City & Southwest

Crime Prevention Through Environmental Design (CPTED) Assessment

Detailed State Significant Development Application
Site C, Crows Nest over station development

April 2021 | Version: 1

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1 Introduction

This Crime Prevention Through Environmental Design (CPTED) Assessment supports a State Significant Development (SSD) Application for the detailed design, construction and use of over station development (OSD) on Site C of the Crows Nest Station precinct.

The proposed development seeks consent for the construction of a nine storey commercial office building above the Crows Nest Metro Station.

This CPTED assessment has been undertaken to assess the potential opportunities for crime and the perceived fear of crime that may be associated with the proposal. Where CPTED risks are identified, the report recommends appropriate mitigation measures.

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

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

In accordance with the NSW Department of Planning and Environment's guidelines (2001) the aim of the CPTED strategy is 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 a crime by increasing the time, energy or resources which need to be expended;
- reducing the potential rewards of crime by minimising, removing or concealing 'crime benefits'; and
- removing conditions that create confusion about required norms of behaviour.

Architectural drawings prepared by the CNDC have been reviewed as part of this assessment.

The following tasks were undertaken in the preparation of this assessment:

- review of the Safer By Design Manual by the NSW Police Force;
- collection and analysis of local and NSW State crime statistics from the Bureau of Crime Statistics and Research (BOCSAR); and
- a crime risk assessment, in accordance with the current NSW policy and practice, of the following regulation and assessment principles:
    1. Surveillance
    2. Lighting/technical supervision
    3. Territorial reinforcement
    4. Environmental maintenance

5. Activity and Space Management
6. Access control
7. Design, Definition and Designation

- A site inspection was undertaken on 9 March 2021 between the hours 2.00pm and 3.00pm to assess the current site conditions, situational crime prevention measures and perceived safety of the existing environment.

1.1 Disclaimer

CPTED strategies must work in conjunction with other crime prevention and social intervention strategies and police operations. By using the recommendations contained in this assessment, a person must acknowledge that:

- there is no definitive measure of 'safety'. Therefore, this assessment cannot be used as proof of a definitive measure of safety.
- this assessment does not ensure complete safety for the community, and public and private property.
- assessment and recommendations are informed by information provided, with observations made at the time the document was prepared.
- this document does not guarantee that all risks have been identified, or that the area assessed will be free from criminal activity if recommendations are followed.
- this assessment has been undertaken on behalf of the applicant and does not represent the opinions and expertise of the NSW Police Force.

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

We note that authors are not specialist security consultants and therefore cannot comment on specific security measures or system requirements. A security plan for the site is recommended to be prepared in consultation with a security consultant with a Class 2A licence under the Security Industry Act 1997 whom would be considered more appropriate to provide specific expert advice on the placement, installation, monitoring and maintenance of the CCTV network.

2 Background

This report supports a detailed State Significant Development Application (detailed SSD Application) submitted to the DPIE pursuant to Part 4 of *the Environmental Planning and Assessment Act 1979* (EP&A Act). The detailed SSD Application is made under section 4.22 of the EP&A Act.

2.1 Planning Context

The detailed SSD Application for Site C OSD is classified as SSD pursuant to Clause 12 of *State Environmental Planning Policy (State and Regional Developments) 2011* (SRD SEPP). Under Clause 12 of the SRD SEPP, any development application (DA) that is pursuant to a concept SSD Application is also classified as SSD whether or not that part of the development exceeds the minimum capital investment value specified in the relevant schedule of the SRD SEPP. In this regard, the proposed development on Site C is pursuant to the approved concept SSD Application and has not been delegated to Council under Section 4.37 of the EP&A Act. The proposed development is therefore, classified as SSD and is submitted to DPIE for assessment and determination.

2.2 Crows Nest Station Concept SSD Application (SSD 9579)

On 23 December 2020, the Minister for Planning and Public Spaces granted consent to the concept proposal for OSD at the Crows Nest Station including building envelopes, development parameters and strategies for a future development above the approved Crows Nest Station, and the use of the OSD spaces approved within the station under the CSSI Approval.

While the Crows Nest Station and OSD will form a single integrated station development (ISD), the planning pathways defined under the EP&A Act requires separate assessment for each component of the development. In this regard, the approved station works (CSSI Approval) are subject to the provisions of Part 5.1 of the EP&A Act (now referred to as Division 5.2) and the OSD component is subject to the provisions of Part 4 of the EP&A Act.

The approved concept proposal for Crows Nest OSD complements the St Leonards commercial core and seeks to minimise overshadowing and amenity impacts and integrate with the broader Crows Nest village including Willoughby Road. It provides an opportunity for a mixed-use development that capitalises on its immediate access to Australia's biggest public transport project that delivers significant improvements to the amenity of the local area. This aligns with the vision for the area, as outlined in key strategic planning documents, including the Greater Sydney Commission's (GSC) *North District Plan* and the St Leonards and Crows Nest 2036 Plan prepared by DPIE.

2.3 Assessment requirements

This report has been prepared to respond to the Secretary's Environmental Assessment Requirements (SEARs) issued for the detailed SSD Application for Crows Nest OSD Site C on 24th February 2021, which state that the EIS is to address the following requirement.

SEARs Requirement	Where addressed
Address how Crime Prevention through Environmental Design (CPTED) principles are to be integrated into the development, in accordance	Throughout this assessment

SEARs Requirement	Where addressed
with Crime prevention and the assessment of development applications.	

This report has also been prepared with regard to the recommendations contained within the submission by NSW Police to the Concept SSD Application, in accordance with the conditions of consent for this approved DA. It is noted that a number of the recommendations pertain to the CSSI Approval, and cannot be enacted as part of this detailed SSD Application for the OSD on Site C only.

3 Site Analysis

3.1 Precinct Location and Context

The Crows Nest Station precinct is located within the North Sydney local government area (LGA) between the Pacific Highway and Clarke Street (eastern side of the Pacific Highway) and Oxley Street and south of Hume Street, Crows Nest.

