



INTEGRAL

Sydney Metro

PITT STREET NORTH OVER STATION DEVELOPMENT

Appendix BB3 Crime Prevention Through Environmental Design Report

**State Significant Development,
Development Application (SSD DA)**

Prepared for **Pitt Street Developer North Pty LTD**

30 June 2020

Revision C

Issue for DPIE

SMCSWSPS-INT-OSN-SC-REP-000002

REPORT AUTHORISATION

PROJECT: **APPENDIX BB3 CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN REPORT
NORTH**
PITT STREET DEVELOPER NORTH PTY LTD

REPORT NO: **60SPSD.101**

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1 EXECUTIVE SUMMARY

This report has been prepared in response to the requirements contained within the Secretary's Environmental Assessment Requirements (SEARS) dated 25 October 2019. Specifically, this report has been prepared to respond to the SEARS requirements summarised in Table 1.

Table 1 – SEARs requirements

Item	Description of requirements	Section reference
Plans and documents	CPTED assessment	Section 6 and Section 7 include formal CPTED assessment and recommendations

This CPTED report has considered The City of Sydney Development Control Plan 2012 (Sydney DCP 2012) provisions for Crime Prevention Through Environmental Design and the NSW Police Safer by Design CPTED principles provided below.

This CPTED desktop assessment identifies and reports on potential issues associated with the proposed development. This report considers principles and issues such as accessibility, lighting, design, pedestrian safety, and impacts on local amenity. Where negative impacts are identified, prospective mitigation measures and recommendations are provided in accordance with professional standards and statutory obligations including;

- integrated signage to show separation of public and private areas and assist with legibility of the site given mixed use nature;
- integrated pedestrian circulation paths and laneways;
- landscaping to deter malicious damage, protection and deterrence from HVM, provide;
- lifts, escalators and stairs;
- fire egress;
- good coverage of CCTV; and
- lighting to deter opportunistic crime and provide safety for residents and pedestrians at all times;

The design of the site already shows consideration has been given to:

- maximising passive surveillance for tenants and visitors and of the development;
- safe and secure service access; and
- an integrated building frontage that's forms part of the overall OSD looking over the station precinct and public domain.
- No secondary entries
- Lighting to bike locker and surrounding outside areas;
- Use of glazing on entries to provide clear lines of site.

Preparation of a Crime Prevention through Environmental Design Report has been delivered by a suitability qualified and licensed contractor (David Novak) with consideration to the requirements of the NSW Security Industry Act 1997



2 INTRODUCTION

2.1 THE SITE

The site is located within the Sydney CBD. It has three separate street frontages, Pitt Street to the west, Park Street to the south and Castlereagh Street to the east. The area surrounding the site consists of predominantly commercial high-density buildings and some residential buildings, with finer grain and heritage buildings dispersed throughout.

The site has an approximate area of 3,150.1sqm and is legally described as follows:

- 252 Pitt Street (Lot 20 in DP1255509)

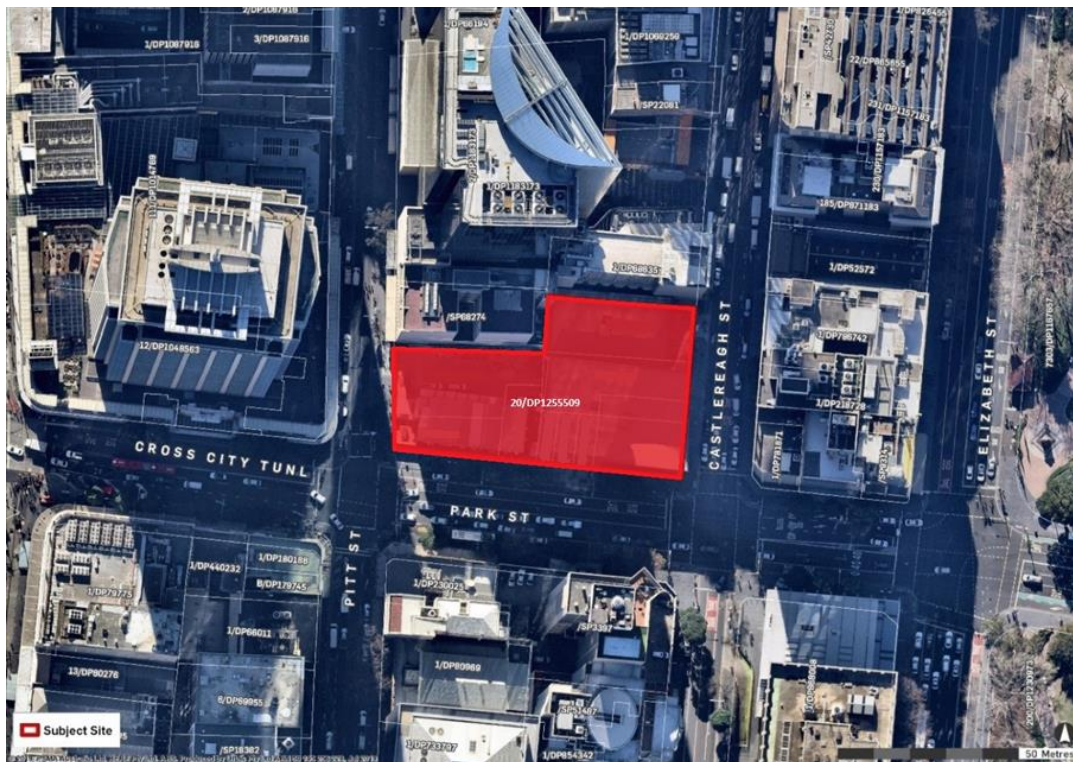


Figure 1 – Location Plan

2.2 SYDNEY METRO DESCRIPTION

Sydney Metro is Australia's biggest public transport program. A new standalone railway, this 21st century network will revolutionise the way Sydney travels.

There are four core components:

- Sydney Metro Northwest (formerly the 36km North West Rail Link)

This project is now complete and passenger services commenced in May 2019 between Rouse Hill and Chatswood, with a metro train every four minutes in the peak. The project was delivered on time and \$1 billion under budget.

- Sydney Metro City & Southwest



Sydney Metro City & Southwest project includes a new 30km metro line extending metro rail from the end of Metro Northwest at Chatswood, under Sydney Harbour, through new CBD stations and southwest to Bankstown. It is due to open in 2024 with the ultimate capacity to run a metro train every two minutes each way through the centre of Sydney.

Sydney Metro City & Southwest will deliver new metro stations at Crows Nest, Victoria Cross, Barangaroo, Martin Place, Pitt Street, Waterloo and new underground metro platforms at Central Station. In addition it will upgrade and convert all 11 stations between Sydenham and Bankstown to metro standards.

In 2024, customers will benefit from a new fully-air conditioned Sydney Metro train every four minutes in the peak in each direction with lifts, level platforms and platform screen doors for safety, accessibility and increased security.

- Sydney Metro West

Sydney Metro West is a new underground railway connecting Greater Parramatta and the Sydney CBD. This once-in-a-century infrastructure investment will transform Sydney for generations to come, doubling rail capacity between these two areas, linking new communities to rail services and supporting employment growth and housing supply between the two CBDs.

The locations of seven proposed metro stations have been confirmed at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock and The Bays.

The NSW Government is assessing an optional station at Pyrmont and further planning is underway to determine the location of a new metro station in the Sydney CBD.

- Sydney Metro – Western Sydney Airport

Metro rail will also service Greater Western Sydney and the new Western Sydney International (Nancy Bird Walton) Airport. The new railway line will become the transport spine for the Western Parkland City's growth for generations to come, connecting communities and travellers with the rest of Sydney's public transport system with a fast, safe and easy metro service. The Australian and NSW governments are equal partners in the delivery of this new railway.

The Sydney Metro Project is illustrated in the Figure below.



