

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

We acknowledge the Gadigal People of the Eora Nation, the Traditional Custodians of the land where this document was prepared, and all peoples and nations from lands affected.

We pay our respects to their Elders past, present and emerging.

CONTACT

Michael Oliver Associate Director moliver@ethosurban.com 9956 6952

Reproduction of this document or any part thereof is not permitted without prior written permission of Ethos Urban Pty Ltd.

This document has been prepared by:

This document has been reviewed by:



Julia Moiso

23 September 2021



Daniel West and Anna Nowland

23 September 2021

Reproduction of this document or any part thereof is not permitted without written permission of Ethos Urban Pty Ltd. Ethos Urban operates under a Quality Management System. This report has been prepared and reviewed in accordance with that system. If the report is not signed, it is a preliminary draft.

VERSION NO.	DATE OF ISSUE	REVISION BY	APPROVED BY
V1.0	10/07/2021	JM	DW / AN
V2.0	09/09/2021	JM	DW / AN
V3.0	10/09/2021	JM	DW / AN
V4.0	23/09/2021	JM	DW / AN

Ethos Urban Pty Ltd
ABN 13 615 087 931.
www.ethosurban.com
173 Sussex Street, Sydney
NSW 2000 t 61 2 9956 6952

Contents

1.0	Introduction	2
1.1	Planning context	3
1.2	Purpose of this report	3
1.3	Disclaimer	3
2.0	The Site	5
2.1	Site Location and Context	5
2.2	Site Description	5
2.3	Existing Development	6
2.4	Access	6
2.5	Surrounding Development	7
2.6	Crime Risk Rating	8
3.0	Description of Proposed Development	10
3.1	Landscaping and Public Domain	10
3.2	Access and Amenity	11
4.0	Nature of Recorded Crime	12
4.1	Cockle Bay Park Development Design Guidelines	15
4.2	Sydney Development Control Plan 2012	15
4.3	Crime Prevention Strategy	16
5.0	Matters for Consideration	17
5.1	Surveillance	17
5.2	Lighting and Technical Supervision	18
5.3	Territorial Reinforcement	19
5.4	Environmental Maintenance	19
5.5	Activity and Space Management	20
5.6	Access Control	20
5.7	Design, Definition and Designation	21
6.0	Crime Risk Rating and Recommendation	22
6.1	Recommendations	22

Figures

Figure 1	Site Locational Context Map	5
Figure 2	Site aerial	6
Figure 3	SSDA Open Space Master Plan	11
Figure 5	Hotspot - break and enter dwelling	13
Figure 6	Hotspot - break and enter non-dwelling	13
Figure 7	Hotspot – steal from person	13
Figure 8	Hotspot - non-domestic assault	13
Figure 9	Hotspot - malicious damage to property	14
Figure 10	Hotspot - motor vehicle theft	14
Figure 11	Hotspot – robbery	14
Figure 12	Hotspot - steal from motor vehicle	14

1.0 Introduction

This Crime Prevention Through Environmental Design (CPTED) Assessment has been undertaken to assess the potential opportunities for crime and the perceived fear of crime that may be associated with the proposed mixed use tower development including integrated open space and a retail podium, and interface works with the Pyrmont Bridge, Western Distributor, Drutt Street Bridge, Sussex Street and the Darling Harbour promenade, as envisaged in the Environmental Impact Statement (EIS) to which this report is appended.

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.

Ethos Urban has prepared this assessment 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 3100:2009.

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 Hennings Larson and Architectus 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, and assessment of the proposed development against the following 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

Given the evolving situation regarding Covid-19 in Sydney at the time this report was prepared, and following NSW Government public health orders, a site inspection has not been undertaken to assess the current site conditions, situational crime prevention measures and perceived safety of the existing environment. However, Ethos Urban are

familiar with the site and its characteristics, have undertaken a desktop review of the sites conditions which has informed our assessment of the place.