The St Leonards and Crows Nest 2036 Plan (the 2036 Plan) is the key strategic planning document for the St Leonards and Crows Nest centre and identifies the future desired character of this area, including seeking to capitalise on significant opportunities for uplift offered by the delivery of Crows Nest Station. The approved Concept SSD Application, to which this DA is pursuant, was been developed with consideration of the concurrent 2036 Plan.

3.2 Site Description

The approved Concept SSD Application in effect divided the Crows Nest Station precinct into three sites known as Site A, Site B and Site C which make up the wider precinct.

This CPTED report will focus only on the detailed design and delivery of Site C. Site C is a singular allotment located at 14 Clarke Street that is legally described as Lot 1 in DP1223850. Site C has a 25 metre frontage to Hume Street, and 25 metre frontage to Clarke Street. A survey plan has been appended to this detailed SSD Application package at **Appendix B**. The site's aerial context is shown at **Figure 2**.

Figure 1: Aerial photograph of Site C within the greater Crows Nest Station precinct

Figure 2: Existing site (viewed from the east at Clarke Street)

3.3 Access and security

Pedestrian access to the site has historically been obtained from the dedicated pedestrian footpaths at each of the site's frontages. However, as the site is undergoing redevelopment, access from the footpaths is restricted to site personal and prohibited to the public.

3.4 Surrounding development

The surrounding development is pivotal to understanding the crime risks associated with the site. The site is located between St Leonards and the Crows Nest Village and is surrounded by a mix of uses and building typologies characterised by both high rise commercial development as well as low scale, fine-grain retail and hospitality developments. The site benefits from three street frontages and is located close to the Pacific Highway. Consequently, neighbouring active uses at street level overlook the development and are segregated from the site by roads that experience high levels of pedestrian and traffic movements. The following development surrounds Site C:

North

Directly to the north of Site C is a five storey commercial building at 20 Clarke Street which shares a boundary with the subject site. Clarke Street contains a mixed range of developments including residential and commercial buildings (with ground floor active uses) ranging between 5 and 7 storeys (refer to **Figure 4**), including:

- Seven storey residential building known as 'Wyndel Apartments' at 22-26 Clarke Street.
- Locally heritage listed Brutalist building known as the 'St Leonards Centre', a six storey commercial building characterised by reinforced concrete and a curved form, located at 28 Clarke Street.

- 15 storey mixed use building with commercial uses in the podium and apartments above at the corner of Oxley Street and Pacific Highway.

East

To the east of the Site C is Hume Street. The western side of Hume Street is characterised by Hume Street Park and includes Kelly's Place Children's Centre as well as the North Sydney Indoor Sports Centre and associated green space with public car park (refer to **Figure 5**). The eastern side of Hume Street contains a range of mixed use buildings ranging from 1 to 3 storeys in height.

Further east is Willoughby Road which denotes the centre of the Crows Nest Village and runs in a north-south alignment for approximately 100m further to the east of the precinct.

South

To the immediate south of Site C comprises 10-12 Clarke Street, known as 'Lawson House' and comprises a 7 storey commercial development with ground floor retail. Further south along Clarke Street is a series of fine grain mixed used building that lead towards Willoughby Road. This portion of Clarke Street is characterised by high pedestrian flows and local shops that make up the Crows Nest Village (refer to **Figure 6**). Crows Nest Village along Willoughby Street is characterised by fine grain local shops and services with wide pedestrian paths and public seating opportunities.

Further south beyond the site includes North Sydney Girls High School and Cammeraygal High School are both located approximately 500 metres to the south of the precinct, with North Sydney Boys High School located further to the south east on Falcon Street.

West

Directly to the west of the Site C on the western side of Clarke Lane contains Site A within the Crows Nest Station precinct, which is currently under construction in accordance with the CSSI Approval. Further development to the west, along the Pacific Highway, are a number of commercial and residential developments. A four storey residential building is located at 402 Pacific Highway, above ground floor retail. A recently completed five storey residential building is located at 400 Pacific Highway, with retail uses at street level.

Further to the west of the site is the Upper Wollstonecraft residential area. The terrain through this area is hilly and can be quite steep in some areas, particularly along Hume Street. It is characterised by leafy, well vegetated streets, and contains a number of older high rise apartment buildings setback from the street with significant grassed areas and landscaping. This contributes to the landscaped character of the area.

Figure 3 Existing development north of the site along Clarke Street

Figure 4 Development to the east of the site at Hume Street

Figure 5 Development further south of the site at Crows Nest Village

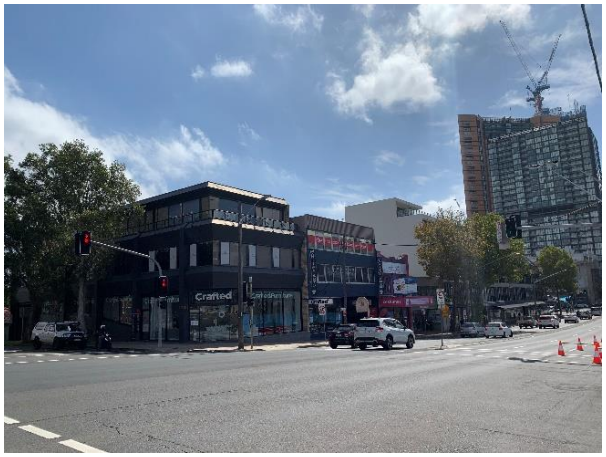

Figure 6 Development to the west on the western side of the Pacific Highway

Overall, the Crime Risk of the site is considered to be 'low'. The key positive elements of the site in its current form are:

- Albeit not existing, this site is the location of an approved metro station entrance that is under construction at this time. This metro station will support activity on the site and in the surrounding area outside of daylight hours.
- The site is in an area that supports high levels of pedestrian and vehicular traffic.
- The site is surrounded by a range of multi-storey buildings with ground floor active uses that address the street frontage. These developments generally provide a range of mixed-uses that support the functionality of the Crows Nest Village and Clarke Street landscape with active retail uses at street level and office or residential uses above that overlook the development and provide a high level of 'natural' community policing and effective guardianship.
- The site is located adjacent to Hume Street Park and the North Sydney Indoor Recreational Facility (and Council car park), which has a high level of pedestrian activity within these spaces and provides an opportunity for passive natural surveillance over the course of a long term period during day and night time hours as people dwell and commute within these spaces.