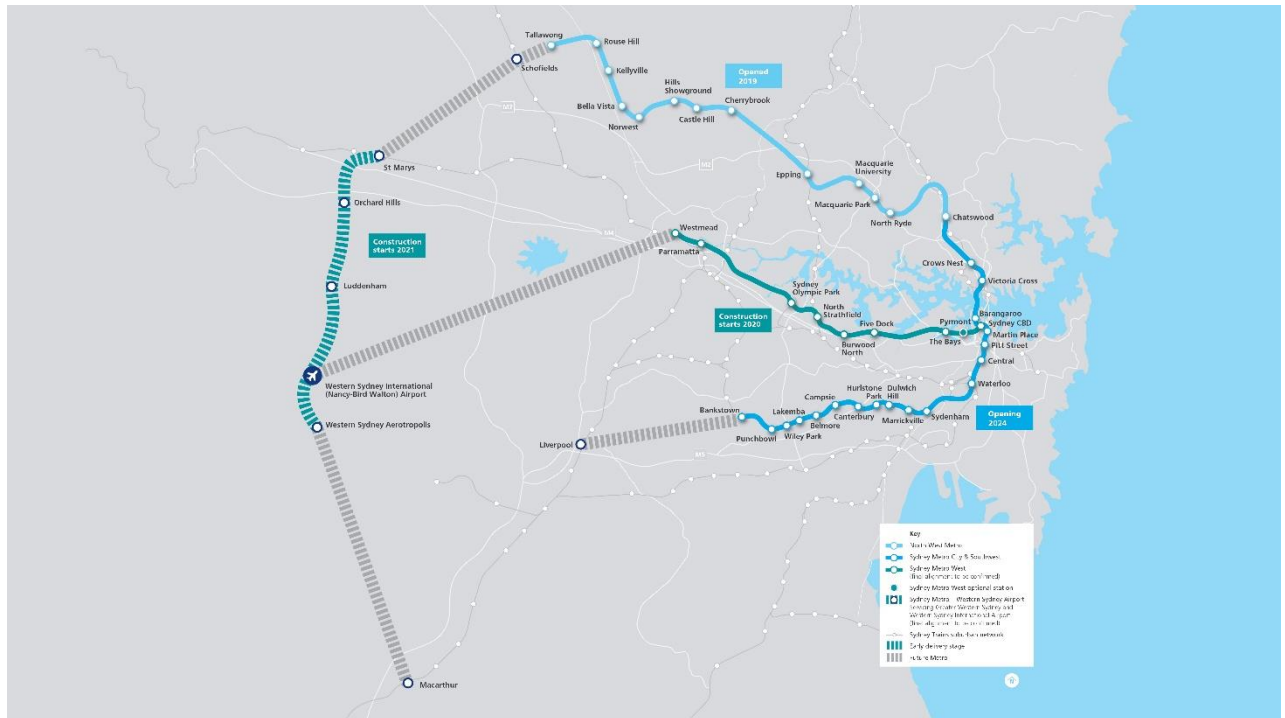


Figure 2 – Sydney Metro Alignment Map, Source: Sydney Metro

2.3 INTEGRATION OF CCSI APPROVAL AND SSDA

On 9 January 2017, the Minister for Planning approved the Sydney Metro City & Southwest - Chatswood to Sydenham project as a Critical State Significant Infrastructure project (reference SSI 15_7400) (CSSI Approval). The terms of the CSSI Approval includes all works required to construct the Sydney Metro Pitt Street Station, including the demolition of existing buildings and structures on both sites (north and south). The CSSI Approval also includes construction of below and above ground works within the metro station structure for appropriate integration with over station developments.

The CSSI Approval included Indicative Interface Drawings for the below and above ground works at Pitt Street South Metro Station site. The delineation between the approved Sydney Metro works, generally described as within the “metro box”, and the Over Station Development (OSD) elements are illustrated below. The delineation line between the CSSI Approved works and the OSD envelope is generally described below or above the transfer slab level respectively.



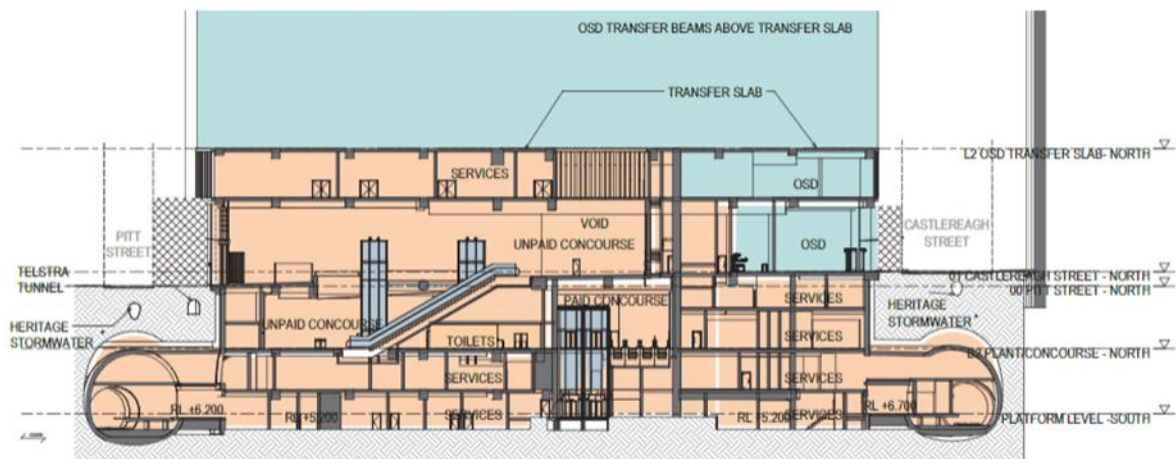
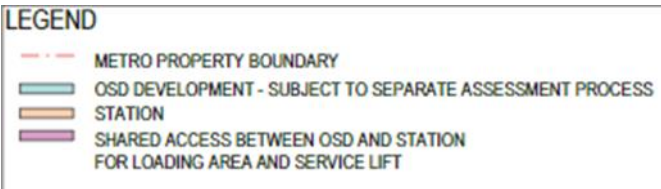


Figure 3 – Pitt Street Station – North (East-West Section)



Source: CSSI Preferred Infrastructure Report (TfNSW)

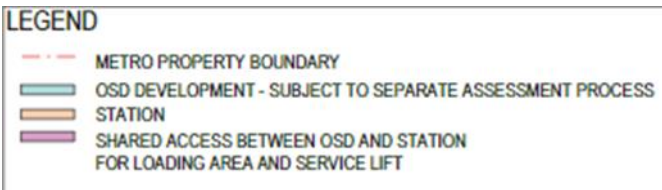
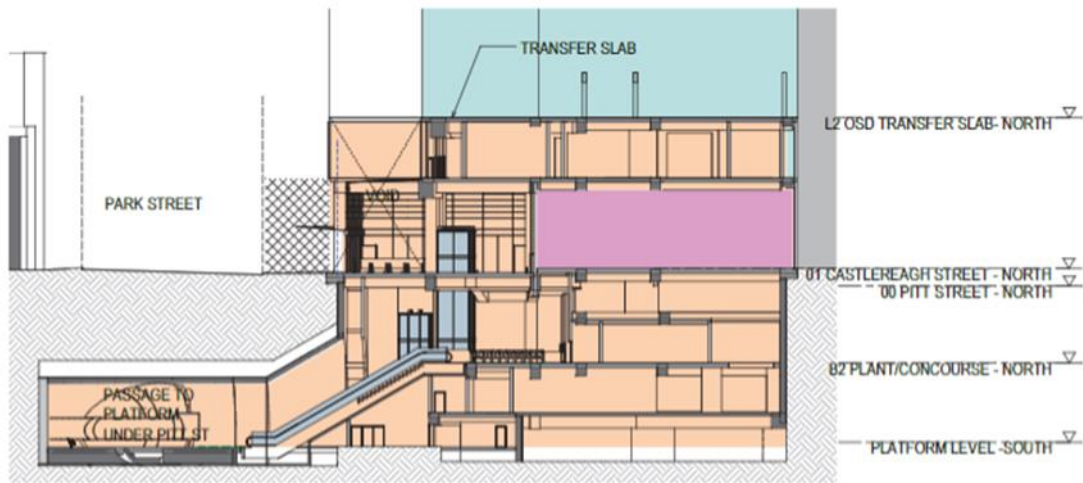


Figure 4 – Pitt Street Station – North (North-South Section)

Source: CSSI Preferred Infrastructure Report (TfNSW)



The Preferred Infrastructure Report (PIR) noted that the integration of the OSD elements and the metro station elements would be subject to the design resolution process, noting that the detailed design of the “metro box” may vary from the concept design assessed within the planning approval.