This CPTED report is submitted as part of the submission package for the SSD Application relating to the proposed mixed-use tower with integrated Crescent Garden North and South Parks and Integrated waterfront promenade, podium and ground floor plaza.

1.1 Planning context

The development of Cockle Bay Park is being conducted in stages comprising the following planning applications:

- Stage 1 – Concept Proposal setting the overall ‘vision’ for the redevelopment of the site including the building envelope and land uses, as well as development consent for the carrying out of early works including demolition of the existing buildings and structures. This stage was determined on 13 May 2019, and is proposed to be modified to align with the Stage 2 SSD DA.
- Stage 2 – detailed design, construction, and operation of Cockle Bay Park pursuant to the Concept Proposal (the subject of this report).

1.2 Purpose of this report

This report has been prepared in response to the Secretary’s Environmental Assessment Requirements (SEARs) dated 12 November 2020 that were issued for the Stage 2 DA (SSD-9978934). Specifically, this report has been prepared to respond to the following SEAR:

3. Built form and urban design

The EIS must:

...

- *address Crime Prevention Through Environmental Design principles.*

This report has also been prepared in response to the approved Stage 1 DA’s (SSD 7684) conditions of consent, including:

C27. Future Development Application(s) shall include a Crime Prevention Through Environmental Design Report (CPTED) including method(s) / treatment(s) to ensure that all spaces and places within and around the development are safe and secure and the opportunity for crime has been minimised in accordance with CPTED principles.

1.3 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 Ethos Urban are not specialist security consultants and therefore cannot comment on specific security measures or system requirements. Therefore, it is recommended that a security consultant with a Class 2A licence under the Security Industry Act 1997 is engaged to provide specific advice on the placement, installation, monitoring and maintenance of the CCTV network and other security measures such as bollard/barriers.

2.0 The Site

2.1 Site Location and Context

The site is located at 241-249 Wheat Road, within the Darling Harbour Precinct within the City of Sydney Local Government Area (LGA). Darling Harbour is a 60-hectare waterfront precinct on the south-western edge of Central Sydney, characterised heavily by entertainment, tourism, retail and public recreational uses.

In recent times, the Darling Harbour Precinct has undergone significant redevelopment as part of the Sydney International Convention Exhibition and Entertainment Precinct, Darling Square and the IMAX Renewal (The W Hotel), in addition to other planned major projects occurring in the area such as the redevelopment of Harbourside, King Street Wharf and Barangaroo beyond, and thus is an ever-changing landscape. The site's locational context is shown at **Figure 1**.