- The surrounding retail uses relate to businesses that operate outside of standard trading hours and encourage the pedestrianisation of the area during the day and at night.
- The surrounding locality is generally well maintained and includes signage, pedestrian and bicycle paths and paving that provides a clear delineation between public and private space.
- The surrounding built form is characterised by a number of high quality developments, including heritage listed buildings, contributing to the perception that the area is well cared for.

Other key elements of the site in its current form are:

- The site is located on the periphery of the Crows Nest Village and is surrounded by laneways and Hume Street Park, both of which have unique features that may provide potential areas of concealment
- The site is located within close proximity to an above ground car park and in proximity to area of public open space (Hume Street Park), both of which are land uses with inherent potential for increased crime and may serve as escape routes.

4 Description of Proposed Development

As specified in the Environmental Impact Statement (EIS) this report is appended to, this application seeks approval for the following:

- construction of a new commercial building with the following parameters:
- a total GFA of 3,100m^2
- a maximum building height of RL 127m, with an additional 5m 'building services zone' to accommodate rooftop plant and equipment, lift overruns and services (RL 132m total)
- nine storeys within the maximum building height, comprising:
- building entrance lobby on the ground level as part of the CSSI Approval Crows Nest Station
- bicycle parking and end of trip facilities on level 1 as part of the CSSI Approval Crows Nest Station
- commercial offices on levels 2 – 8
- an accessible garden on part of level 9 for use by tenants
- rooftop plant and services.
- associated building servicing and building landscaping elements not associated with the rail infrastructure
- signage zones for building / business identification
- no vehicle parking will be provided on site.

The CSSI Approval for the metro station includes space provisioning on the ground level and level 1 for the Site C OSD. The use and fit-out of these OSD spaces requires approval under Part 4 while the actual building structure itself is approved as part of the Sydney Metro City & Southwest project. This includes the station entry portal and retail areas, which are not part of this application.

Crows Nest Station is to be a key station on the future Sydney Metro network, providing access to the Crows Nest and St Leonards localities. The OSD would assist in strengthening the role of North Sydney as the key centre of business in Sydney and would contribute to the diversity, amenity and sustainability of the northern district.

Figure 7 Render of the proposed development as viewed from Hume Street park

4.1 Public Domain Works

The public domain works within and surrounding the Crows Nest Station precinct are part of the design and delivery package for the CSSI Approval and do not form part of this application. The public domain strategy for the precinct is being resolved through the CSSI Approval process, and specifically the Station Design and Precinct Plan (SDPP) and Interchange Access Plan (IAP). Whilst forming part of a separate process, a holistic approach to the integration of CSSI/Station and OSD at the ground plane is an important consideration and has been embodied in the approved Concept SSD Application and is also considered broadly within this CPTED Report for Site C OSD.

4.2 Pedestrian Access

Pedestrian access to the site is obtained via dedicated footpaths at each of the site's three street frontages. As the site is situated at the gateway of the precinct when accessed from the south and east, it benefits from an established pedestrian network that is highly pedestrianised and well frequented by the public from existing transport routes at the Pacific Highway and from existing shops and services at the Crows Nest Village. Direct access to the site is proposed from all three street frontages. Specifically, the following direct access arrangements to each of the building's uses will be provided:

- entry to the proposed metro concourse will be obtained from the existing dedicated footpath along Clarke Street, which will provide access to escalators and lifts that will facilitate a future entry to the below ground station

- entry to the OSD building will be obtained from Hume Street via an expansive foyer area with glazed fenestration that accommodates lifts and fire stairs
- entry to the back of house services is proposed from separate secure entrance off Clarke Lane and Clarke Street.

