



NSW Police Force

Redfern Police Area Command
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 ABN 43 408 613 180

29th January 2019

Director
 Department of Planning and Environment
 Key Sites Assessments
 GPO Box 1591
 Sydney, NSW 2000

Attention: Mr Russell Hand

RE: Police Submission for Development Application SSD 18 9393 – Waterloo Metro Quarter Over Station Development

Dear Mr Hand,

Thank you for the opportunity to comment on the Development Application for the **Waterloo Metro Quarter Over Station Development**. The application proposes Concept Development Application for the development of the Waterloo Metro Quarter precinct over and adjacent to the approved Waterloo Metro Station, including:

- 1) maximum building envelopes for podium, mid-rise and taller elements between 3 and 29 storeys (up to RL 116.9)
- 2) maximum gross floor area of 68,750m² for residential accommodation, retail premises, entertainment facilities, business and commercial premises and community uses

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3) approximately 700 dwellings, including 70 dwellings for social housing and 5-10% affordable housing

4) up to 427 car parking spaces, in addition to bicycle, motorcycle and services vehicle spaces

DISCLAIMER

NSW Police Court and Legal Services have advised that police providing written crime prevention advice to the community (eg: Safer by Design Evaluations, SBD Executive Summaries, Security Audits etc) must include the following legal disclaimer:

NSW Police has a vital interest in ensuring the safety of members of the community and their property. By using recommendations contained within this document, any person who does so acknowledges that:

- It is not possible to make areas evaluated by NSW Police absolutely safe for the community and their property.
- Recommendations are based upon information provided to, and observations made by NSW Police at the time the document was prepared.
- The evaluation/report is a confidential document and is for use by the person/organisation referred to on page one.
- The contents of this evaluation/report are not to be copied or circulated otherwise than for the purposes of the person/organisation referred to on page one.

NSW Police hopes that by using the recommendations contained within this document, criminal activity will be reduced and the safety of members of the community and their property will be increased. However, it does not guarantee that all risks have been identified, or that the area evaluated will be free from criminal activity if its recommendations are followed.

1. Introduction

In line with the New South Wales Environmental Planning & Assessment Act, 1979, Section 79C Crime Prevention Guidelines a Crime Risk Assessment (CRA) was conducted on behalf of City of Sydney Council, upon a development **Waterloo Metro Quarter Over Station Development** by Redfern Police Area Command, 1 Lawson Street, Redfern.

Before a decision can be made on a development application, a consent authority (usually council) must consider the application under the NSW Environmental Planning and Assessment Act 1979, Section 79C. Included in this section are subsections requiring the consent authority to consider.

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- the likely impacts of that development, including the environmental impacts on the natural and built environments and social and economic impacts on the locality,
- the public interest.

Crime prevention falls under these subsections of 79C. The relevant council have an obligation to ensure that a development provides safety and security to users and the community. If a development presents a crime risk, these guidelines can be used to justify;

- modification of the development to minimise the risk of crime, or
- refusal of the development on the grounds that crime risk cannot be appropriately minimised.

This development has the potential to introduce new victims, crime opportunities and offenders to the development site and its surroundings. With this in mind Crime Prevention Through Environmental Design (CPTED) treatments need to be considered to reduce opportunities for anti-social and criminal behaviour.

2. Development and Surroundings

The Sydney Metro is a new standalone metro railway system which will deliver 31 metro stations and 66km of new metro rail. The project includes the delivery of six new metro stations, including at Waterloo, together with new underground platforms at Central.



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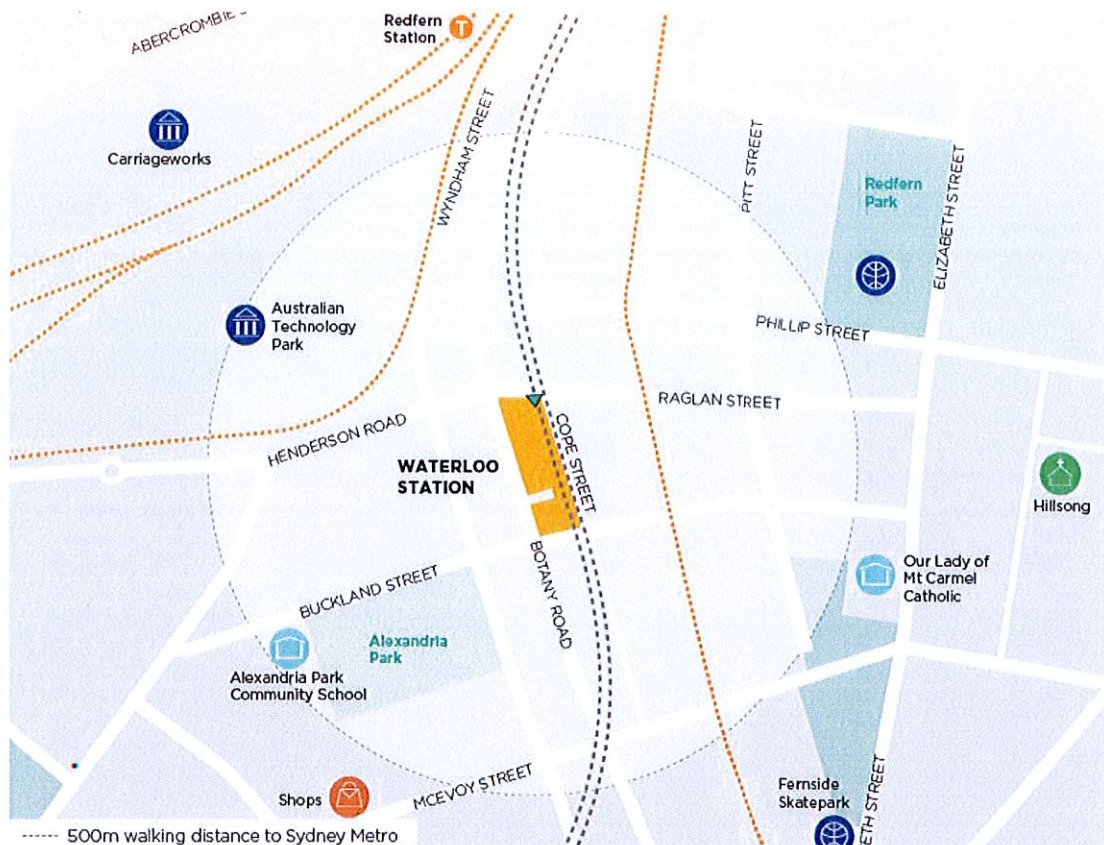
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Current Development and Surroundings

The Waterloo Metro Quarter is bounded by Cope Street, Botany Road, Raglan Street and Wellington Street. The site has an approximate area of 1.287 hectares and is located 3.3 kilometres south of Sydney CBD, 1 kilometre north of Green Square and less than 1 kilometre south of Redfern train Station.



To the north

Immediately adjacent to the site is the Abbots Hotel on the corner of Raglan Street and Botany Road. To the north of the site is Redfern which is characterised by primarily residential uses with the commercial centre being Redfern Street which contains key civic, religious, commercial, retail buildings and services.

Redfern Park, including Redfern Oval, is located 800 metres north-east of the site. The National Centre for Indigenous Excellence is located to the immediate north of the

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Waterloo Estate on George Street. It is a large multi-purpose facility that contains an outdoor playing field, gym and undercover 25 metre swimming pool.

Redfern train Station is approximately 1 kilometre north which is one of Sydney's largest transport interchanges, providing direct access to numerous suburban and intercity lines feeding to Central Station and the City Circle line.

To the east

To the immediate east of the site, within the suburb of Waterloo is the Waterloo Estate. The Estate comprises 18.12 hectares of largely state government owned land, containing 2,012 social housing dwellings and a small number of privately owned sites. The buildings range from single storey attached dwellings to apartment towers up to 30-storeys. The Estate has been identified for renewal with the current 2,012 dwellings to be replaced by up to 7,200 dwellings, built over 20 years, making it one of the highest density housing precincts in the country.