As such in summary:

- The CSSI Approval provides consent for the construction of all structures within the approved “metro box” envelope for Pitt Street South.
- The CSSI Approval provides consent for the fit out and use of all areas within the approved “metro box” envelope that relate to the ongoing use and operation of the Sydney Metro.
- The CSSI Approval provides consent for the embellishment of the public domain, and the architectural design of the “metro box” envelope as it relates to the approved Sydney Metro and the approved Pitt Street North Station Design & Precinct Plan.
- Separate development consent however is required to be issued by the NSW DPIE for the use and fit- out of space within the “metro box” envelope for areas related to the OSD, and notably the construction and use of the OSD itself.

As per the requirements of clause 7.20 of the Sydney Local Environmental Plan 2012, as the OSD exceeds a height of 55 metres above ground level (among other triggers), development consent is first required to be issued in a Concept (formerly known as Stage 1) DA. This is described below.

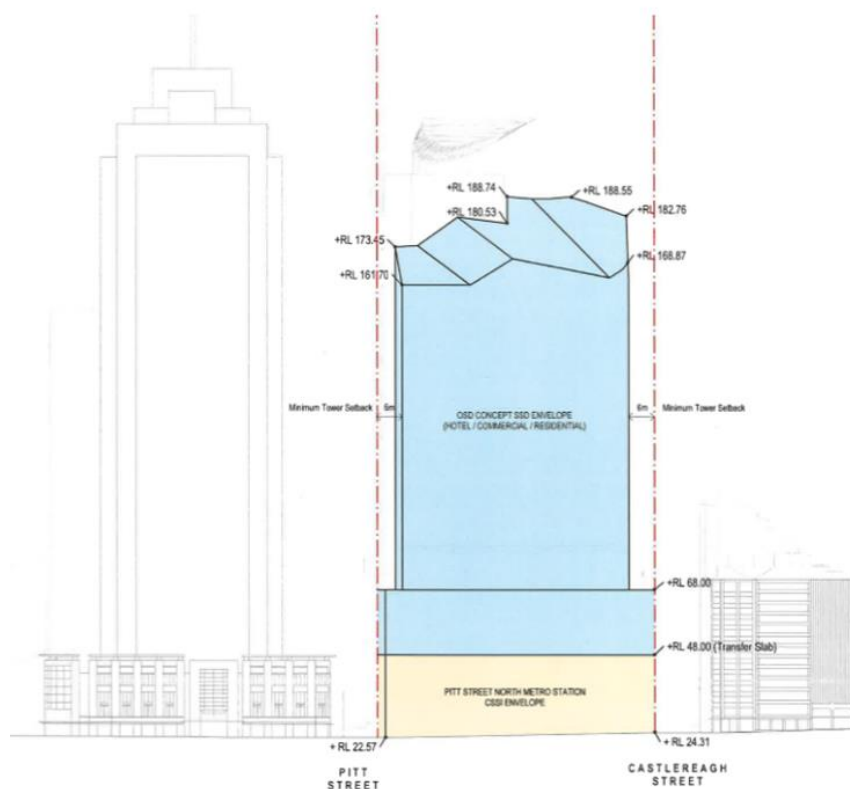


Figure 5 – Pitt Street North Concept SSD DA – Envelope – South Elevation

Source: SSD 8875 Concept Stamped Plans



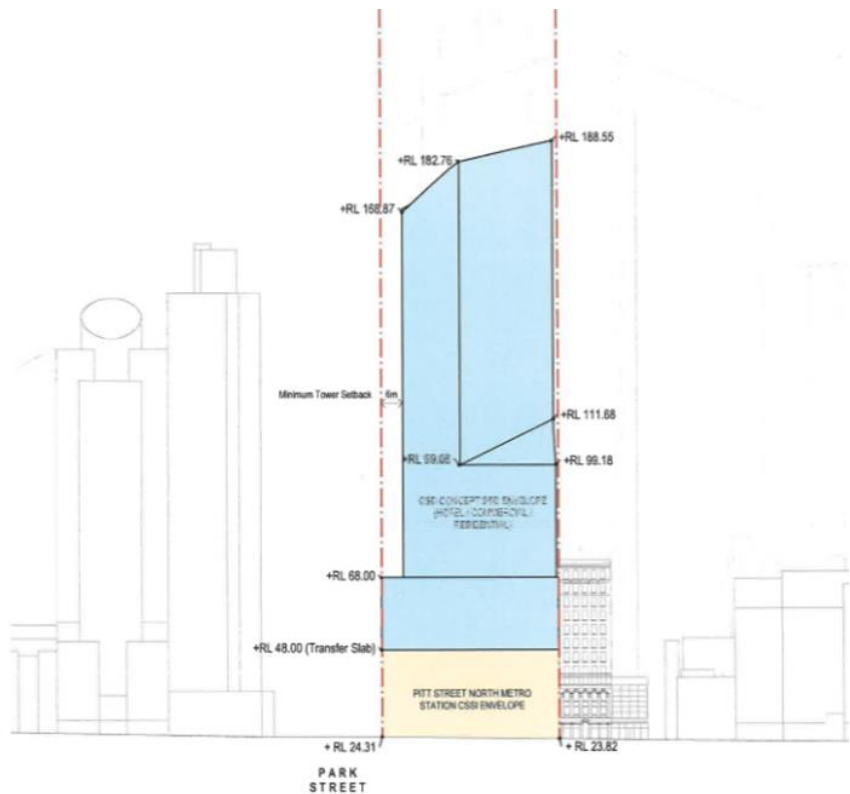


Figure 6 – Pitt Street North Concept SSD DA – Envelope – West Elevation





Figure 7 - Photomontage of Pitt St North



3 REFERENCE DOCUMENTS

This section provides a review of relevant safety and crime prevention documents. Documents reviewed include:

- Fosters SSDA architectural plans design briefs and drawings;
- Blast Vulnerability Assessment (prepared by Karagozian & Case)
- Security Risk Assessment (prepared by Integral Group)
- NSW BOCSAR Crime Statistics;
- Sydney Metro City & Southwest Appendix B12 Security Engineering and Cyber Security;
- Crime Prevention through Environmental Design, City Of Sydney Development Control Plan; and
- Site and Urban Design for Security – FEMA 430.



4 SUPPORTING DOCUMENTS

In addition to the preparation of a CPTED assessment, the SEARs also requested the proposal provide:

- Details of how design quality of the building material and public realm will address risk associated with terrorism i.e. blast mitigation, hostile vehicle barrier etc.
- Preparation of a Security Risk Assessment delivered by a suitability qualified and licensed security consultant (David Novak) with consideration to the requirements of the NSW Security Industry Act 1997.

A specialist Blast Vulnerability Assessment SMCSWSPN-K&C-OSN-SC_REP-000002 (prepared by Karagozian & Case) and Security Risk Assessment SMCSWSPN-INT-OSN-SC_REP-000001(prepared by Integral) has been prepared to support these requirements and to inform the SSD DA. These studies have assessed the likelihood and severity of higher-order risks which the proposal may be susceptible to and has provided strategies and recommendations to help reduce and mitigate these.

This CPTED assessment supports these studies in informing the overall design and management of the proposal to enable a safe environment.



5 POLICY CONTEXT

The following section provides a summary of relevant state and local policies in relation to crime and safety.

Department of Planning, Industry and Environment, NSW Crime Prevention and Assessment of Development Applications (2001)

In April 2001, the NSW Department of Infrastructure, Planning and Natural Resources (now the Department of Planning, Industry and Environment) introduced the Crime Prevention Legislative Guidelines (the Guidelines) to Section 4.15 (formerly Section 79C) of the Environmental Planning and Assessment Act, 1979. These guidelines require consent authorities to ensure that development provides safety and security to users and the community.