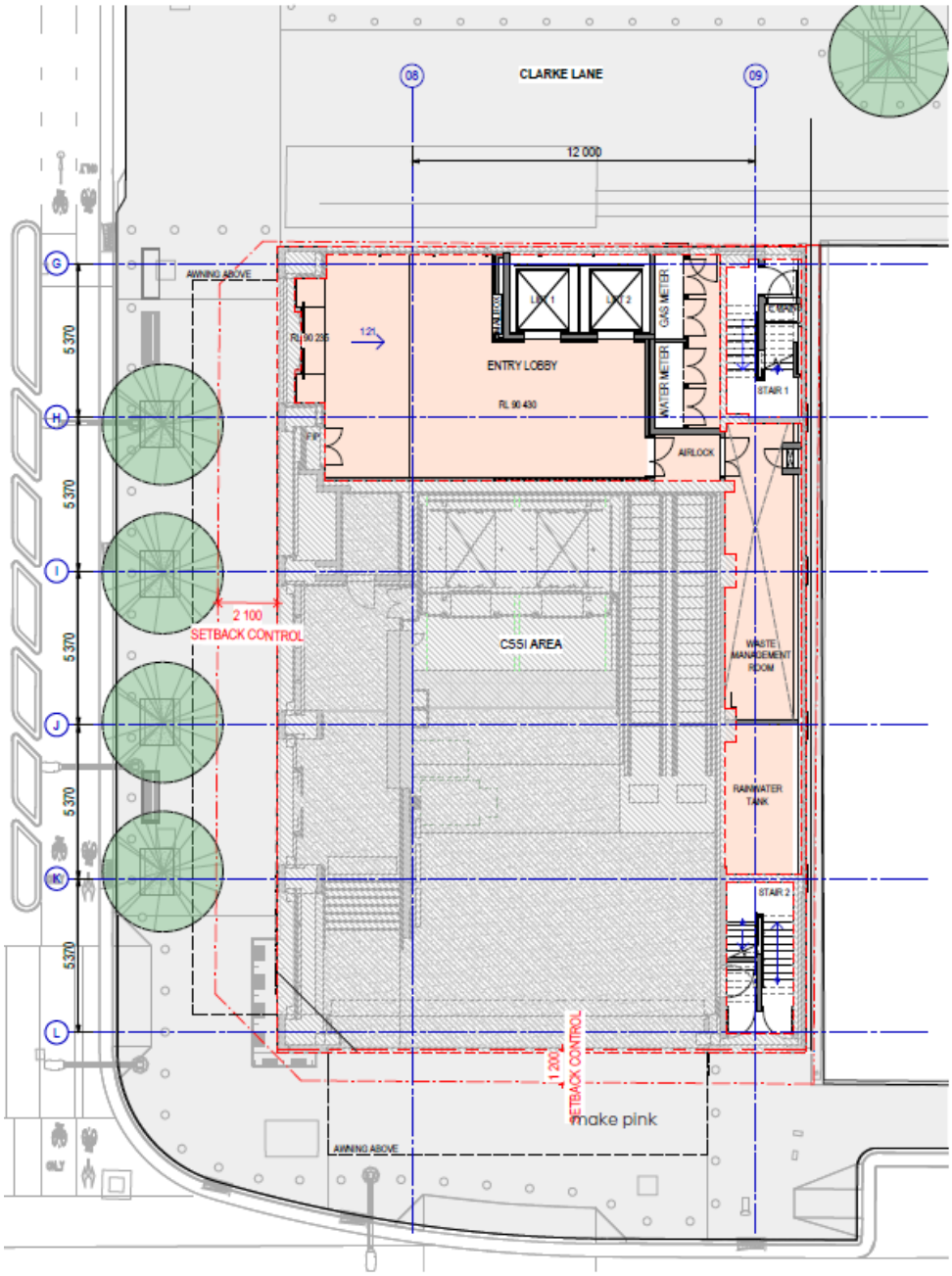

Figure 8 Ground Floor Plan

5 Nature of Recorded Crime

Crime statistics obtained from the NSW Bureau of Crime Statistics and Research (BOCSAR) represents criminal incidents recorded by NSW Police. A review of the local statistics for both 2019 and 2020 found that the most commonly occurring crimes relevant to CPTED within the suburb of Crows Nest (rates per 100,000 persons) were:

- Break and enter non-dwelling
- Malicious damage to property
- Motor vehicle theft
- Non-domestic assault
- Robbery
- Steal from dwelling
- Steal from person
- Break and enter dwelling
- Steal from motor vehicle
- Domestic violence related assault

As shown in **Figure 9** to **Figure 19**, the BOSCAR database indicates that the site is located within a hotspot for the following crimes:

- Domestic assault
- Non-domestic assault
- Break and enter dwelling
- Break and enter non dwelling
- Steal from motor vehicle
- Steal from person
- Malicious damage to property.

Notwithstanding the above, hotspots indicate areas of high crime density (number of incidents per 50m by 50m) relative to crime concentrations across NSW. They are not adjusted for the number of residents and visitors in the area and thus may not reflect the risk of victimisation.