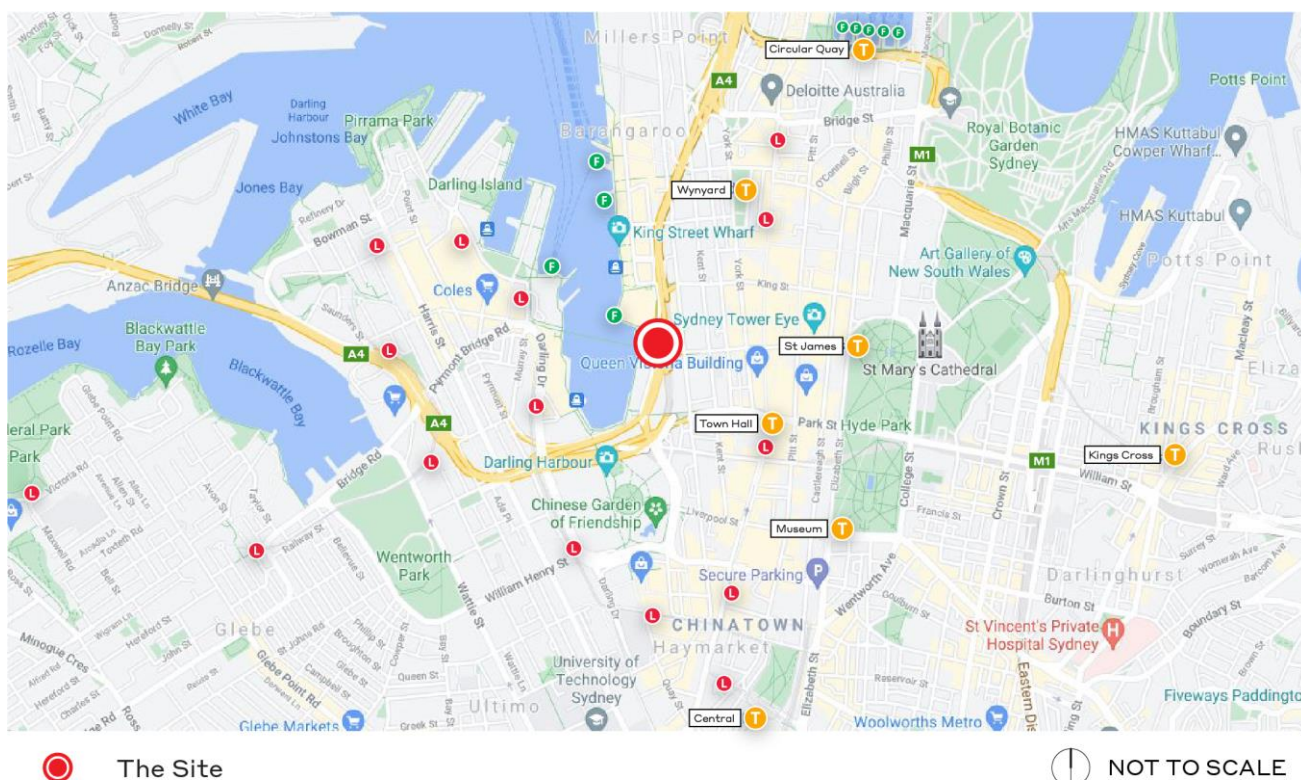


Figure 1 Site Locational Context Map

Source: Google Maps / Ethos Urban

2.2 Site Description

The site comprises approximately 2.2 hectares of land located at the south-eastern corner of Cockle Bay, encompassing Cockle Bay Wharf and parts of the Western Distributor, Wheat Road, Pyrmont Bridge and Darling Park. The site also includes part of the pedestrian bridges connecting Darling Harbour to Market Street and Druiitt Street in the east, as well as public domain surrounding the buildings. The land is owned by the NSW Government and administered by Property NSW (formerly the Sydney Harbour Foreshore Authority). However, the majority of the site is currently subject to a long-term lease to the proponent (being DPT Operator Pty Ltd and DPPT Operator Pty Ltd). An aerial map of the site is shown at **Figure 2**.



Figure 2 Site aerial

Source: Nearmap / Ethos Urban

2.3 Existing Development

The existing development at the west of the site accommodates Cockle Bay Wharf and associated building, comprising a three-storey building situated between the waterfront and Wheat Road. Cockle Bay Wharf contains a variety of restaurants, cafés and entertainment venues.

The existing building extends from Pyrmont Bridge in the north to southern Darling Harbour. The existing building is bound in the east by Wheat Road and the west by Darling Harbour and the waterfront promenade. The Western Distributor to the east separates Cockle Bay Wharf from the CBD. The Western Distributor extends from north to south and connects Pyrmont and the western suburbs to the west and the CBD and Harbour Bridge to the north. There are three pedestrian footbridge connections from Darling Harbour to the CBD within the site area, these are located at Market Street, Drutt Street and within Darling Park.

2.4 Access

2.4.1 Pedestrian Access

The site is largely inhibited from ground connections to surrounding areas by existing physical barriers, including the Western Distributor to the east and Darling Harbour to the west, although pedestrian access from the north and south from the Cockle Bay waterfront is currently possible and is a main pedestrian thoroughfare.

Three pedestrian bridges connect the site with the CBD to the east, these are located at Market Street, Darling Park and Drutt Street. Although these bridges provide pedestrian connection to the CBD, the legibility of the connection is varied.