The Guidelines introduce the four CPTED principles which are used in the assessment of development applications. These are: surveillance, access control, territorial reinforcement and space management.

The Guidelines aim to help councils implement and consider the CPTED principles. CPTED assessments seeks to influence the design of buildings and places by:

- Increasing the perception of risk to criminals by increasing the possibility of detection, challenge and capture
- Increasing the effort required to commit crime by increasing the time, energy or resources which need to be expended
- Reducing the potential rewards of crime by minimising, removing or concealing 'crime benefits'
- Removing conditions that create confusion about required norms of behaviour.

City of Sydney, A City for All – Draft Community Safety Action Plan 2018 – 2023

City of Sydney's Draft Community Safety Action Plan sets out the commitment to safety and areas of focus for the next five years. The priority areas are:

- Safe streets and spaces
- Crime prevention and response
- Ready and resilient
- Safe global destination.

Key actions are provided for each priority area to guide implementation for the City of Sydney over the next five years. Relevant actions aligned with this proposal are summarised below.

- Safe streets and spaces
 - Increase actual and perceived public safety in city streets and spaces to ensure they are well-lit and attractive
 - Continue to use CPTED principles in the design of the public domain
 - Use culturally inclusive language, signage and symbols
- Promote a creative and vibrant night life to reduce alcohol related anti-social behaviour



- Create a positive social and physical environment around licensed premises and events to attract patrons and help people to feel and be safe
- Improve road, public transport and pedestrian safety
- Continue to improve safety for people walking, using wheelchairs and cycling through design and renewal of footpaths and cycleways across the city, and the use of accessible wayfinding
- Work with NSW Government to ensure safety at high-use or late-night transport departure points
- Crime prevention and response
 - Reduce the opportunities for crime to occur
 - Build the capacity of businesses and the community to prevent crime
- Ready and resilient
- Build resilient and connected communities to increase safety
- A safe and global destination
- Ensure visitors feel safe and welcome in Sydney

City of Sydney, Development Control Plan 2012 – General Provisions

Section 3.13.1 of the City of Sydney Development Control Plan 2012 (Sydney DCP 2012) includes provisions on crime prevention through environmental design. The objective of the provisions are to provide a safe environment and minimise opportunities for criminal and anti-social behaviour.

The provisions are:

1. Active spaces and windows of habitable rooms within buildings are to be located to maximise casual surveillance of streets, laneways, parking areas, public spaces and communal courtyard space
2. In commercial, retail or public buildings, facilities such as toilets and parents' rooms are to be conveniently located and designed to maximise casual surveillance to facility entries
3. Minimise blind corners, recesses and other external areas that have the potential for concealment or entrapment
4. Building entries are to be clearly visible, unobstructed and easily identified from the street, other public areas and other development. Where practicable lift lobbies, stairwells, hallways and corridors should be visible from the public domain
5. Ground floors of non-residential buildings, the non-residential component of mixed-use developments, and the foyers of residential buildings, are to be designed to enable surveillance from the public domain to the inside of the building at night
6. Pedestrian routes from car parking spaces to lift lobbies are to be as direct as possible with clear lines of sight along the route
7. Where dwelling units have individual main entries directly from a public space, the entry is to include a clearly defined transitional space between public and private areas



8. Building design such as fencing, drainpipes and landscaping are to be designed to that illegitimate access is not facilitated by the opportunity for foot or handholds, concealment and the like.

The DCP provisions relating to CPTED principles are considered for assessment in **Section 9** of this report.



6 SITE VISIT

A site visit was conducted by Integral Group (David Novak) on Wednesday 29 April 2020, site photos below. The site visit involved an overview of the site (no internal site visit) and surrounding buildings, observation of key adjoining tenants, buildings that could be specific to a CPTED report i.e. hotels. Other adjacent buildings, pedestrian movements and any additional surrounding crime mitigation was noticed.

A summary of the site visit observations is provided below:

- Very high pedestrian and vehicular activity on Pitt and Park Streets, Park and Castlereagh Streets
- Construction sites observed on both Bathurst and Pitt Streets with scaffolding and changed pedestrian conditions, although temporary.
- Existing CCTV cameras located at the Criterion Hotel as per Liquor and Gaming regulations.
- City of Sydney "Street Safe Cameras " installed on the corner Park and Pitt Streets as well as Park and Castlereagh Streets, which is monitored 24 hours a day as part of a wider camera network.

Figure 8 - Site Visit Photos



Photo 1 – Cnr Pitt St and Park St.



Photo 2 – Cnr Park and Castlereagh streets.



Photo 3 – Castlereagh Street, showing approximate location of loading dock.



Photo 4 – Cnr Park and Pitt St showing adjacent development



7 DEMOGRAPHICS

7.1 DEMOGRAPHIC PROFILES

The Sydney Central Business District (CBD) is the main commercial centre of Sydney, the state capital of New South Wales and the most populous city in Australia. The Sydney CBD is to a large degree coterminous with Sydney's city centre, or Sydney City, and the two terms are used interchangeably. The CBD or city centre is often referred to simply as "Town" or "the City". The Sydney city centre extends southwards for about 3 km (2 mi) from Sydney Cove.

Geographically, its north–south axis runs from Circular Quay in the north to Central railway station in the south. Its east–west axis runs from a chain of parkland that includes Hyde Park, The Domain, Royal Botanic Gardens and Farm Cove on Sydney Harbour in the east; to Darling Harbour and the Western Distributor in the west. At the 2016 Australian Census, the City recorded a population of 17,252.

The Sydney City is Australia's main financial and economic centre, as well as a leading hub of economic activity for the Asia-Pacific region. The city centre and areas immediately around it employ approximately 22% of the Sydney region's workforce. The City has the largest gathering of workers in the whole of Sydney. Most of them are white collar office workers in the finance and professional service industries. In 2012, the number of workers operating in the City was 226,972. Based on industry mix and relative occupational wage levels it is estimated that economic activity (GDP) generated in the city in 2015/16 was approximately \$118 billion. Culturally, the city centre is Sydney's focal point for nightlife and entertainment. It is also home to some of the city's most significant buildings and structures.



8 CRIME STATISTICS

8.1 RECORDED CRIME STATISTICS

8.1.1 General

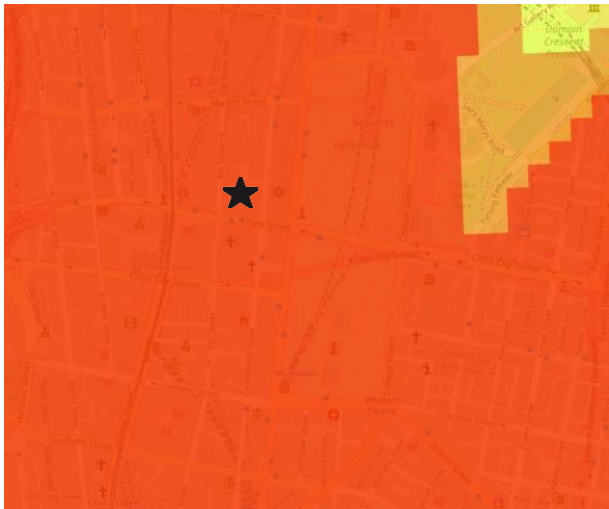
Crime data from the Bureau of Crime Statistics and Research (BOCSAR) was analysed to identify the crime profile in Sydney. For comparison purposes, data for Sydney suburb, City of Sydney LGA and the NSW average has been used to help assess risk compared to LGA and site wide averages. The full crime profile is listed below. Crime findings of relevance to this assessment include:

- With the exception of motor vehicle theft, Sydney (suburb) and Sydney LGA have higher rates of crime compared to the NSW average. This is typical of major cities, as the area is more heavily populated with workers and visitors and operates for longer hours compared to its suburban counterparts.
- Yearly crime rates (January 2019 to December 2019) indicate that Sydney has a significantly higher rate of crime compared to NSW in the following crime types:
 - Non-domestic assault (4770.5 in Sydney; 403.2 in NSW)
 - Break and enter non-dwelling (316.4 in Sydney; 124.0 in NSW)
 - Malicious damage to property (2058.9 in Sydney; 713.9 in NSW)
 - Steal from motor vehicle (567.4 in Sydney; 477.7 in NSW)
 - Steal from person (6914.7 in Sydney; 336.8 in NSW)
 - Trespass (652.8 in Sydney; 135.5 in NSW).
- BOCSAR publishes hotspot maps to illustrate areas of high crime density relative to crime concentrations around NSW. These maps indicate the site is in a crime hotspot for most major crimes including non-domestic assault, break and enter non-dwelling, malicious damage to property, motor vehicle theft, steal from motor vehicle and steal from persons.
- While the site is in an area of high crime concentration, the two-year crime trends from January 2018 to December 2019 indicate that crime is not increasing in the suburb. All crime rates in Sydney suburb have remained stable, while steal from person has decreased 22.8% per year.
- A point to note, the local establishment Criterion Hotel (opposite the OSD North development) is currently not listed by NSW Liquor and Gaming as a Violent Venue.