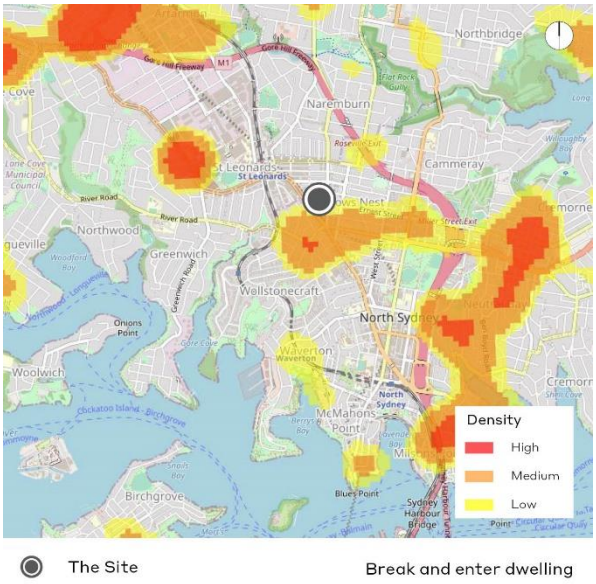

Figure 9 Hotspot - Break and enter dwelling

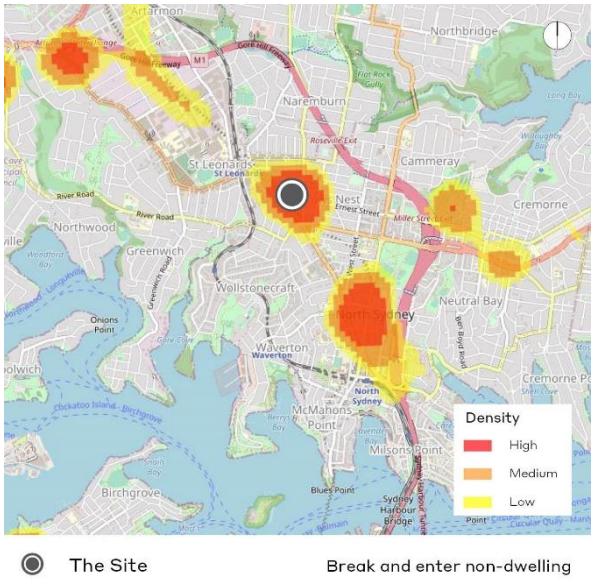

Figure 10 Hotspot - Break and enter non-dwelling

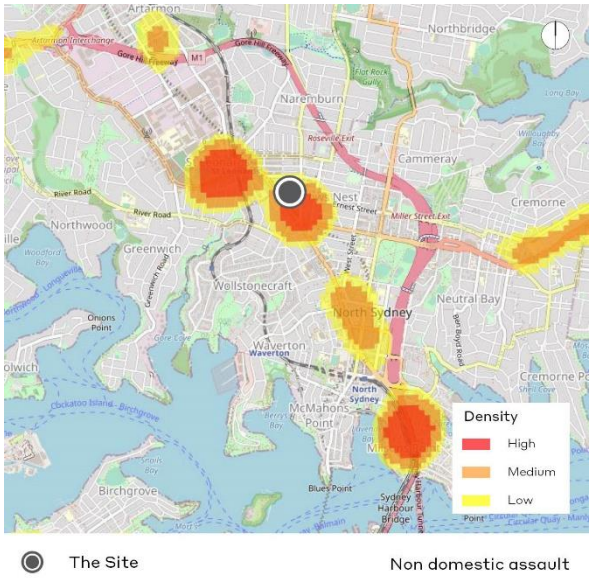

Figure 11 Hotspot - Non-domestic assault

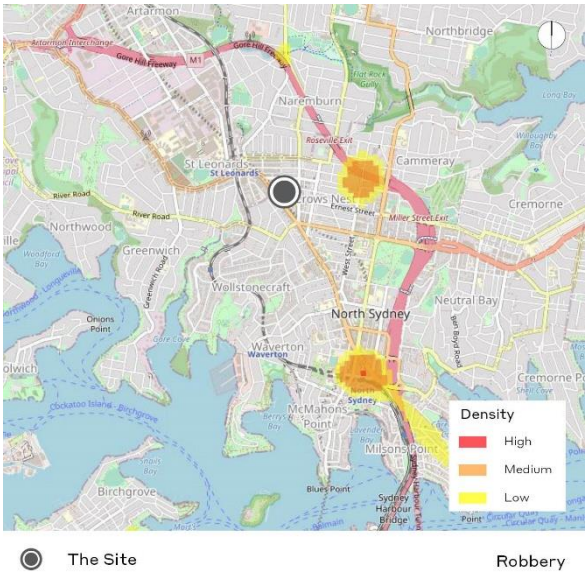

Figure 12 Hotspot – Robbery

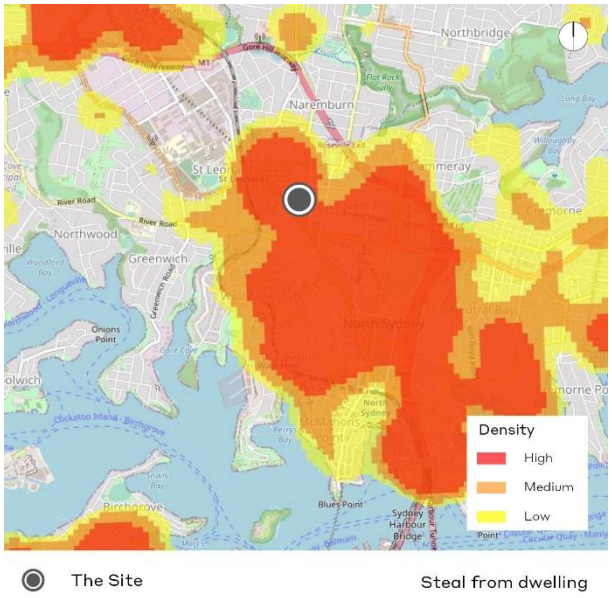

Figure 13 Hotspot - Steal from dwelling

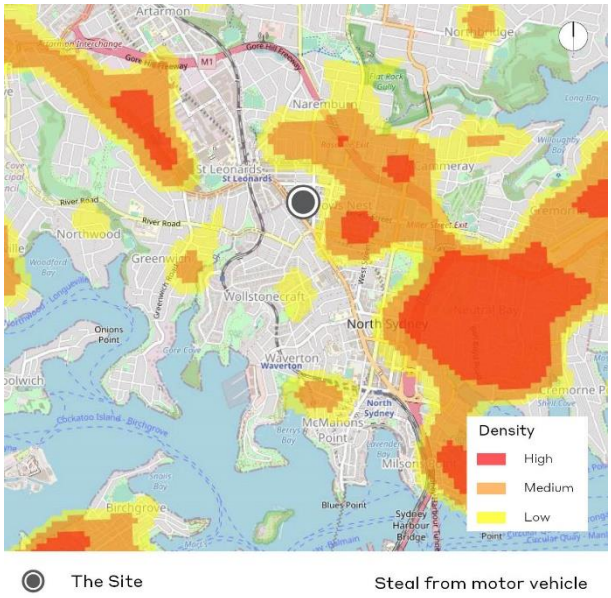

Figure 14 Hotspot - Steal from motor vehicle

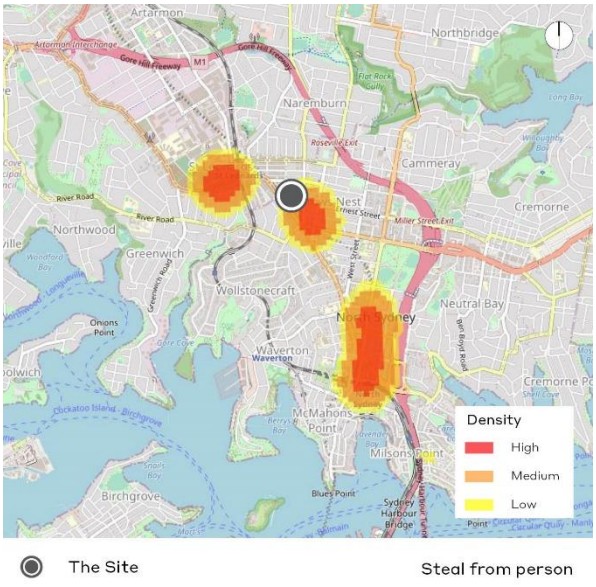

Figure 15 Hotspot - Steal from person

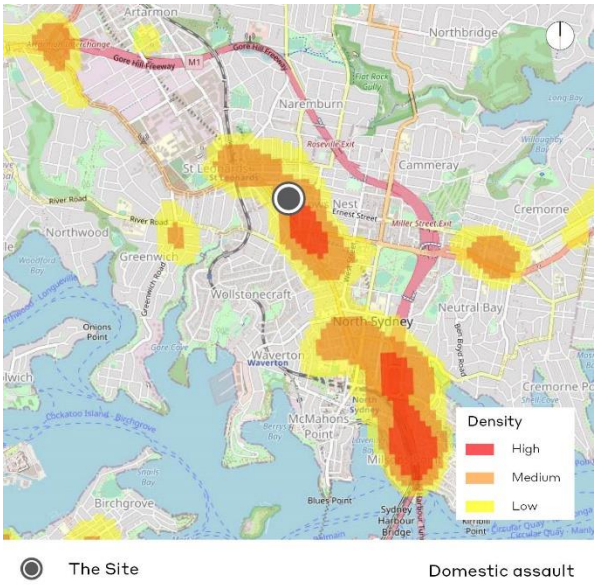

Figure 16 Hotspot - Domestic assault

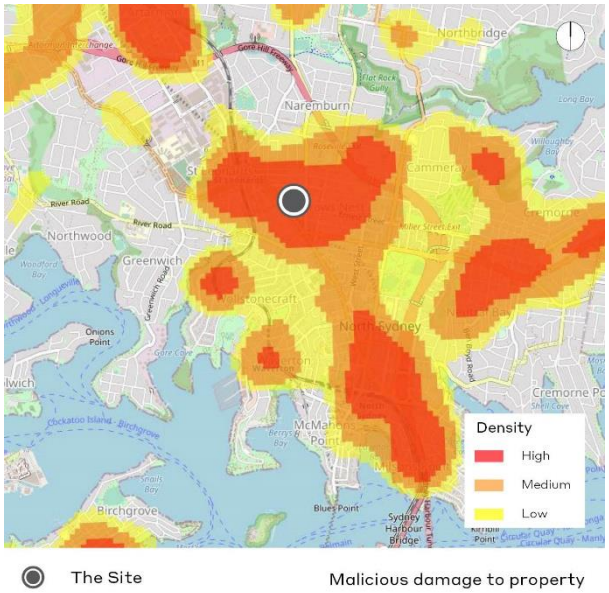

Figure 17 Hotspot - Malicious damage to property

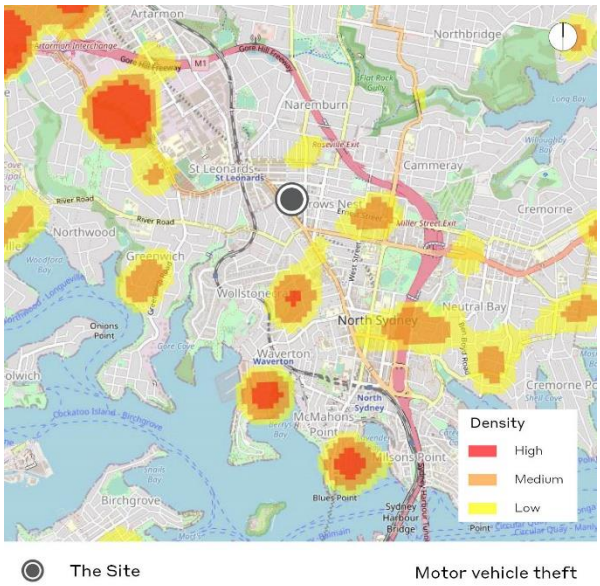

Figure 18 Hotspot - Motor vehicle theft

The frequency of the crimes identified above in Crows Nest, between 2017 and 2020 are detailed below in **Table 1** below.

Table 1: Crime data within Crows Nest between 2017 – 2020

Crime	Incidents 2017	Rate per 100,000 residents	Incidents 2018	Rate per 100,000 people	Incidents 2019	Rate per 100,000 people	Incidents 2020	Rate per 100,000 people	2017-2020 Trend
Non-domestic assault	28	539	25	474	29	541	20	373	Stable
Break and enter dwelling	3	57	7	132	9	168	5	93	Stable
Break and enter non dwelling	14	269	13	246	14	261	6	112	Decline
Steal from motor vehicle	15	289	9	170	6	112	14	261	Stable
Steal from person	6	115	8	151	8	149	5	93	Stable
Malicious damage to property	36	693	48	911	30	560	32	597	Stable

6 Matters for Consideration

A potential perpetrator can take advantage of the environment, with access and the opportunity for concealment significantly affecting the safety and perceived safety of an environment. Given the site's location between two strategic centres (North Sydney and St Leonards) and its location within the hotspots identified above, the following is an assessment of the proposed development's potential to create opportunities for such crimes

6.1 Surveillance

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

- clear, direct path that encourage pedestrian activity and allow for clear lines of sight;
- establishing buildings close to the street frontage to allow passing traffic to observe the development;
- clear building entry points, highly visible from the street and pedestrianised areas;
- orientation of building entrances and windows towards the street, public domain, open space and parking areas;