To the south

The area to the south of the site, within the suburb of Waterloo is a mix of low to mid rise industrial, commercial and residential buildings. Immediately adjacent the site at 123 Botany Road is the Cauliflower Hotel. To the east of the Cauliflower Hotel is the Duke of Wellington Hotel and a group of low-rise residential terraces which front Wellington Street and the southern boundary of the site.

The site is about 1 kilometre south-east of the Australian Technology Park (ATP) which currently contains around 3,000 – 3,500 workers. ATP will soon also accommodate Commonwealth Bank Australia (CBA) adding an extra 10,000 employees

Further to the south of the site is the suburb of Green Square which is undergoing major redevelopment with a mix of low, medium and high rise buildings containing retail, commercial, civic and residential uses.

To the west

To the west of the site, on the other side of Botany Road is the suburb of Alexandria. Alexandria comprises a mix of industrial, commercial and residential land uses, including low-rise terrace housing. A short distance to the west of the site on the corner of Henderson Road and Wyndham Street is the Lord Raglan Hotel. Alexandria is also undergoing progressive renewal with the introduction of medium to high density residential dwellings. Alexandria Park is located approximately 200 metres from the site.

The Site

All existing buildings and structures on the site have been demolished, with the exception of one building which is being used to support construction. Construction of the metro station has commenced with the site occupied by a construction compound.

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While most of the station will be located beneath finished ground level, once construction is complete, two entry structures with heights up to 20 metres (approximately 5-storeys), will protrude above the finished ground level. One station box is located in the north-eastern part of the site (adjacent to the Cope Street/Raglan Street intersection), the other is located in the south-eastern part (adjacent to the Cope Street/Wellington Street intersection).

Proposed Development

This concept SSD Application seeks approval for the planning and development framework and strategies to inform the future detailed design of the OSD. It specifically seeks approval for:

- Maximum building envelopes, including maximum building heights, street-wall heights and ground and upper level setbacks
- A maximum gross floor area (GFA) of 68,750 square metres, comprising: –
 - approximately 56,200 square metres GFA of residential accommodation, providing for approximately 700 dwellings, including 5 to 10 percent affordable housing and 70 social housing dwellings
 - approximately 3,905 square metres GFA of retail premises and entertainment facilities
 - approximately 8,645 square metres GFA for business and commercial premises and community, health service and recreational facilities (indoor), including at least 2,000 square metres of floor space for community uses
- A three storey podium and a free standing building located within a public plaza, accommodating non-residential land uses
- Residential uses above podium level in various building forms including three taller buildings of 23, 25 and 29 storeys (Reduced Level (RL) 96.9, 104.2 and 116.9 metres AHD respectively)
- Use of OSD space provisioning within the footprint of the CSSI Approval
- Public domain works, including open spaces, through-site links, footpaths, provision for cycle facilities and enhanced pedestrian crossings and roads.
- Car parking for up to 427 vehicles

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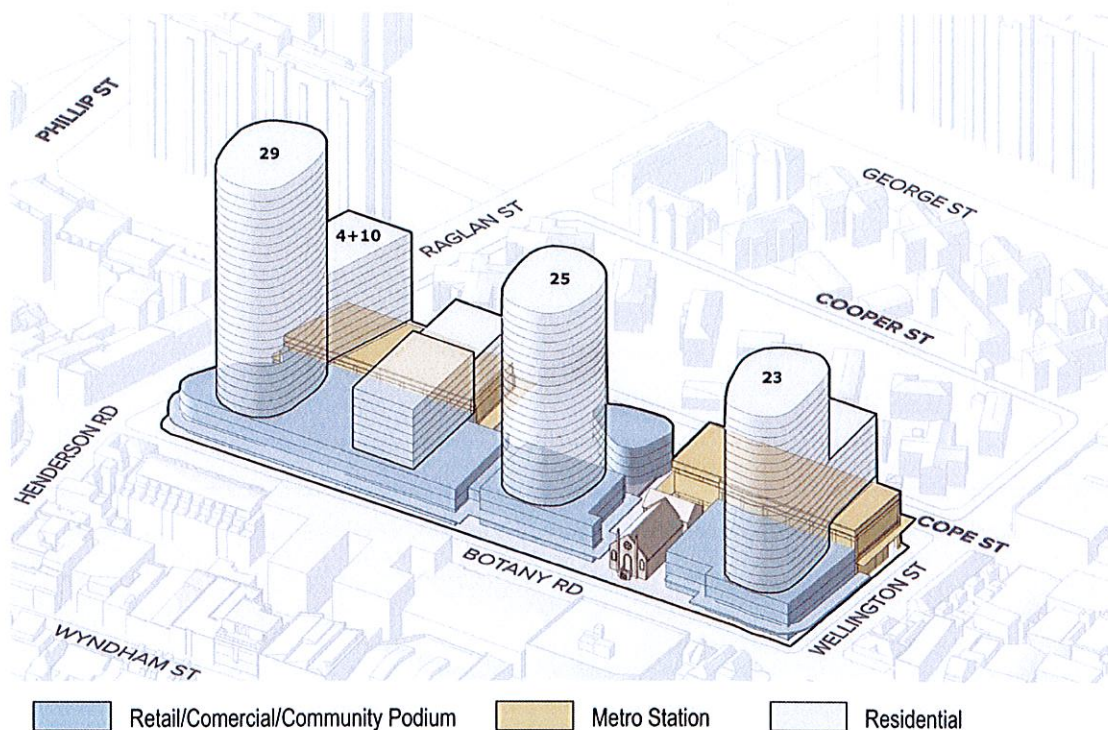
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- Cycle parking to support residential and non-residential land uses and visitors to the Metro Quarter. Approval is also being sought for space within the future basement for a bike hub which would also support future bike parking for Waterloo Station
- Loading, vehicular and pedestrian access arrangements
- Strategies for utilities and services provision
- Strategies for managing stormwater and drainage
- A strategy for the achievement of ecologically sustainable development
- A public art strategy
- Provision for future signage zones
- A design excellence framework
- The future subdivision of parts of the OSD footprint (if required).



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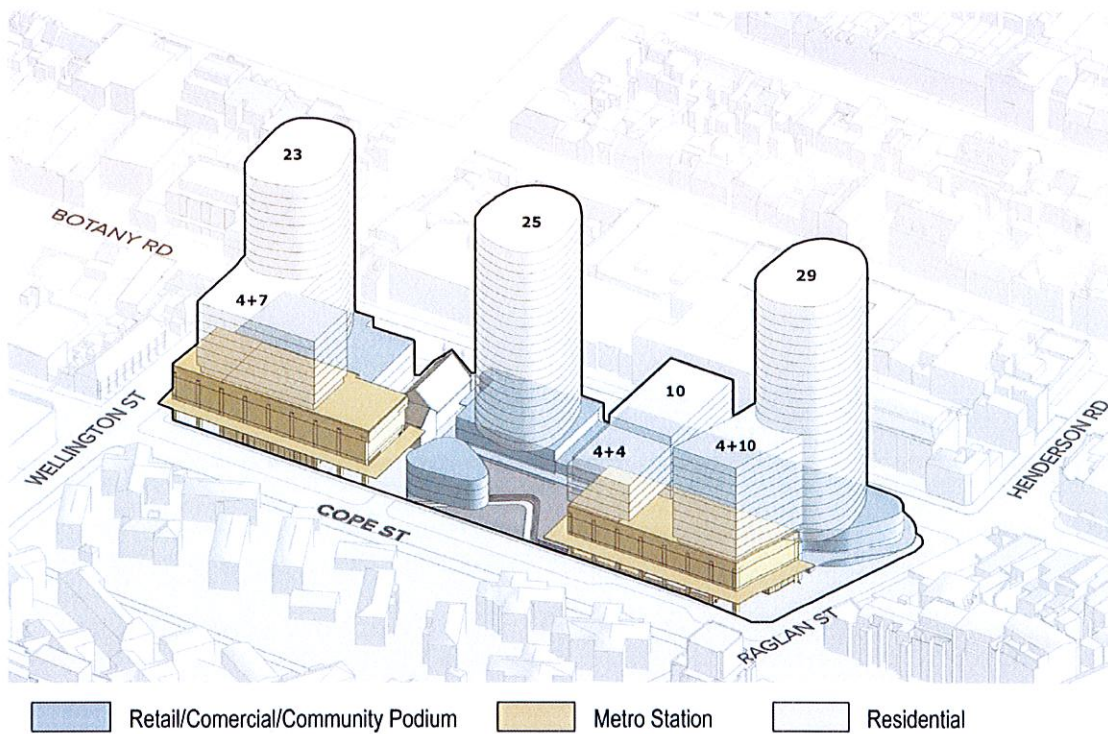
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View from west



View from east

Access

The proposed concept design provides a through site pedestrian link and a new street that allows people to move through the site on an east-west axis, allowing access to residential and non-residential lobbies and also to street level retail premises. Furthermore, access to non-residential lobbies are provided from Raglan Street and Wellington Street.