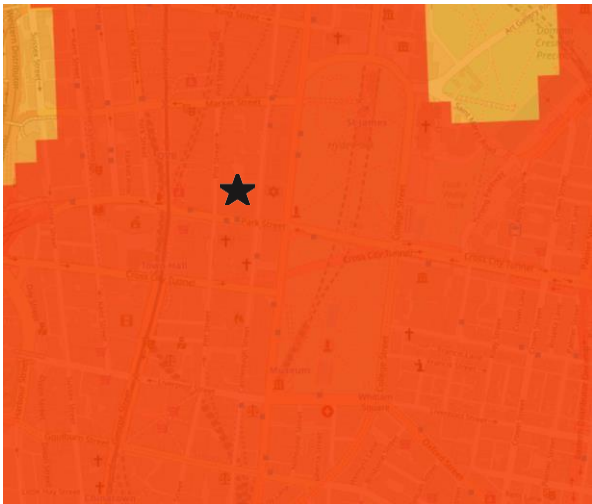
8.1.2 Crime Profile

Figure 9 – Hotspot maps listed below , January 2019 to December 2019 (site indicated by star).
Source: BOCSAR

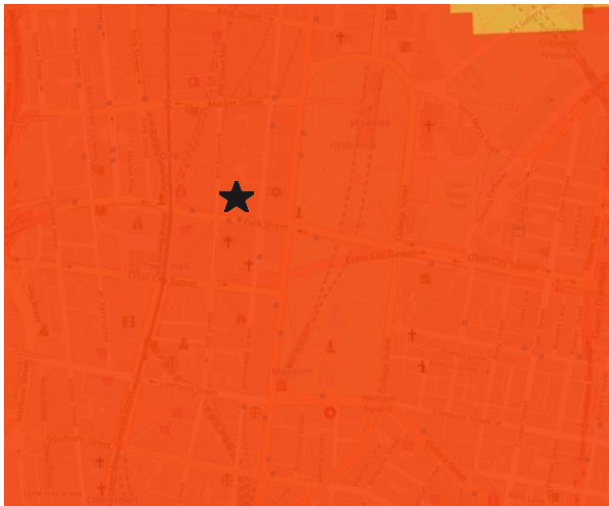




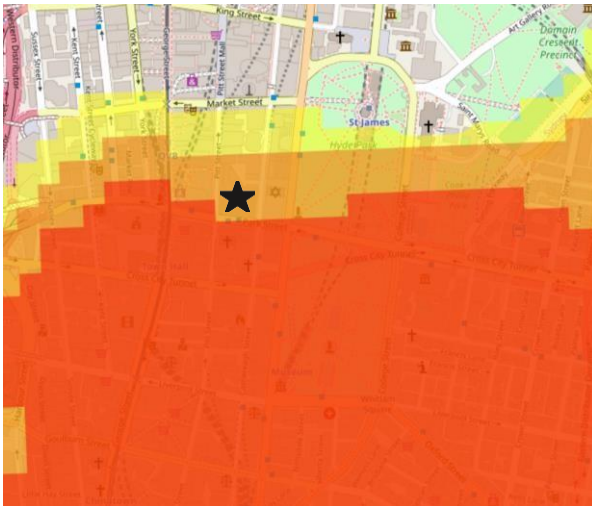
Picture 7 – Non-domestic assault



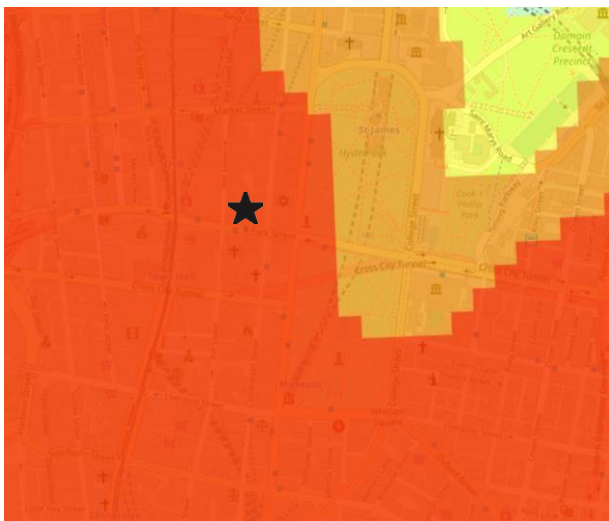
Picture 8 – Break and enter non-dwelling



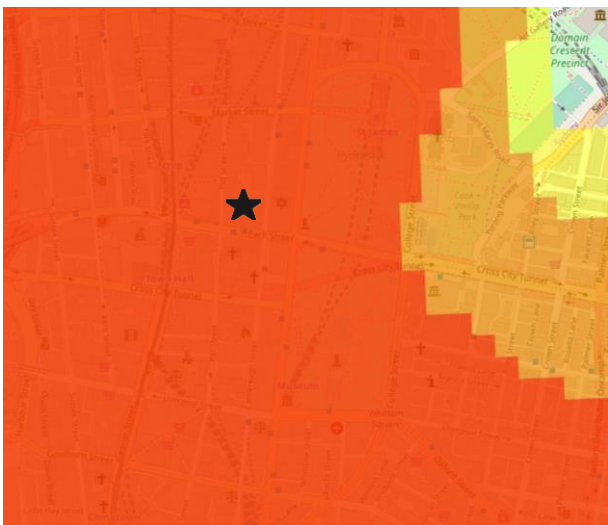
Picture 9 – Malicious damage to property



Picture 10 – Motor vehicle theft



Picture 11 – Steal from motor vehicle



Picture 12 – Steal from persons



9 CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN CRITERIA ASSESSMENT AND FINDINGS

9.1 GENERAL

The site itself and available plans of the proposed development at Pitt Street OSD North, have been assessed in accordance with CPTED principles and the appropriate regulations adopted as recommended by Sydney Metro, NSW Police and NSW Development Application recommendations. Areas that require specific attention to ensure maximum safety within the proposed development have been identified and recommendations proposed to mitigate any issues that are tabled in the findings within Section 10 of this document.

It should be noted that design is only one component to ensure a safe and secure environment. The level of actual or perceived crime is determined through the combination of design principles and ongoing management of the development including OSD perspective tenants and visitors involvement. The design should support and accommodate good management practices.

Overall, the proposed development includes considerations for CPTED principles within its design. However, a number of measures can be undertaken to further improve safety across the development.

9.2 TERRITORIALITY

Territoriality utilises multiple measures to clearly define an area, both physically and psychologically. The intent is to create an environment with a sense of ownership by the users, where abnormal behaviour such as unusual loitering or other unauthorised activities, is easily recognised. For example, a clean, well-lit, attractive area will present an environment that encourages intended site users to feel safe and tolerate only acceptable behaviour. This same environment has the opposite effect on criminals, as it is easy to observe, identify, and report abnormal behaviour. This means intended users are more likely to notice and report suspicious or nefarious behaviour.

A major component of territoriality is wayfinding, which is a concept where architectural and landscape features are designed with visual clues and signage to direct people or allow them to easily identify where they are and where they should go.