- appropriate lighting and effective guardianship of communal and/or public areas; and minimised opportunities for offenders to hide or entrap victims.

6.1.1 Ground Level

The proposed development provides a high level of natural surveillance, both to the development itself and to the surrounds. The site benefits from three street frontages and has interfaces to main pedestrian and vehicle thoroughfares, adjacent open space and a laneway. Further, it is in close proximity of existing commercial and residential developments with active frontages typically provided at street level. The overall Crows Nest Station precinct will also become a new centre for activity. Accordingly, the site is already afforded a high level of natural surveillance. For the reasons outlined below, it is also considered the application will further maximise opportunities for natural surveillance.

Buildings that address the street provide opportunities for natural surveillance between occupants and the general public, which can be maximised through the provision of windows and pedestrian entrances which face public areas. The application incorporates active spaces through the building lobby at street level. In conjunction with the station entrance being delivered, the site is expected to accommodate even higher number of pedestrians and, as it is common for individuals to linger in these highly pedestrianised spaces, presenting opportunities for natural surveillance. However, it is noted that there will be periods outside of standard business hours where the lobby will experience limited pedestrian movements. In light of this, formal surveillance measures such as CCTV could be incorporated, as discussed in the recommendations provided in **Section 7.1**.

The layout, placement and orientation of the ground floor spaces will maximise informal surveillance opportunities. The building lobby fronts Hume Street, complementing the CSSI Approval retail tenancies also along this frontage and the station entrance on Clarke Street, creating a strong sense of natural surveillance for

passers-by. The lobby generally provides a clear and linear path of travel. Combined with the proposed gazed fenestration, this entrance will be clearly defined and will permit sightlines to and from the development. Consequently, the proposed lobby entry will be easily identifiable from the streetscape, allowing surveillance from the public domain to the inside of the building at night.