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Integration with Waterloo Station

The new metro station would comprise of two above ground station boxes on the north-east and south-east corners of the precinct, with concourse and platforms approximately 17 and 25 metres below ground, respectively. The north-east station box would become the main entrance to the station platforms, while the south-east station box would support the mechanical and servicing operations for the station. A second entrance to the station (within the northern station box) is to be provided from a proposed public plaza adjacent to Cope Street.

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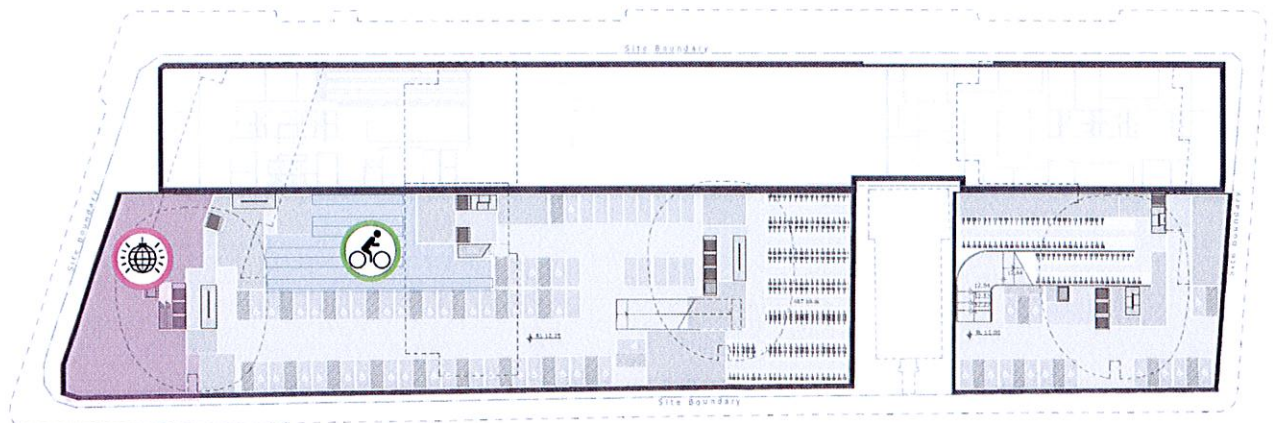
Non-residential podium

The podium of Metro Quarter OSD is proposed to accommodate approximately 13,000 square metres of non-residential uses such as retail, office, entertainment facilities, recreation and community uses.

Non-residential uses catering to local need such as community services and convenience needs (e.g. cafes) have been located at the ground level, clustered around pedestrian desire lines (i.e. areas through which pedestrians are expected to move) associated with Waterloo Station.

Metro Quarter Basement Level

The basement level of the Metro Quarter OSD would support approximately 400 bicycle parking spaces for a bike hub under this concept SSD Application. This would be accessible from the proposed publicly accessible plaza via a ramp and would also include end of trip facilities including showers and lockers. There are also opportunities to accommodate entertainment uses that can support late night / live music venues.



Late Night Economy



Bicycle Parking

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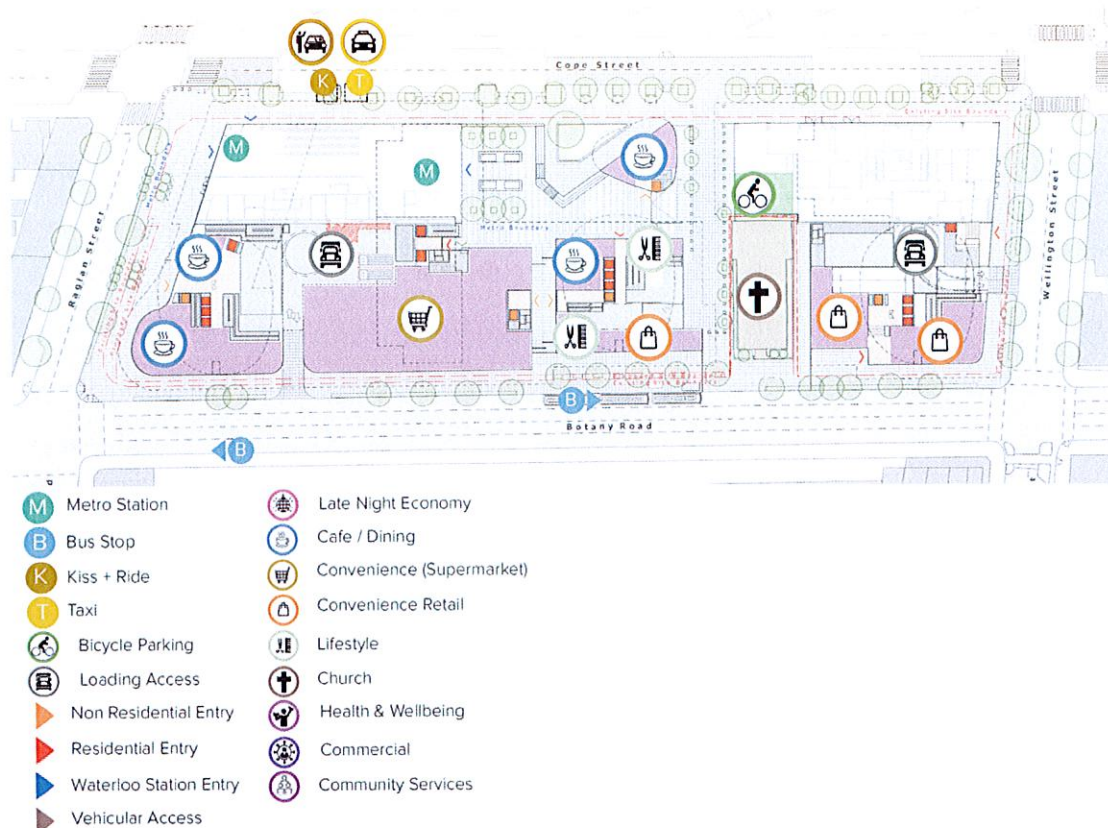
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Metro Quarter Ground Level

The ground level of the Metro Quarter OSD would accommodate uses that engage with and activate adjoining public domain spaces including smaller format retail tenancies and cafes. There is also opportunity to support a small scale supermarket.



Metro Quarter Level 1 and 2

The upper levels of the podium are intended to accommodate a range of commercial uses, such as business and office premises. At least 2,000 square metres of floorspace in the podium levels of new buildings would be allocated to community uses.