The design team have considered the following items into the design to support territoriality:

- a defined boundary around the Pitt Street OSD North development. A formidable barrier is not required but the boundary should provide visual cues as to what is and what is not Pitt Street OSD North property;
- select pavement patterns, low walls, or site features to form physical or psychological separation of areas;
- signage to reinforce or establish territoriality and to support wayfinding, such as:
- signage stating that the area is under constant CCTV surveillance;
- provide waste bins in areas of intended pedestrian use to encourage a clean and kept environment;
- constant lighting pattern through; and
- demarcation from front of house and back of house of the OSD North.



9.3 NATURAL SURVEILLANCE

Natural Surveillance supports good visibility in and around the buildings to limit concealment of criminal activities. The concept is to see and be seen; criminals do not like to be seen and patrons feel safer that clear lines of sight are around their space. A compartmentalised building with many small out-of-the-way places or obscure corners combined with a lack of windows greatly inhibits the ability for people to see and identify abnormal behaviour, which increases the intended users' sense of fear, especially at night.

The design team has considered the following design strategies and techniques:

- The building entry on Pitt Street is clearly separated from the station entry and is in a prominent public position, providing good visibility. The positioning of the revolving doors and building signage at Pitt Street identifies this as the commercial entrance, demonstrating good territorial reinforcement and clear delineation between the public and private areas;
- develop pedestrian pathways and corridors with clear lines of sight;
- the street paving and landscape architecture that supports security requires a design that integrates natural surveillance, video surveillance, and natural access control. Site furnishing selection should meet the following functional requirements:
 - maintain surveillance and access control corridors;
 - control access to critical and sensitive areas;
 - establish maintenance schedules to provide clear lines of sight and limit hiding places;
 - light coloured surfaces provide better light reflection for enhanced visual and video surveillance;
 - avoid constructing large blank walls that limit visibility and can become targets for graffiti; instead encourage the use of walls with windows and architectural details;
 - place facility personnel where they have clear lines of sight of open spaces and walkways, via windows and doors;
 - avoid dead-end corridors, isolated stairwells, dog leg corridors, and open areas under stairs; and
- Clear street and building signage is provided above the Pitt Street entrance and along the building façade, to allow for easy wayfinding for pedestrians.

9.4 NATURAL ACCESS CONTROL

Natural Access Control entails utilising layout and design elements to passively direct site users in an orderly fashion from one location to another, while simultaneously reinforcing territoriality and aiding natural surveillance. By denying access to targets and creating a perception of risk for offenders this concept decreases the opportunity for criminal activity.



The mainstay of natural access control is limiting the number of intended access points to the greatest extent possible without negatively affecting operations; as well as guiding people through a space by strategic design. This aids natural surveillance by increasing traffic flow at each of those locations therefore increasing the opportunities for surveillance. The required intent and design of Pitt Street North OSD, channelling all users through a limited number of entrances increases the ability to see and be seen, as well as reducing the number of access-controlled points and security cameras required. A reduced number of entrances also makes it more difficult for criminals to avoid detection or escape and in Pitt Street North OSD's case, easier to shut the building off after hours.

9.5 SITE PLANNING AND DESIGN

It is important to identifying and implementing crucial asset protection measures while considering land use, site selection, orientation of buildings, physical barriers, landscaping, parking, and the protection of utilities to mitigate crime.

To achieve the optimal balance of the above considerations the design team has considered the integration of security requirements early in the design process when mitigation is the least costly and most effective.

Building Placement

The ideal building placement from a security standpoint incorporates the following CPTED principles:

- Separate entries are provided for the end of trip facilities and vehicle parking to help improve access and reduce potential conflict between vehicles and pedestrians.
- The end of trip facilities are accessible via access control on Castlereagh Street which is an area of high pedestrian and vehicle activity, maximising passive surveillance opportunities. The entrance pathway is also a straight corridor which helps to reduce opportunities for concealment or entrapment
- A loading dock manager will be based permanently on site, with the office located directly adjacent to the dock entry, to help monitor loading movements and enforce a safe vehicle and pedestrian environment.

9.6 VEHICULAR MOVEMENT

Control of vehicular movement throughout the site is essential in mitigating vehicle-associated threats. The PSN development as a commercial development has delivery, service vehicles and 40 car parking spaces for tenants.

Primary objectives for on-site circulation are to separate vehicles from critical assets and pedestrians, control vehicle speed and approach, provide wayfinding, design safe road and parking area configurations, and provide adequate emergency access. The design team have considered the following performance criteria into the site design:

- limit number of vehicular entrances to the building (one per for OSD North):
- All car parking spaces are securely contained within the automated car stacker, with all cars stacked and returned via automated access control. The use of a car stacker prevents anyone from entering near the parked cars, significantly reducing any opportunities for theft.
- utilise symbolic site features to distinguish entrances and establish territoriality;



- clearly delineate service vehicles parking and delivery spaces in the respective loading docks;
- implement Hostile Vehicle Mitigation (HVM) practices for the public domain; and

9.7 PEDESTRIAN MOVEMENT

Pitt Street North OSD pedestrian safety is dependent on strategic circulation design. The objectives are to concentrate activity to assist surveillance and minimise traffic crossings.

The design team has considered the following when designing the pedestrian circulation:

- Lift lobbies are centrally located within the building, providing clear sight lines to the main lobby areas and commercial tenancies of each floor. Signage is also provided on the main lift lobbies on level 3 (entrance to commercial areas) to distinguish between the lifts accessing the 'high-rise' levels and 'low-rise' levels, helping to direct pedestrian flow and wayfinding.
- The building entry on Pitt Street is clearly separated from the station entry and is in a prominent public position, providing good visibility. The positioning of the revolving doors and building signage at Pitt Street identifies this as the commercial entrance, demonstrating good territorial reinforcement and clear delineation between the public and private areas
- A continuous canopy on the Park Street façade is supported by the building above, providing a clear pedestrian route around the building and station entry configuration.

9.8 HOSTILE VEHICLE MOVEMENT

Through urban design, practitioners seek to create vibrant, inviting, and functional facilities for people to live, learn, work, and play. Security considerations are a necessary aspect of these facilities, protecting people and property while reducing liability. A specialist Blast Vulnerability Assessment SMCSWSPN-K&C-OSN-SC_REP-000002 (prepared by Karagozian & Case) has included addition hostile vehicle measures that are to be incorporated to the overall development.

Hostile vehicle consideration must be an important part of any place of mass gathering. People must feel safe when using a facility or they will not frequent it, which defeats the purpose of creating the facility. Low usage can then compound anti-social issues, attracting criminal behaviour due to the lack of persons enforcing territorial control.





Figure 10 – Pitt St North showing architectural concept for HVM - bollards

The design team has considered the following points for the Pitt Street OSD:

- security measures not to impede access to public entrances or pedestrian flow on adjacent footpath;
- trees planted along the street kerb line serve dual aesthetic and act as a deterrent for HVM purposes;
- the design of bollards, light posts, and other streetscape/landscape elements to form an urban ensemble that helps to create a sense of unity and character;

9.9 SIGNAGE & WAYFINDING

Wayfinding is an important function of design that illustrates the importance of coordination among practitioners and community planning, public works, transportation, law enforcement, and fire-rescue organisations. Navigating an unfamiliar environment is important for its success on a day-to-day basis but becomes critical in an emergency.

In addition to overt prompts such as landmarks, architectural elements, and clear, consistent signage and maps, users will subconsciously rely on cues from their surroundings to help them select a path to safety. Similarly, emergency personnel will depend in part on these design elements in order to navigate the site.

The design team has considered the following points for the Pitt Street North OSD development:

- provide signs at entrances.
- clearly post the building address for emergency response;
- post signs at building entrances stating, "All persons entering this facility are under video surveillance"; and
- locate signs to provide the least obstruction to lines of sight for security personnel and video views.