The proposal is built to the street frontages and generally provides a consistent building alignment devoid of alcoves (apart from fire door exits), inset doorways or recesses that are capable of impeding sightlines or providing opportunities for offenders to hide. The development incorporates a fire door / back of house exit at the Clarke Street frontage which is recessed slightly from the property boundary to accommodate door-swing, and thus creates a small alcove at the building line. The recession in this locations is small and is only recessed by approximately 1.5m in depth and covers 2.3m of the façade frontage, resulting in an alcove area of less than $3m^2$. Due to the scale and width of the recession it is considered that sight lines will still be maintained from the public domain including Clarke Street and the Hume Street Park, and as a result it is unlikely that this space represents a significant risk by offenders to cause harm.

6.1.2 Upper Levels

The proposed OSD will provide offices at the upper levels of the building which will be in use at the time the station commences operations. This exhibits a good level of site activation and surveillance over an expanded period of time. The offices will assist in upholding the principle of surveillance and community guardianship.

Lighting and Technical Supervision

Effective lighting can reduce fear, increase community activity, improve visibility and increase the likelihood that offenders will be detected. All lighting should meet (and preferably exceed) minimum Australia and New Zealand Lighting Standards and the objectives for crime and fear reduction are outlined in Australian Lighting Standards. Furthermore, a consistent maintenance and cleaning regime should be put in place to ensure all lighting and CCTV cameras remain in good working condition.

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

Given that many of the development's components are publicly accessible, CCTV cameras should be installed through the over station development (in addition to or coordination with the station CCTV cameras) including within the back of house areas and circulation corridors. It is recommended that a CCTV network plan be developed by a security consultant for the back of house areas and the overall development. To ensure the CCTV network is effective, lighting in and around the development should be designed to correspond with the placement of the CCTV cameras to permit adequate facial recognition of CCTV images at all times. A suitably qualified consultant should be engaged to advise on the lighting specifications. Recommendations are provided in **Section 7.1.**

6.2 Territorial Reinforcement

The NSW Police Safer by Design Guidelines note that people generally recognise areas that are well cared for and areas that display strong ownership cues are less

likely to be improperly used than those that do not. In particular, ownership cues are heightened and fear can be reduced amongst residents and visitors through the personalisation, marking, maintenance and decoration of a building.

The proposal will provide a high level of territorial reinforcement, with the following ownership cues and formal guardians provided:

- the commercial lobby is proposed at Ground Level and will incorporate a glazed façade with automated doors (as opposed to the open and free flowing station entrance design) that will be highly visible from the frontages of Hume Street, Clarke Street, Clarke Lane and potentially from the Pacific Highway; and
- tall, glazed facades to the levels above the ground floor are provided along all street frontages, allowing expansive views of the street and showcasing the buildings commercial occupancy.

The location of the aforementioned spaces which will be occupied by staff, visitors, and employees, noting that the separate station areas will also be occupied by commuters, which will increase the presence of formal guardians across the site. Consequently, the perceived risk to offenders and the effort needed to commit a crime due to formal guardians will be enhanced. Care must be taken to ensure that the loading area on Clarke Lane is well monitored in the future.

The introduction of a greater number of individuals than the former or current status of the site will increase the territorial reinforcement of the site. The provision of active spaces such as the building lobby will increase the presence of informal guardians. The strategic location of formal guardians on this site such as station, café and potentially concierge staff will increase the risk to offenders and the degree of effort required to commit a crime, as it is commonly thought that supervision provided by employees is more effective as a crime deterrent than surveillance provided by passers-by.

Suitable signage is recommended to help reduce the opportunities for people to find excuses to gain unauthorised access and / or to loiter in OSD areas of the development, or immediately adjacent to the entrance. In this respect, it is noted that wayfinding signage will be provided in accordance with the CSSI Approval and consistent with the line-wide design being developed for metro station precincts.

Business identification signage will be provided for the proposed OSD commercial lobby, subject to further detailed design in a separate and future DA, to assist in distinguishing between the public station entrance and the OSD commercial entrance.

Overall, it is considered that the development is capable of providing appropriate opportunities for formal guardians in and around the development that will help to deter offenders and increase the risk of detection. As such, it is considered the proposed development will be an improvement to the current situation on the site and will significantly enhance the safety of the area.

Design, Definition and Designation

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

To further delineate the varying uses provided by the development, it is recommended that clear signage indicating entry points and facilitating wayfinding be provided to help convey how each space should be used. In particular, clear wayfinding signage should be provided at the entrance points to the back of house facilities to prevent the public from inadvertently or intentionally accessing these spaces. The façade incorporates large areas of glazed fenestration along or in

proximity to the street frontages in order to maximise opportunities for natural surveillance and enabling clear sightlines.

Access arrangements will play a pivotal use in clearly delineating between the public and private uses on the site. The main pedestrian access points at all street frontages are clear and not ambiguous.

6.3 Activity and Space Management

The management of space and activity is important to maintaining control over a space and preventing incidents of crime. Space management relates to the supervision, control and the ongoing care of a development. Spaces that are infrequently used are known to experience crime and be the subject of neglect and vandalism. Effective space management also encourages people to feel a shared responsibility for its use and condition.

There is a strong association between activity and space management, and the perceived fear of crime. This principle endeavours to manage the more dynamic activity and use of space. The management of any publicly accessible areas and open space will be a key element in preventing the potential opportunity for crime and will also have a bearing on residential amenity with regard to restricting noise and light spill into apartments. Furthermore, effective guardianship plays a critical role in the safety and perceived safety of the proposed development. The ability of the future owners' corporation/s to manage and organise on-going activities, events and initiatives etc for future residents improves the sense of community ownership and effective guardianship of public and common spaces.

The proposed development has considered activity and space management, with the various uses provided by the development clearly delineated by the architectural design of the building. The OSD component of the development has a separate entrance and lobby area, allowing for this space to be managed in accordance with its function that is separate from the metro use. The commercial lobby is accessible from the Hume Street frontage via entrance points that occupy a limited extent of the building's frontage in this location. The configuration of this entrance and the separate station entrance provides for well-designated and controlled areas that convey clear cues that signify they are for private or public use.