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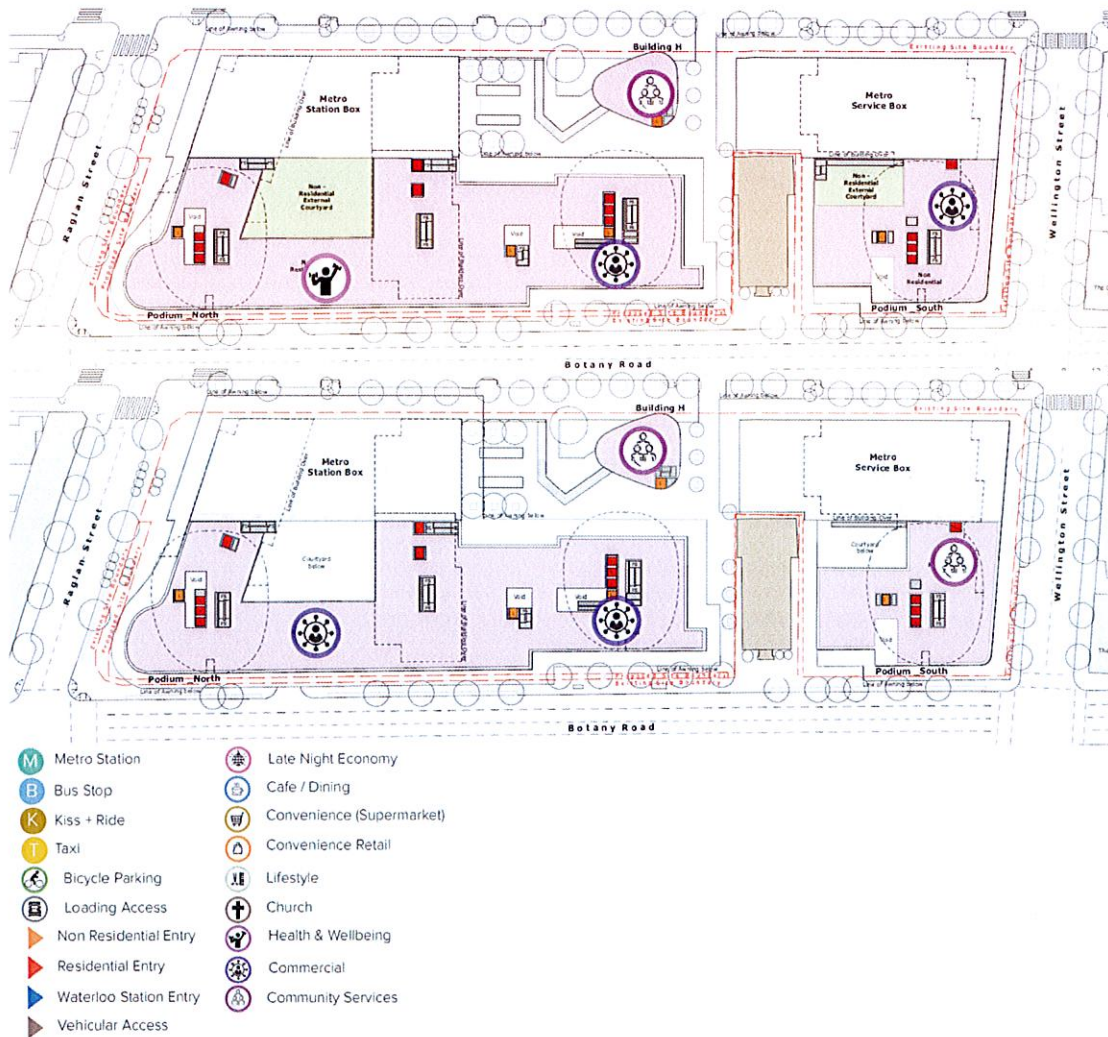
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Car parking provision

Under the OSD application, up to 427 car parking spaces within up to four basement levels are to be accommodated (in addition to the provision of 2 car parking spaces under the CSSI Approval for the station). The distribution of car parking spaces for each of the proposed uses would be further investigated as part of the detailed SSD Application(s).

Residential and retail vehicle access points are proposed from Wellington Street and a shared zone off Cope Street. A vehicular access point is also located on Botany Road to support service vehicle access for retail tenancies and to the northern station box to support ongoing rail operations.

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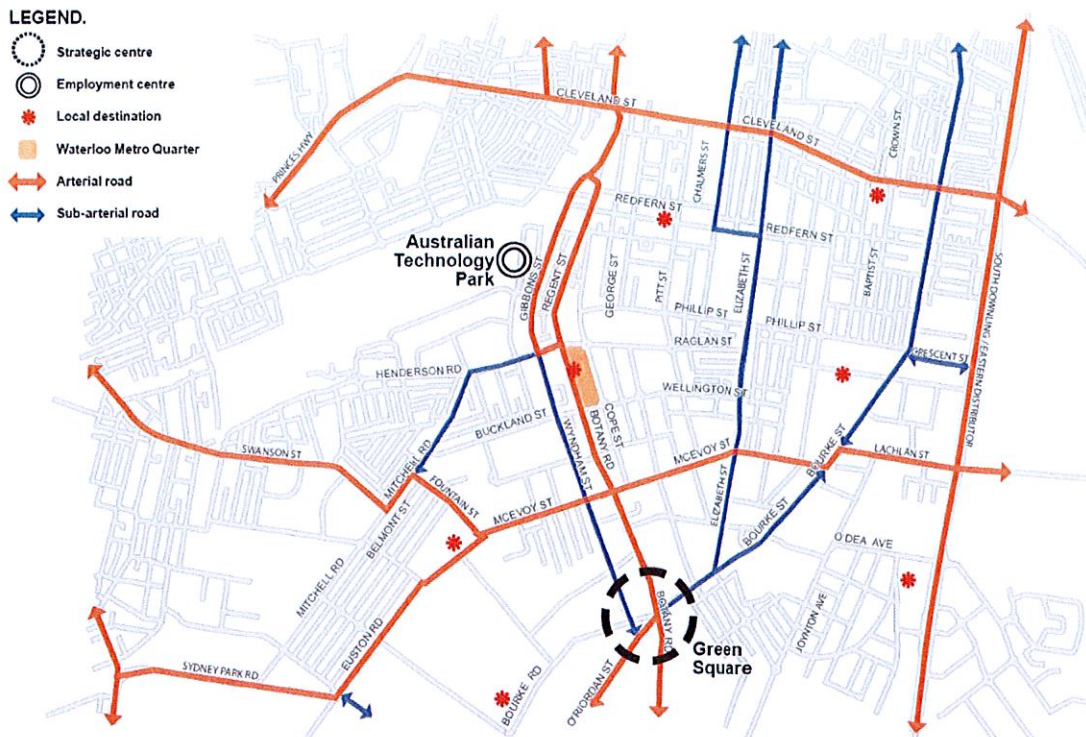
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Existing road network traffic volumes and performance

Major arterial roads include Botany Road, Wyndham Street and Henderson Road. Botany Road (Regent Street) and Wyndham Street (Gibbons Street) operate as a north-south one-way pair between Cleveland Street and Henderson Road providing a key link between Sydney Airport and its surrounding suburbs to the Sydney CBD and inner west. McEvoy Street and Henderson Road both run east-west, providing links between the inner west and the Sydney CBD or eastern suburbs. Most local streets in the area have 50 kilometre/hour speed limits and are two lanes wide, with some streets having 40 kilometre/hour zones including George Street and Redfern Street.



Arterial road network around Waterloo

Research conducted of current traffic conditions suggest a constrained and congested road network around Waterloo Precinct. The transport demand generated by the Metro Quarter OSD has been calculated based on the future mode share targets and an analysis of total travel demand based on trip generation surveys.

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Overall, the average trip generation rate of 0.71 person trips (all modes) per dwelling in the peak hour and 4.5 trips per dwelling across a total weekday were adopted.

Table 37 – Metro Quarter trip generation by mode

	Trips per dwelling (all modes)	Metro Quarter dwellings	All modes	Rail (40 percent)	Bus (10 percent)	Cycling (5 percent)	Walk (25 percent)	Car (20 percent)
AM peak hour	0.71	700	497	199	50	25	124	99
Daily	4.5		3,150	1,260	315	158	788	630

Proposed non-residential uses in the Metro Quarter precinct are small in scale. As such it is assumed that there would be limited associated vehicle traffic generation from these uses and that traffic generated would be outside the peak hour or undertaken as part of multi-purpose trips by residents.

It is noted that the new metro service and proposed bicycle infrastructure is forecasted to significantly increase the use of active and public transport options in the Waterloo area (walking and cycling from 22 to 30 percent, public transport use from 39 to 50 percent), and reduce car usage (from 40 to 20 percent).