9.10 SPACE PLANNING & DESIGN

9.10.1 General

The protection of the building interior focuses on the functional layout of spaces. Separating public areas (lobby and retail areas, etc.) from private areas of the facility (tenants, utilities, plant) enhances security by defining areas and consolidating user groups. This separation is achieved by creating internal “hard lines” or buffer zones, using secondary stairwells, elevator shafts, corridors, and storage areas between public and private areas.

The design team has considered the following design measures when laying out interior spaces:

- defined main entries;
- limiting the number of secondary entries to one;
- align interior corridors;
- limited recessed or hidden areas;
- clearly define public and private spaces;
- group spaces with similar activities together;
- provide open interior design;
- promote natural surveillance by providing opportunities for surveillance through the use balconies and window in living areas;
- use interior barriers to differentiate levels of security within the facility;

9.11 BUILDING CRITERIA

9.11.1 Areas Internal to the Building

The space is to be used and well cared for, including rapidly addressing graffiti and maintenance issues that affect the general feel and look of the station.

The design team have considered the following design measures when designing the interior spaces:

- Amenities are centrally located next to the lift lobbies, providing user convenience and increasing casual surveillance opportunities from building users. The amenities are accessed via a short, straight corridor that connects directly to the main tenancy spaces. This design restricts opportunities for concealment and enables greater surveillance of these areas.
- limit secondary entrances i.e. retail entrance areas from back of house deliveries;
- lighting installed at site entrances;
- Retail tenancies are located on the ground floor, encouraging people to use the space. It also creates a sense of vibrancy and activation along the street interfaces. Large, wrap-around windows along the façade will enable the proposal to overlook Park Street and Castlereagh Street and the internal escalator areas, helping to increase natural surveillance of the street throughout the day and night.
- promote natural surveillance by providing opportunities for surveillance via terraces on Level 10 & 11.;
- provide open interior design specifically to the ground floors and public areas;
- promote good natural surveillance by providing opportunities for surveillance.





Figure 9 – Proposed Pitt St North entrance where high visibility and landscaping can be achieved

9.12 URBAN DESIGN

Numerous urban design elements present opportunities to provide security. The scale of the public space should be appropriate to its primary use, and it can be manipulated to increase the comfort level of desired users while creating a less inviting atmosphere for users with malicious intent.

However, even at the pedestrian scale, certain operational requirements should be accommodated. For example, although efficient pedestrian and vehicle circulation systems are important for day-to-day activity, they are also critical for emergency response, evacuation, and egress. Furthermore, it is critical to maintain the maximum standoff distance possible between vehicles and structures where achievable. The design team has considered the following when designing the outdoor areas surrounding the Pitt Street OSD:

- Security measures must not impede access to public entrances or pedestrian flow on adjacent footpaths;
- Trees potted along the inside edge of a public footpath and adjacent to pedestrian and vehicular paths can serve dual aesthetic and barrier purposes;
- The design of bollards light posts, and other streetscape and landscape elements should form an urban ensemble that helps to create a sense of unity and character;
- The use of glazed windows across the entire building exterior allows the proposal to overlook the surrounding streets and public domain areas, maximising natural surveillance opportunities throughout the day and night



10 CONCLUSION AND RECOMMENDATIONS

This assessment has considered the been assessed against the CPTED principles, relevant crime and safety controls in the Sydney DCP 2012 and Fosters SSDA architectural plans design briefs and drawings.

Overall, it's considered the proposal is capable of complying with CPTED principles and demonstrates good implementation of CPTED principles in its design.

The proposed development has incorporated design details that are consistent with CPTED principles.

The plans include good opportunities for passive surveillance in tenant areas, good legibility and a high standard of amenity for a diverse demographic that will access and use the development.

There are a number of key recommendations in this report to assist in design development. These recommendations should be considered and implemented where possible in the final architectural plans and as part of the overall security management of the proposed development. A number of mitigation measure have also been included or are already seen as mitigating measures. In particular; it will be important to include:

- signage to show separation of public and private areas and assist with legibility of the site given mixed use nature;
- Concierge management;
- clear site lines around between Pitt and Park Streets including Castlereagh Street parking entrance;
- clear site lines around Park, Castlereagh and Pitt Streets building entrance
- good coverage of CCTV; and
- City of Sydney "Street Safe Cameras " installed on the corner Park and Pitt Streets as well as Park and Castlereagh Streets, which is monitored 24 hours a day as part of a wider camera network for the City Of Sydney.
- lighting to entrances, lift lobbies and stairwells;

The design of the site already shows consideration has been given to:

- maximising passive surveillance for tenants and visitors;
- safe and secure service access; and
- building frontage that's forms part of the overall OSD.
- Hostile vehicle mitigation to OSD entrance.



APPENDIX A CRIME STATISTICS



NSW Recorded Crime Statistics 2015 - 2019

Definitions and explanations

Number of recorded incidents and rate per 100,000 population, 24-month and 60-month trend and Local Government Areas rankings (for 2019)

Sydney Local Government Area

Offence group	Offence type	Jan-Dec 2015		Jan-Dec 2016		Jan-Dec 2017		Jan-Dec 2018		Jan-Dec 2019		24-month trend^^	60-month trend^^	2019 LGA Rank*
		Number of incidents	Rate per 100,000 population	Number of incidents	Rate per 100,000 population	Number of incidents	Rate per 100,000 population	Number of incidents	Rate per 100,000 population	Number of incidents	Rate per 100,000 population			
17 major offences	Murder^	4	1.9	3	1.3	1	0.4	4	1.7	5	2.1	nc**	nc**	
	Domestic violence related assault	994	464.4	964	432.8	1,014	434.9	1,010	420.4	1,106	460.4	Stable	Stable	
	Non-domestic violence related assault	3,156	1,474.5	3,288	1,476.3	3,228	1,384.4	3,226	1,342.9	3,205	1,334.1	Stable	Stable	
	Sexual assault	193	90.2	208	93.4	248	106.4	259	107.8	266	110.7	Stable	8.4%	
	Indecent assault, act of indecency and other sexual offences	327	152.8	356	159.8	504	216.1	455	189.4	481	200.2	Stable	10.1%	
	Robbery without a weapon	230	107.5	189	84.9	189	81.1	207	86.2	182	75.8	Stable	-5.7%	
	Robbery with a firearm	13	6.1	9	4.0	8	3.4	7	2.9	6	2.5	nc**	nc**	
	Robbery with a weapon not a firearm	97	45.3	65	29.2	79	33.9	70	29.1	70	29.1	Stable	Stable	
	Break and enter dwelling	853	398.5	802	360.1	707	303.2	760	316.4	760	316.4	Stable	-2.8%	
	Break and enter non-dwelling	451	210.7	600	269.4	583	250.0	503	209.4	478	199.0	Stable	Stable	
	Motor vehicle theft	364	170.1	312	140.1	333	142.8	397	165.3	322	134.0	-18.9%	Stable	
	Steal from motor vehicle	1,696	792.4	1,630	731.9	1,163	498.8	1,296	539.5	1,203	500.8	Stable	-8.2%	
	Steal from retail store	2,201	1,028.3	2,632	1,181.8	3,109	1,333.3	2,760	1,148.9	2,931	1,220.1	Stable	7.4%	
	Steal from dwelling	1,242	580.3	1,058	475.0	1,003	430.1	1,103	459.1	1,047	435.8	Stable	-4.2%	
	Steal from person	1,671	780.7	1,405	630.8	1,216	521.5	1,160	482.9	925	385.0	-20.3%	-13.7%	
	Fraud	6,538	3,054.6	5,647	2,535.5	4,668	2,001.9	4,414	1,837.4	3,953	1,645.5	-10.4%	-11.8%	
	Malicious damage to property	2,714	1,268.0	2,747	1,233.4	2,490	1,067.9	2,718	1,131.4	2,516	1,047.3	-7.4%	-1.9%	
Other Homicide	Attempted murder	1	0.5	1	0.4	1	0.4	0	0.0	2	0.8	nc**	nc**	
	Murder accessory, conspiracy	2	0.9	0	0.0	0	0.0	0	0.0	0	0.0	nc**	nc**	
	Manslaughter ^	0	0.0	1	0.4	1	0.4	0	0.0	1	0.4	nc**	nc**	
Other Assault	Assault Police	315	147.2	308	138.3	278	119.2	315	131.1	313	130.3	Stable	Stable	
Abduction and kidnapping		7	3.3	9	4.0	7	3.0	9	3.7	7	2.9	nc**	nc**	
Blackmail and extortion		10	4.7	9	4.0	11	4.7	6	2.5	7	2.9	nc**	nc**	
Harassment, threatening behaviour and private nuisance		948	442.9	1,113	499.7	1,123	481.6	1,163	484.1	1,352	562.8	16.3%	9.3%	
Other offences against the person		71	33.2	57	25.6	30	12.9	50	20.8	72	30.0	44.0%	Stable	
Other Theft	Receiving or handling stolen goods	1,272	594.3	1,252	562.1	1,037	444.7	1,116	464.6	1,337	556.6	19.8%	Stable	
	Stock theft	2	0.9	2	0.9	0	0.0	0	0.0	1	0.4	nc**	nc**	
	Other theft	3,962	1,851.1	3,926	1,762.8	3,538	1,517.3	3,535	1,471.5	3,485	1,450.7	Stable	-3.2%	

