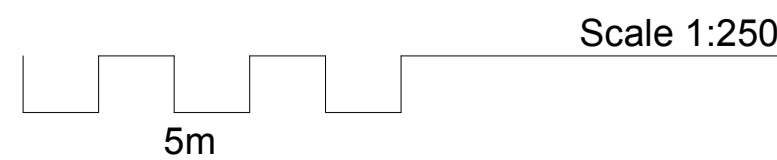
PROJECT NO	220014
DRAWN	RD / TA
CHECKED	RD
APPROVED	BH

**TAFE NSW - Meadowbank**  
Multi-Trades and Digital  
Technology Hub

**SSDA APPROVAL ISSUE**

**SECTIONS - EAST-WEST**

DWG #	DA25	REV	C
SCALE @ A1	As indicated		





1 SOUTH - NORTH SECTION  
1 : 250



2 SOUTH - NORTH SECTION  
1 : 250



3 SOUTH - NORTH SECTION  
1 : 250

T.O. SKYLIGHT  
40.850

LEVEL 6  
33.470

LEVEL 5  
29.470

LEVEL 4  
25.470

LEVEL 3  
21.470

LEVEL 2  
17.870

LEVEL 1  
13.470

T.O. SKYLIGHT  
40.850

LEVEL 6  
33.470

LEVEL 5  
29.470

LEVEL 4  
25.470

LEVEL 3  
21.470

LEVEL 2  
17.870

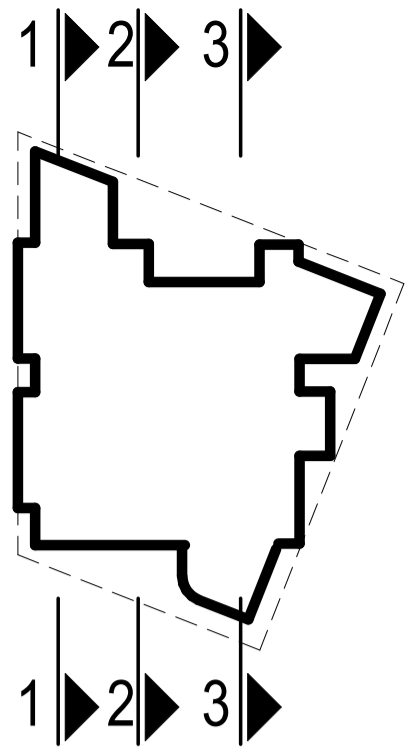
T.O. SKYLIGHT  
40.850

LEVEL 6  
33.470

LEVEL 5  
29.470

LEVEL 4  
25.470

LEVEL 3  
21.470



- AMENITIES
- APPLIED RESEARCH
- CARPAK
- CARPAK SERVICES
- CIRCULATION
- INDUSTRY ENGAGEMENT
- LEARNING SPACES
- SERVICES
- STORE
- WORKSHOP
- WORKSPACE

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APPROVED	BH

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Multi-Trades and Digital  
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**SSDA APPROVAL ISSUE**

**SECTIONS - SOUTH-NORTH**

DWG #	DA26	REV	C
SCALE @ A1	As indicated		