Pedestrians

Pedestrian movements to and from Waterloo Station via Henderson Road and Raglan Street are anticipated to increase significantly once the metro station is operational. To accommodate these pedestrian movements, further investigation to improve footpaths along Henderson Road between ATP and Botany Road west of the site will be required

Furthermore, to accommodate additional pedestrians, a widened pedestrian crossing at the Botany Road/Raglan Street intersection on the southern leg and a pedestrian crossing at the Cope Street end of Raglan Street would be delivered as part of the CSSI Widening of the northern footpath on Raglan Street adjacent to the Botany Road/Raglan Street intersection would also be provided as part of the OSD to provide greater pedestrian storage at the intersection.

Pedestrian crossings are also identified as being required across Cope Street to cater to pedestrians travelling between the Waterloo Estate and Waterloo Station. Pedestrian crossings are incorporated into the concept proposal at the intersection of Cope Street and Raglan Street, and Cope Street/Wellington Street, to facilitate safe pedestrian crossings in these locations. Cope Street is also proposed to be a slow speed shared zone environment in the block adjacent to the Metro Quarter to encourage safe pedestrian connections between the Estate and Metro Quarter and Waterloo Station.

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Off-street car parking

The very high levels of accessibility with a new metro service on the doorstep and alternate travel options available to future residents of the Metro Quarter would mean that the risks normally associated with low parking provision are minimised.

As demonstrated by the indicative design, the Metro Quarter OSD could accommodate up to 427 car parking spaces.

Residential and retail vehicle access points are proposed from Wellington Street and a shared zone off Cope Street. The adopted traffic generation rate of 0.14 vehicles per dwelling indicates a demand of less than 100 vehicles per hour across both access points. This volume is identified as being unlikely to cause operational network issues.

Bike parking

Off-street bicycle parking to support the Metro Quarter OSD would be provided in line with the rates specified under the Sydney DCP 2012 and WMQ DCP. The bike parking requirements will be refined further in the detailed SSD Application.

Table 38 – Indicative Bike Parking Required

Land Use	Apartments/GFA	Rate	Required Spaces
Residential	700 apartments	1 space per dwelling (residents)	700
		1 space per 10 dwellings (visitors)	70
Shops, restaurants and cafes	3,905m² GFA	1 space per 250m² GFA (employees)	16
		2 spaces plus 1 space per 100m² over 100m² GFA (customers)	41
Office premises or business premises	6,645m² GFA	1 per 150m² GFA	45
		1 per 400m² GFA	17
Total			889

The concept proposal includes 700 basement spaces for residents, 400 spaces in the basement for a bike hub and an additional 40 spaces provided at street level along Raglan Street. Another 180 are provided as part of the Metro station approval.

The bike hub would be accessible from the proposed public plaza via a ramp and would also include end of trip facilities, including showers and lockers.

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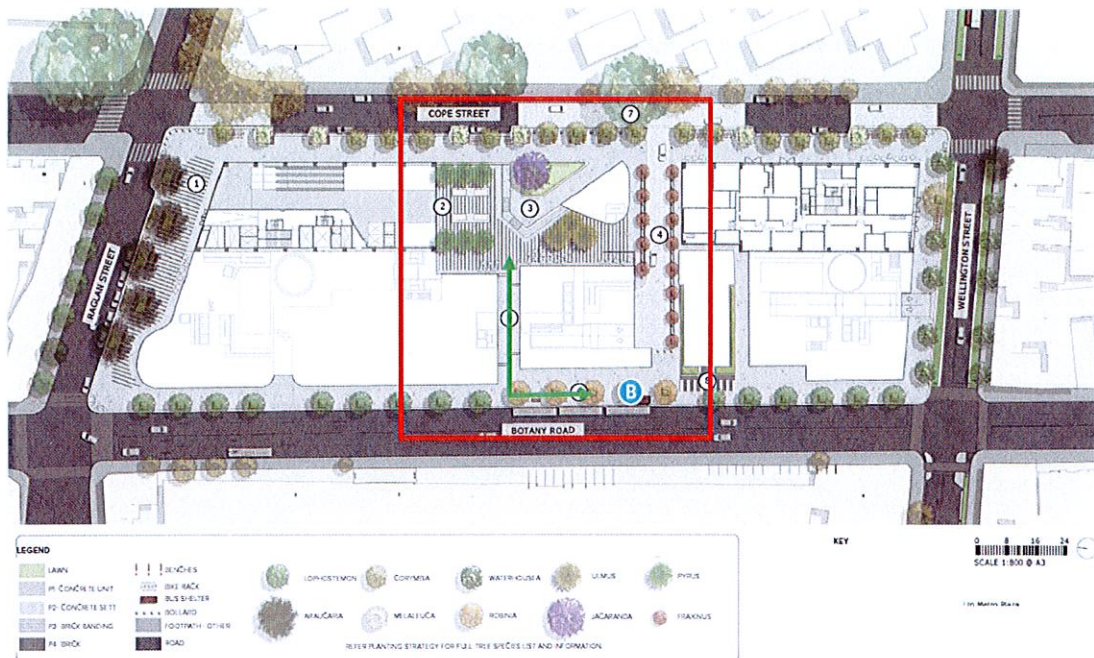
On-street parking

New developments are proposed to be ineligible for parking permits, including residents and businesses, in line with the City's *Neighbourhood Parking Policy*.

Within 400 metres of Waterloo Station, short stay parking on selected local streets may be permitted.

Bus service infrastructure and pedestrian connections

The CSSI Approval incorporates a relocated southbound bus stop on Botany Road, which would improve commuter interchange between bus services and the Sydney Metro service. To support pedestrian interchange movements, the concept proposal incorporates a pedestrian through site link between the Botany Road interchange and the proposed southern entry point of Waterloo Station through Cope Street Plaza.



An assessment of the performance of the interchange and pedestrian movements during morning and evening peak periods has been undertaken and has indicated that the proposed footpath and bus waiting area is sufficiently wide to allow comfortable queuing conditions for bus passengers whilst also allowing 'through' pedestrians to easily pass through the area.

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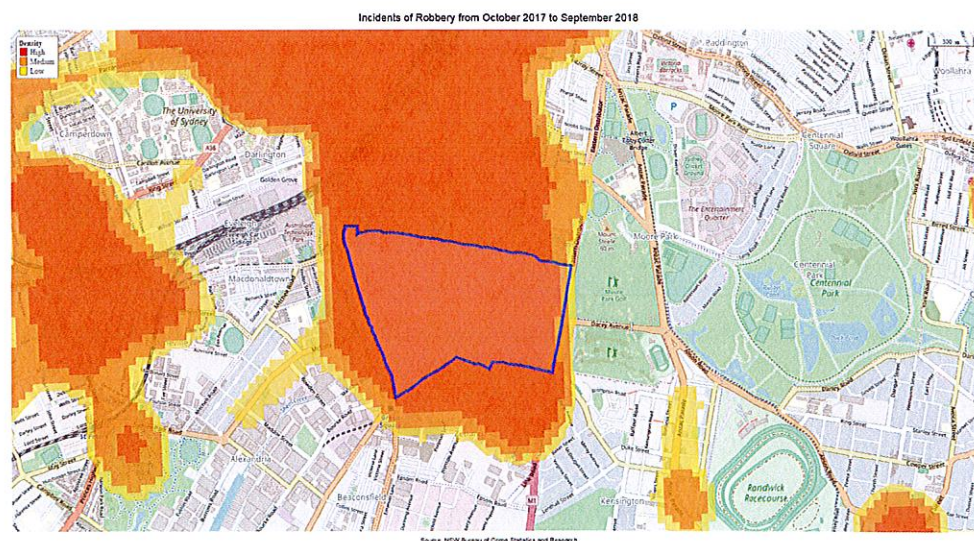
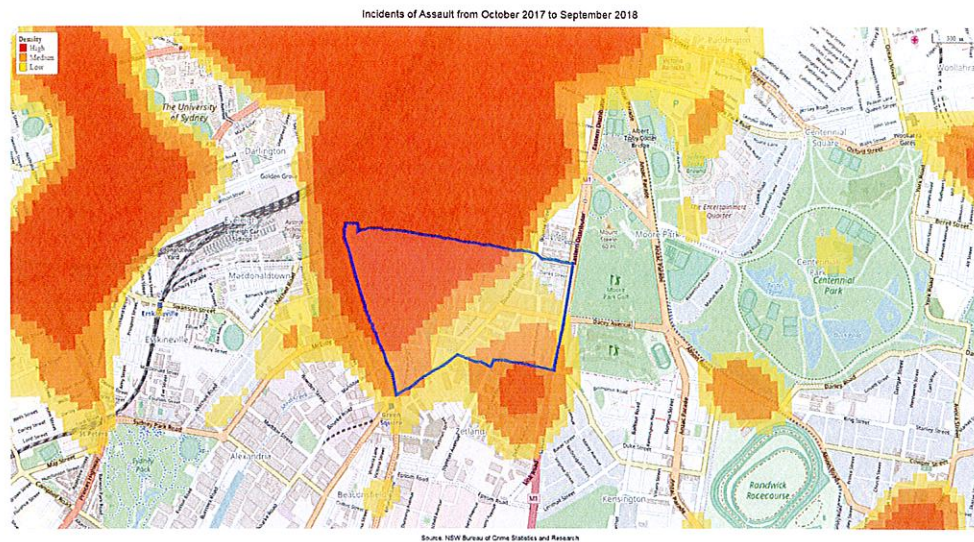
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Crime Data