NSW Recorded Crime Statistics 2015 - 2019

Definitions and explanations

Number of recorded incidents and rate per 100,000 population, 24-month and 60-month trend and Local Government Areas rankings (for 2019)

Sydney Local Government Area

Offence group	Offence type	Jan-Dec 2015		Jan-Dec 2016		Jan-Dec 2017		Jan-Dec 2018		Jan-Dec 2019		24-month trend^^	60-month trend^^	2019 LGA Rank*
		Number of incidents	Rate per 100,000 population	Number of incidents	Rate per 100,000 population	Number of incidents	Rate per 100,000 population	Number of incidents	Rate per 100,000 population	Number of incidents	Rate per 100,000 population			
Arson		61	28.5	46	20.7	55	23.6	50	20.8	68	28.3	Stable	Stable	
Drug offences	Possession and/or use of cocaine	408	190.6	457	205.2	625	268.0	867	360.9	729	303.5	Stable	15.6%	
	Possession and/or use of narcotics	233	108.9	240	107.8	223	95.6	228	94.9	230	95.7	Stable	Stable	
	Possession and/or use of cannabis	1,988	928.8	1,930	866.6	1,751	750.9	1,655	688.9	1,673	696.4	Stable	-4.2%	
	Possession and/or use of amphetamines	894	417.7	826	370.9	723	310.1	721	300.1	799	332.6	Stable	Stable	
	Possession and/or use of ecstasy	709	331.3	856	384.3	803	344.4	992	412.9	804	334.7	-19.0%	Stable	
	Possession and/or use of other drugs	537	250.9	660	296.3	655	280.9	751	312.6	887	369.2	Stable	13.4%	
	Dealing, trafficking in cocaine	150	70.1	179	80.4	366	157.0	285	118.6	267	111.1	Stable	15.5%	
	Dealing, trafficking in narcotics	142	66.3	175	78.6	163	69.9	53	22.1	208	86.6	Stable	Stable	
	Dealing, trafficking in cannabis	42	19.6	30	13.5	35	15.0	76	31.6	94	39.1	Stable	22.3%	
	Dealing, trafficking in amphetamines	246	114.9	241	108.2	382	163.8	283	117.8	303	126.1	Stable	Stable	
	Dealing, trafficking in ecstasy	179	83.6	201	90.2	208	89.2	177	73.7	153	63.7	Stable	Stable	
	Dealing, trafficking in other drugs	73	34.1	81	36.4	109	46.7	97	40.4	147	61.2	51.5%	19.1%	
	Cultivating cannabis	7	3.3	9	4.0	6	2.6	2	0.8	4	1.7	nc**	nc**	
	Manufacture drug	4	1.9	2	0.9	0	0.0	1	0.4	2	0.8	nc**	nc**	
	Importing drugs	3	1.4	11	4.9	25	10.7	5	2.1	18	7.5	nc**	nc**	
	Other drug offences	772	360.7	887	398.3	852	365.4	1,154	480.4	1,211	504.1	Stable	11.9%	
Prohibited and regulated weapons offences		715	334.1	691	310.3	725	310.9	733	305.1	984	409.6	34.2%	8.3%	
Disorderly conduct	Trespass	506	236.4	649	291.4	686	294.2	664	276.4	715	297.6	Stable	9.0%	
	Offensive conduct	1,146	535.4	1,089	489.0	956	410.0	950	395.5	973	405.0	Stable	-4.0%	
	Offensive language	295	137.8	309	138.7	274	117.5	251	104.5	217	90.3	Stable	-7.4%	
	Criminal intent	214	100.0	200	89.8	183	78.5	183	76.2	297	123.6	62.3%	Stable	
Betting and gaming offences		13	6.1	37	16.6	9	3.9	10	4.2	24	10.0	nc**	nc**	
Liquor offences		2,853	1,332.9	2,926	1,313.8	2,749	1,178.9	2,968	1,235.5	3,036	1,263.8	Stable	Stable	

NSW Recorded Crime Statistics 2015 - 2019

[Definitions and explanations](#)

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Sydney Local Government Area

Offence group	Offence type	Jan-Dec 2015		Jan-Dec 2016		Jan-Dec 2017		Jan-Dec 2018		Jan-Dec 2019		24-month trend^^	60-month trend^^	2019 LGA Rank*
		Number of incidents	Rate per 100,000 population	Number of incidents	Rate per 100,000 population	Number of incidents	Rate per 100,000 population	Number of incidents	Rate per 100,000 population	Number of incidents	Rate per 100,000 population			
Pornography offences		22	10.3	20	9.0	20	8.6	21	8.7	20	8.3	Stable	Stable	
Prostitution offences		110	51.4	42	18.9	57	24.4	19	7.9	11	4.6	nc**	nc**	
Against justice procedures	Escape custody	13	6.1	16	7.2	19	8.1	7	2.9	13	5.4	nc**	nc**	
	Breach Apprehended Violence Order	390	182.2	467	209.7	409	175.4	414	172.3	545	226.9	31.6%	8.7%	
	Breach bail conditions	2,715	1,268.5	3,155	1,416.6	2,862	1,227.4	2,925	1,217.6	3,487	1,451.5	19.2%	6.5%	
	Fail to appear	107	50.0	102	45.8	67	28.7	66	27.5	53	22.1	Stable	-16.1%	
	Resist or hinder officer	811	378.9	799	358.8	698	299.3	784	326.4	762	317.2	Stable	Stable	
	Other offences against justice procedures	66	30.8	68	30.5	75	32.2	65	27.1	90	37.5	Stable	8.1%	
Transport regulatory offences		8,957	4,184.8	15,623	7,014.7	12,562	5,387.3	9,170	3,817.2	10,476	4,360.8	14.2%	Stable	
Other offences		1,252	584.9	1,491	669.5	1,240	531.8	1,269	528.2	1,235	514.1	Stable	Stable	

^ For murder and manslaughter, the data are counts of recorded victims, not criminal incidents.

^^ The trend test used was a two-tailed Kendall's rank-order correlation test with a 0.05 level of significance .

For the 24-month trend the annual percentage change is provided if the trend was significant.

For the 60-month trend the average annual percentage change is provided if the trend was significant.

* Ranks and rates are only calculated for Local Government Areas (LGAs) with populations of 3000 people or more (n = 120).

Sydney LGA is excluded from the rankings because the resident population does not reflect the number of people present each day.

Ranks and rates are not calculated for the 'In Custody' category

Rates are only calculated for the major offences. Ranks are not calculated for murder due to the low number of recorded victims per LGA.

The robbery and sex offence categories are combined because the numbers are too small within the individual categories to calculate reliable rate estimates.

** Trend information is not calculated (nc) if at least one 12-month period in the selected timeframe had less than 20 incidents.

NOTE: Data sourced from the NSW Bureau of Crime Statistics and Research must be acknowledged in any document (electronic or otherwise) containing that data.

The acknowledgement should take the form of **Source: NSW Bureau of Crime Statistics and Research**