Given the above, it is considered that the architectural design provides for clearly defined spaces, capable of being well managed and cared for in order to prevent incidents of crime.

Environmental Maintenance

There is a strong association between environmental maintenance and the perceived fear of crime. General image can greatly affect an individual's desire to enter and engage with a space. Environmental maintenance and territorial reinforcement are co-dependent in achieving a safer space and are integral in achieving optimal natural surveillance. The maintenance of the built form, landscaping and lighting will assist in communicating care and the presence of effective guardianship. Routine maintenance is a strong indicator of area management and safety. It can also affect the economic prosperity of areas and lessen the likelihood of visitors returning. Vandalism, graffiti and other crimes can induce fear and avoidance of public spaces, particularly amongst the elderly. As such, maintenance of the proposed development and its surrounds is a key crime prevention mechanism. The proposed development will provide a high quality urban environment which will convey a clarity of ownership and display a space that is well cared for.

As shown on the Architectural Plans prepared by the CNDC, the proposed building provides a higher quality building than what has previously existed or the current status of the site. The proposed development will improve the quality of the wider

urban environment with a new development, commercial use and integrated with transport access on site that will increase the level of activity across the site both during the day and at night. Given the quality and design of the proposed development, the proposal will enhance the image and activity of the site, thereby encouraging a sense of shared ownership.

The maintenance of an area encourages regular use, which in turn provides opportunities for natural supervision. It is recommended that mechanisms are in place to facilitate the on-going maintenance of the building, including the implementation of a rapid removal policy for vandalism repair and the removal of graffiti as well as internal OSD building cleaning services. Further, high quality building materials and signage should be used to lessen the likelihood of damage and to help reduce maintenance costs.

6.4 Access Control

Access control measures restrict and manage the activities of people and vehicles that move to and from the site. Access control measures constitute physical and symbolic barriers that influence the way people navigate and use a space. They are also effective in increasing the length of time and effort it takes for a crime to be committed.

Access to various components of the building including the commercial levels, plant and service areas and rooftop space are recommended to be restricted to authorised personal. Access to these areas should be managed by a control strategy (i.e. card / key controlled entries / lifts and intercom systems) to prevent unauthorised access to these areas. Access commercial components of the development should also be restricted to employees and authorised visitors, and managed using a control strategy. Details of any workers or contractors accessing the site, including contact details and the time and date of access should be maintained.

7 Crime Risk Rating and Recommendation

The Crime Risk Rating considers the development as proposed in architectural drawings prepared by CNDC. Acknowledging the existing and future site context along with the issues discussed in Section 3, 5, and 6, the Crime Risk Assessment Rating of the proposed development is rated within the 'low' category.

An assessment of the proposal using the CPTED principles has found that, with the implementation of the recommendations, the rating would still remain within the 'low' category and the design is considered generally consistent with the principles of CPTED. Nonetheless, the recommendations below aim to further improve the safety and security of the proposed development.

Additionally, it is important to note that as part of the Concept (Stage 1) DA for the wider site, NSW Police have provided a submission to incorporate specific recommendations in relation to the CPTED principles as previously discussed and they are embedded into the recommendations below in **Section 7.1**.

7.1 Recommendations

7.1.1 Surveillance

- Maintain sightlines to and from the proposed development and the surrounds by ensuring any signage and equipment associated with the OSD does not create a significant visual obstruction. This will also assist with emergency services to locate the premises in the event of any crime is reported.
- Ensure circulation spaces are unobstructed by structures, to remove opportunities for concealment and ensure that pedestrians can move freely with clear sightlines of their surrounds.

7.1.2 Lighting and Technical Supervision

- A CCTV network is recommended for the back of house areas for the Site C OSD. The CCTV network is to be designed in consultation with a suitably qualified security consultant with a Class 2A licence under the Security Industry Act 1997 who can provide specific advice on the placement, installation, monitoring and maintenance of the CCTV network. The system should be capable of recording high quality images and events. The recording equipment should be locked away and located off site to reduce the likelihood of tampering. All recordings made by the CCTV should be stored for at least 30 days.
- The CCTV network should endeavour to ensure blackspots of coverage are not created and should be of a good resolution and accompanied by good lighting.
- The CCTV network strategy should be partnered with the internal lighting strategy to ensure facial recognition is achieved in all lighting conditions and a minimum colour rendering index of 60 is achieved.
- Discrete CCTV systems such as small dome cameras are recommended.
- Signage should be implemented along with CCTV to warn that there are security treatments in place on site, e.g. "*This site is under 24 hour video surveillance".*

7.1.3 Territorial Reinforcement

- Maintain the OSD building entrance to be free of clutter to ensure entry points are highly visible from the street frontages.

- Ensure that pathways within lobbies and corridors are unobstructed at all times to avoid blind spots.
- Provide building and business identification signage where appropriate to reinforce perceptions of safety and legibility.

7.1.4 Environmental Maintenance

- Ensure mechanisms are in place to facilitate the on-going maintenance of the building, including the implementation of a rapid removal policy for vandalism repair and the removal of graffiti.
- Investigate potential contractors to assist with building maintenance, cleaning and functions of the building are upheld to a high standard to reinforce a sense of ownership and care is present on site.

7.1.5 Activity and Space Management

- Ensure signage is appropriate to deter access to any private spaces and direct pedestrian movements to desired locations.
- Maximise the inclusion of glazed facades with anti-graffiti coatings wherever possible to maximise lines of sight and mitigate the risk of damage

7.1.6 Access Control

- Provide secure electronic access (card / key controlled entries / lifts etc.) to all private entrances of the building and lifts to facilitate a clear delineation between public and private spaces.
- An emergency control and evacuation plan should be implemented within the building. Management and staff should be trained in the execution of the plan in emergency situations.
- Install a security door where appropriate to prevent unauthorised individuals from entering any service areas or back of house areas of the building.

7.1.7 Design, Definition and Designation

- Ensure that the architectural treatment of the commercial lobby entrance is designed in a way so that it does not appear to be confused with the metro concourse entrance.
- Take consideration of wayfinding signage when developing business and building identification signage for OSD, to ensure there is a clear differentiation between private and metro signage types.