Data from the New South Wales Bureau of Crime Statistics and Research (BOCSAR) indicates that the area in which this site is located is within a high-density Hotspot for Assaults, Robbery, Break and Enter Dwelling and Non-Dwelling, Malicious Damage, Steal From Motor Vehicle, and Motor Vehicle Theft offences. Hotspots indicate areas of higher crime density (number of incidents per 50m by 50m) relative to crime concentrations across NSW. It is also within a high density area for Use/Possess Narcotics.



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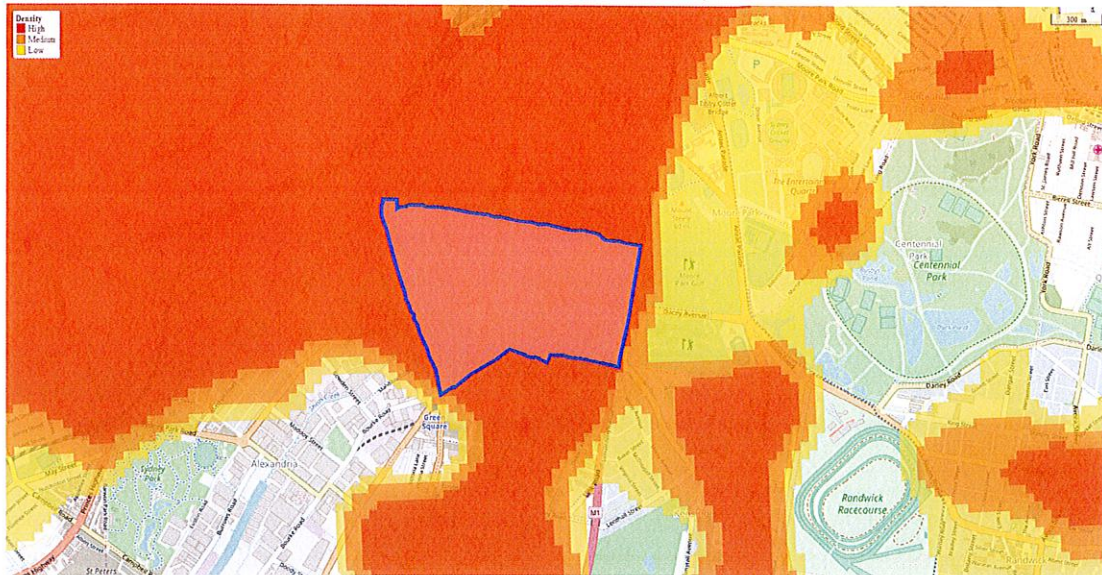
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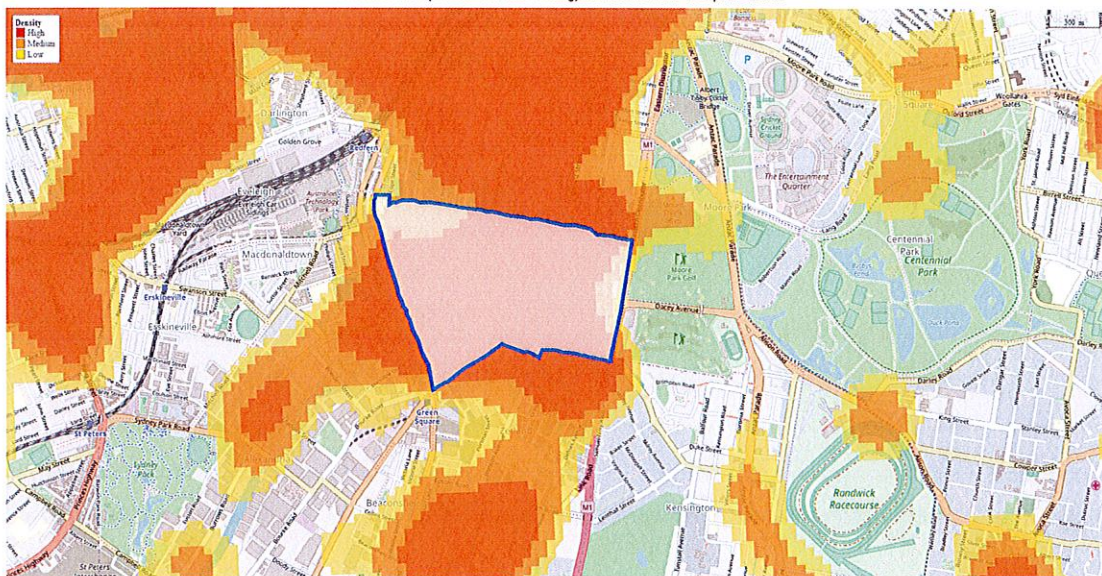
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Incidents of Theft (Break & enter dwelling) from October 2017 to September 2018



Source: NSW Bureau of Crime Statistics and Research

Incidents of Theft (Break & enter non-dwelling) from October 2017 to September 2018