The site addresses the east of Darling Harbour and provides for the Cockle Bay waterfront promenade, which provides uninterrupted pedestrian access between Barangaroo and Pyrmont, connecting all Darling Harbour Precinct attractions. The promenade also connects with Tumbalong Park, Sydney International Convention Exhibition and Entertainment Precinct and Darling Quarter to the south.

2.4.2 Vehicular Access

The key roads that provide access to the site include:

- Wheat Road – a local road connecting Cockle Bay with the King Street Wharf area with Haymarket operating in one direction (north).
- Harbour Street –classified as a State Road aligned in the north-south direction that provides connection to Wheat Road from Haymarket and southern Sydney CBD.

2.4.3 Public Transport

The site is extremely well serviced by public transport and can be accessed from the following modes of transport offered by services run by TfNSW.

Bus

There are multiple bus services in the vicinity of the site. The closest bus stop is located at Druitt Street, near Sussex Street approximately 5 minutes' walk from the site. The stop caters to a wide range of bus route connections to destinations across Sydney including Parramatta, Ryde, Coogee, Macquarie Park and the CBD.

Rail

The Light Rail runs from Central Station to Dulwich Hill via Darling Harbour, The Star Casino, Wentworth Park, Glebe and Rozelle. The closest Light Rail stop from the site is at the Convention Centre, approximately 450m southwest of the site as well as along George Street near QVB, approximately 450m east of the site, which connects to Circular Quay.

The site has good rail connectivity, being located approximately 350m to the northwest of Town Hall Station, 650m south-west of Wynyard Station and 1.1km north-west of Central Station. Town Hall and Central Stations are key stations in the City Rail network with excellent connectivity to the wider network. Almost all lines on the City Rail network pass through Central Station, which also provides connections with wider NSW, Western Australia, South Australia, Queensland, and Victoria.

Additionally, the site will have good connectivity and proximity to the future Metro station connections, with the closest Metro Station being both the Pyrmont Station, located 600m west of the site across the Pyrmont Bridge, as well as the Hunter Street Station, located 1km north-west of the site. The new Metro line will provide connections to north-west Sydney and inner south-west Sydney.

Ferry

The site is situated approximately 100m south of the Darling Harbour Pier 26 Ferry Terminal, 500m south-east of the Pyrmont Bay Ferry Wharf, 400m south of the King Street Ferry Wharf and 550m south of the Barangaroo Ferry terminal. Ferries from these locations connect the site with key locations, including Circular Quay, Milsons Point, and Parramatta. Ferries also connect the site with a variety of tourist and visitor attractions located around Sydney Harbour.

2.5 Surrounding Development

The site's location on the eastern perimeter of Darling Harbour places it in a busy and important tourist and commercial area. The site is within walking distance of the CBD's major commercial, entertainment and shopping districts including the Queen Victoria Building, Pitt Street Mall, Chinatown and Darling Harbour.

The Cockle Bay Wharf site is predominantly surrounded by commercial, tourist and entertainment related development. The surrounding built form is generally medium to high density and is constructed in a wide variety of architectural styles. The surrounds of the site are detailed below.

North

The northern extent of the site is Pyrmont Bridge and Market Street. A pedestrian bridge connects the heritage portion of Pyrmont Bridge with Market Street, crossing the Western Distributor. North of the site is the Hyatt

Regency Hotel, which cantilevers over the Western Distributor. Further north of the site is King Street Wharf and Barangaroo.

Popular tourist venues including the Sea Life Aquarium, Madame Tussauds and Wildlife Zoo front Darling Harbour north of Pyrmont Bridge. The heritage listed Corn Exchange building is located on the corner of Sussex Street and Market, adjacent the site.

South

The Western Distributor flyover marks the southern extent of the site. The W Hotel building (currently under construction) is located between the Western Distributor flyover lanes above. The Ausgrid Power Exchange and the Cross City Tunnel stack are located to the south of the site on Harbour Street. Further south is Darling Quarter, Tumbalong Park and the Sydney International Convention Entertainment and Exhibition Centre and Theatre, located within the Darling Square Live precinct.