Source: NSW Bureau of Crime Statistics and Research

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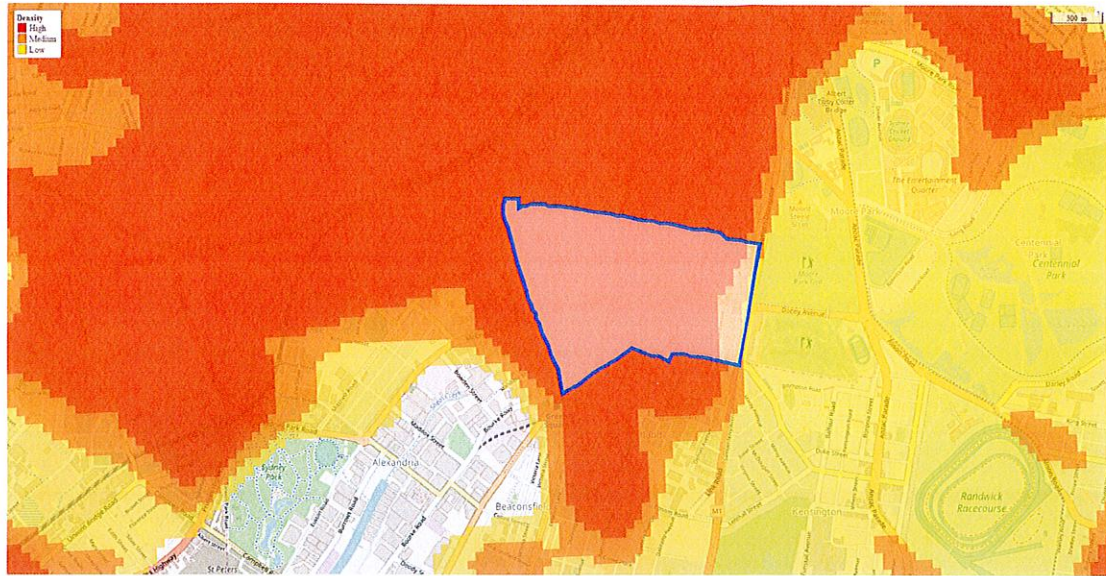
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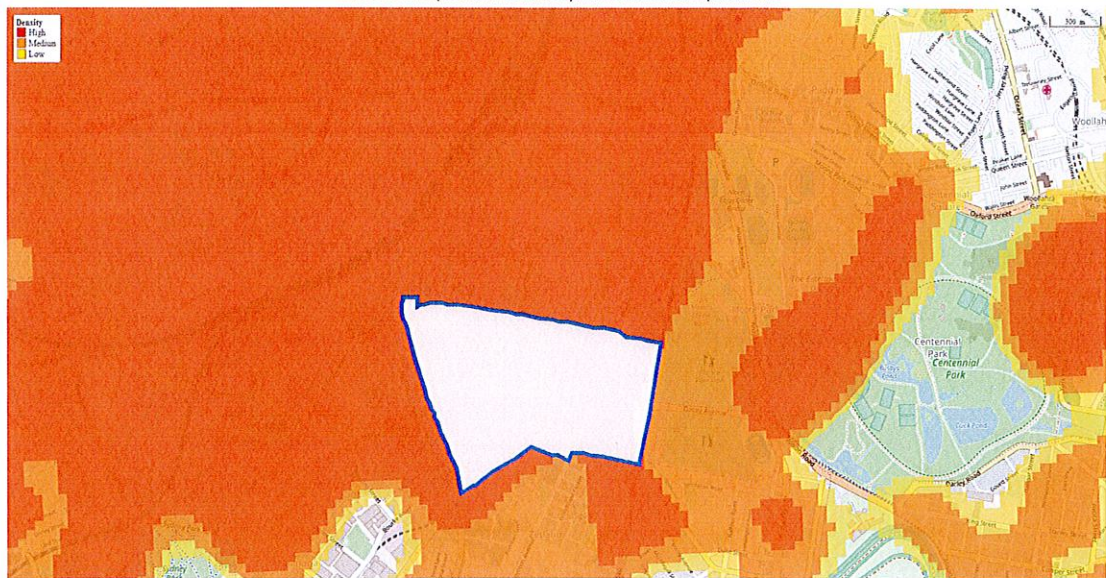
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Incidents of Malicious damage to property from October 2017 to September 2018



Incidents of Theft (Steal from motor vehicle) from October 2017 to September 2018



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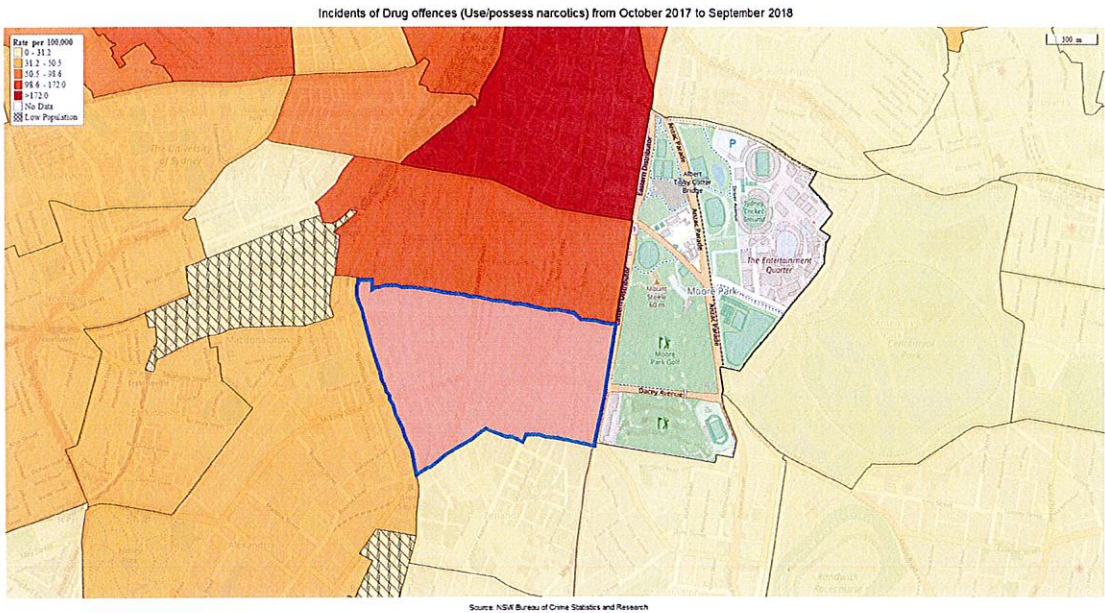
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3. Site Risk Rating

This risk rating is based on Police Data, PAC Rankings including area hot spots, which include Stealing/Steal from Persons, Robberies, Steal from Motor Vehicles and Break, Enter and Steal. The proposed development is bordered by mostly residential properties.

The significant size of the proposal will increase the vehicular traffic and pedestrian traffic to the area. This has the potential to introduce new victims, crime opportunities and offenders to the development and its surroundings. It is highly probable that reported crime will increase in the future.

The NSW Police Safer by Design Evaluation process is based upon the Australian and New Zealand Risk Management Standard ANZS4360:1999 (3). It is a contextually flexible process that identifies and quantifies crime hazards and location risk. The process includes measurement of crime likelihood (probability), consequence (outcome), distributions of reported crime (hotspots), socio-economic index for areas (SEIFA) (disadvantage), crime opportunities.

As a result of this process, a **high** crime risk rating has been identified for this development on a sliding scale of low, moderate, high and extreme crime risk. The Environmental Planning & Assessment Act 1979, Section 79C Crime Prevention Guidelines require City of Sydney Council (consent authority) ensure that this development provides safety and security to users and the community.

With this in mind, natural, low organised and high technical mechanical Crime Prevention Through Environmental Design (CPTED) treatments need to be considered for the proposed development in order to reduce opportunities for crime.

4. Crime Prevention Through Environmental Design (CPTED)

Crime Prevention through Environmental Design (CPTED) is a crime prevention strategy that focuses on the planning, design and structure of cities and neighbourhoods. It reduces opportunities for crime by using design and place management principles that reduce the likelihood of essential crime ingredients from intersecting in time and space.

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 social and environmental conditions that:

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- 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).

CPTED employs a number of principles, surveillance, access control, territorial re-enforcement, space & activity management to reduce opportunities for criminal and anti-social behaviour.

Surveillance

Surveillance is achieved when users of the space can see or be seen. Generally, people involved in anti social or criminal behaviour do not like to have their activities monitored. With this in mind the layout of the space, orientation and location, and the strategic use of design can make it difficult for criminals to operate with ease. Surveillance should be a by product of a well planned, well designed and well used space can help to reduce opportunities for crime by increasing surveillance opportunities.

Objectives

- a) Ensure that there is good surveillance to and from the development to reduce opportunities for crime.
- b) Ensure that there is good surveillance throughout the development to reduce opportunities for crime.
- c) Ensure that lighting in and around the development complies with the Australian Standard – Lighting to increase surveillance opportunities during the hours of darkness
- d) Ensure that lighting in and around the development is commensurate with the closed-circuit television requirements.

Recommended Conditions of Consent:

It is highly recommended that CCTV cameras be installed throughout the development, most importantly for the through site link and in car parks. The CCTV network is to be designed in consultation with a suitably qualified security consultant who holds a Class 2A licence under the *Security Industry Act 1997*. A security consultant should advise on the placement, installation, monitoring and maintenance of the CCTV network.

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- Landscaping is to be designed to allow for maximum natural surveillance opportunities and clear sightlines. Any large trees are to contain foliage which is above eye level and shrubs are to be low lying.
- The complex is to provide clear sightlines from the buildings on to public areas
- The facades of the building are to be as clear as possible to allow sightlines into public spaces
- Future design of car parks should maximise natural surveillance opportunities
- The through site link is relatively narrow and partly enclosed limiting the opportunities for natural surveillance. The space should be designed to maximise natural surveillance by residents or commuters using clear sightlines, lighting and shop frontages to increase activity and effective guardianship.

Residential

- High quality door and window locks must be fitted to all openings that are accessible by the public. The locks must comply with the building code of Australia.
- Break and Enter offences often occur in large unit complexes where offenders access balconies by climbing in from the outside. Balconies are to be designed to avoid footholds or other climbable elements.
- Mailboxes should be located within a locked foyer area, inside a gated or fenced compound of the building so that mail can only be removed from inside the private space of the building. Including locks installed to be Non-master keyed locks – the tail cam of the cam lock is to be a minimum of 2.5mm thick for strength. Constructed to have flush fitting doors to minimise forcing open the mailbox. Mailbox theft and identity fraud is high within New South Wales.
- Push bikes are also being targeted by offenders. Strong cage structures should be erected to house the push bikes incorporating strong quality locks (proposed U-Locks). Bicycle storage needs to be placed where there is good natural surveillance and enhanced with good quality CCTV.
- Residents should be encouraged to record serial numbers of push bikes and electrical goods. Serial numbers are a key component when reporting lost property or theft of such items. It also enables return to rightful owner if located.

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- Will the residents be provided with storage facilities? Eg. storage cages in car park. Theft from storage cages has been a major issue in residential complexes. The material used for the storage cages need to be strong. Wire mesh can be easily cut and access gained by offenders.

Lighting

There is a proven correlation between poor lighting, fear of crime, the avoidance of public places and crime opportunity (Painter, 1997). With this in mind the Australian Standards, Lighting AS: 1158 now requires lighting engineers and designers to factor in crime risk and fear when choosing the type of luminaries/lighting levels. Good lighting can assist in increasing the usage of an area.

Recommended Conditions of Consent:

- Emphasis should be on installing low glare/high uniformity lighting levels in line with Australian Standards AS:1158
- A lighting maintenance policy needs to be established for the development. The developer should pay attention to the installation of appropriate lighting.
- Lighting should be vandal resistant and placed around the perimeter of the property, at all entry/exits points, on footpaths leading to the complex and also throughout the external public space.
- Lighting sources should be compatible with the requirements of any surveillance system installed within the development. Poor positioning choices in relation to light can cause glare on the surveillance screens.
- Lighting to assist wayfinding by being placed on paths and stairways within the development.
- Lighting within the through site link and car parks to be adequate to reduce concealment opportunities

Space Activity Management

Space and activity management involves the control, supervision, and care of space. All space, even well planned and well-designed areas need to be effectively used and

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maintained to maximise community safety. Places that are infrequently used are commonly abused. Space and activity management strategies are an important means of developing and maintaining *natural* community control.

Objectives

- a) Ensure that management are aware of their obligations under the Work, Health & Safety Act & Regulations.
- b) Ensure that staff are aware of their obligations under the Work, Health & Safety Act & Regulations.
- c) Ensure that management are aware of their obligations in relation to fire safety.

Recommended Conditions of Consent:

- Complex to be designed to activate the street frontages which will increase natural surveillance
- Wayfinding signage to distinguish between public and private areas and direct pedestrian movement

Territorial Re-enforcement

Territorial re-enforcement is about ownership, who owns the space, who manages the space, and who cares for the space. Criminals are more likely to be deterred by the presence of people who are connected with and protective of a space that by people who are just passing through. It employs actual and symbolic boundary markers, spatial legibility and environmental cues to 'connect' people with space, to encourage community responsibility for the space and to communicate to people where they should and should not be and what activities are appropriate.

Objectives

- a) Ensure that the boundaries of the development are clearly defined to reduce excuse making and crime opportunities.
- b) Ensure that signage is displayed to provide guidance to users of the development and reduce excuse making opportunities.

Recommended Conditions of Consent:

- Warning signs should be strategically posted around buildings to warn intruders of what security treatments have been implemented to reduce opportunities for crime
 - Warning, Trespassers will be prosecuted

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- Warning, these premises are under electronic surveillance
- Building Management should oversee environmental maintenance, ensuring that regular maintenance checks are undertaken.
- Appropriate signage to be installed to ensure wayfinding and distinguish between public and private areas, and direct pedestrian movements and deter loitering
- A graffiti management plan needs to be incorporated into the maintenance plan for the development. Research has shown that the most effective strategy for reducing graffiti attacks is the quick removal of such material generally within 24 hours
- Reduce or prevent graffiti on buildings through vegetation or murals
- Clearly mark public entrances with landscape, architecture and signage

Access Control

Access control should restrict, channel and encourage people and vehicles into, out of and throughout areas. It can be used to increase the time and effort required to commit a crime and to increase the risk to people involved in anti social and criminal behaviour. With this in mind the tactical use of design features including building configuration, security hardware, pathways, landscaping, fencing, gardens and on site guardians can control access and help to reduce opportunities for anti-social or criminal behaviour.

Objectives

- a) Ensure that access to the property is controlled to reduce opportunities for crime.
- b) Ensure that access to restricted areas within the property is controlled to reduce opportunities for crime.

Recommended Conditions of Consent:

- Entrances to residential buildings to be secure to restrict access for residents only with an electronic pass system
- Barriers to restrict access to private car parks to prevent non-residential vehicles from entering. Barriers to be phased appropriately to avoid tailgating and restrict unauthorized access.

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- Security bollards to be in placed at the entrances to prevent vehicular access and ram raids, especially near ATM's. ATM areas need to be well lit and in open areas which provide maximum natural surveillance which are covered by CCTV.
- Restrict access after hours to publicly accessible areas that have low levels of activity and natural surveillance after hours, especially the through site link.

General Comments

A number of recommendations were made to reduce opportunities for criminal and anti-social behavior. Redfern Police Area Command also recommend:

- The current crime rate within Waterloo in most crime categories is considered to be high. This project has the potential to add new element of opportunist crime it can draw in and around the development.
- There are currently 4 licensed venues within 500 metres of the site which provide opportunities for anti social behavior
- Private security to be employed to patrol the publicly accessible areas to minimise opportunities for anti-social behaviour
- All criminal incidents that occur on the premises to be reported to NSW Police.
- Emergency services car parking spaces also need to be allocated and clearly marked
- Clear details and signs outlining Emergency Contact numbers for Police/Fire/Ambulance, must be provided in clear sight (e.g. in the main Foyer area)
- Push bikes are also being targeted by offenders. Strong cage structures should be erected to house the push bikes incorporating strong quality locks (proposed U-Locks) within residential buildings. Bicycle storage needs to be placed where there is good natural surveillance and enhanced with good quality CCTV
- Mailboxes should be located within a locked foyer areas, inside a gated or fenced compound of the building. Locks installed to be Non-master keyed locks – the tail cam of the cam lock is to be a minimum of 2.5mm thick for strength. Mailboxes to have flush fitting doors to minimise forcing open the mailbox. Mailbox theft and identity fraud is high within New South Wales.

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- Residents should be encouraged to record serial numbers of push bikes and electrical goods. Serial numbers are a key component when reporting lost property or theft of such items.
- Residents to be provided with storage facilities such as storage cages in car park. Theft from storage cages has been a major issue in residential complexes. The material used for the storage cages need to be strong. Wire mesh can be easily cut and access gained by offenders. Solid locks are to be utilised for added security.
- Emergency evacuation plans should be implemented and maintained by businesses to assist staff and emergency services in the event of an emergency. This plan should be prominently displayed.
- Staff should be suitably trained in evacuation procedures.
- In case of any vehicle borne terrorist attack targeting the train station, using an improvised explosive device, the walls and structure between the car park and train station should be reinforced.

Conclusion

Please refer to all the concerns raised in the above report and, in particular, to the CPTED Principals where Redfern Police Area Command have highlighted concerns in relation to this design proposal.

We would like to thank you for the opportunity to comment on this proposed development and should you require further information on the subjects mentioned within this report, please feel free to contact Senior Constable Morony, Crime Prevention Officer, Redfern Police Area Command, Phone (02) 83035127 or by email 45706@police.nsw.gov.au.

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Yours sincerely,



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