East

East of Cockle Bay Wharf is Wheat Road and the Western Distributor. The three commercial towers of Darling Park adjoin the site to the east and connect through to Sussex Street. The existing Darling Park towers are controlled by the proponent. The Sydney CBD then continues further east.

West

The western foreshore of Darling Harbour is dominated by the Sydney International Convention Entertainment and Exhibition Centre and the Sofitel hotel. The Harbourside shopping centre which features a collection of retail and restaurants is located opposite the site at the opposite end of Pyrmont Bridge. It is noted that the Harbourside shopping centre site is also subject to a future redevelopment and was recently determined by the Independent Planning Commission (IPC). Novotel hotel is located further west, with the suburb of Pyrmont extending beyond.

2.6 Crime Risk Rating

Overall, the Crime Risk of the site is considered to be 'moderate'.

The key positive elements of the site are:

- The site lies within a busy precinct that is afforded high levels of pedestrian traffic.
- The site is surrounded by multi-storey buildings and tower developments with activated ground floor uses. The nature of these surrounding developments provide tourism, retail, commercial, accommodation or entertainment uses that attract high levels of pedestrian traffic, overlook the site and provide a high level of 'natural' community policing and effective guardianship.
- Some surrounding building uses relate to businesses that operate outside of standard trading hours and encourage the pedestrianisation of the area both during the day and at night.
- The surrounding built form is characterised by a number of high quality developments, including recently completed buildings and public domains that contribute to the perception that the area is well cared for.
- Some surrounding buildings provide secure access arrangements with guardians such as security guards and concierges located within foyer areas at street level that provide opportunities for surveillance and natural community policing; and
- The surrounding streetscape provides dedicated footpaths that have high levels of pedestrian usage consistent with its CBD location. The site is situated at a popular thoroughfare that provides access from Barangaroo in the north and Darling Quarter in the south and is frequented often by tourists, locals, commuters and the like.

Other elements of the site are:

- The site is located centrally within the Darling Harbour precinct of Sydney's CBD which typically experience higher rates of crime (however not necessarily higher rates of victimisation).
- The existing condition of Harbour Lane and Wheat Road is considered conducive to the potential for unsocial behaviour, provides little opportunity for natural surveillance or effective guardianship, has the perception of

ambiguous ownership and provides areas that are concealed and a capable of acting as hiding places or places for persons to loiter.

- The site sits near multiple infrastructure assets including railway stations and road laneways, which can be more susceptible to criminal activity.
- Due to the agglomeration of multiple buildings / tenancies which make up the wider site, the site contains many concealed and disjointed areas by way of multiple back of house areas and underutilised back streets which are not well advertised or provide adequate wayfinding signage.

3.0 Description of Proposed Development

The Stage 2 SSDA for the mixed-use redevelopment of Cockle Bay Wharf comprises the following development:

- Site preparation works not captured as part of the approved Stage 1 works but required to appropriately interface Cockle Bay Park with its context and enable the proposed redevelopment, including:
 - Tree removal across the site.
 - Minor additional areas of excavation across the site.
 - Demolition of existing built form elements, comprising:
 - Crescent Garden
 - Market Street Bridge
 - Connection between Pymont Bridge and Wheat Road
 - Minor areas at the Darling Park precinct basement.
- The construction of a new 43 level commercial building, containing:
 - 4 publicly accessible podium levels, containing up to 14,000m² of retail gross floor area
 - 35 levels of commercial office space, containing up to 75,000m² of commercial GFA
 - 4 levels of mechanical plant
 - A loading dock area with nine (9) loading bay spots, and back-of-house areas.
- A landbridge across the Western Distributor freeway between Darling Harbour and Darling Park, including:
 - A park with over 6,500m² of publicly accessible open space.
 - Associated landscaping and access to the park from both Darling Park and Darling Harbour.
 - Interface works for the Pymont Bridge, Druitt Street Bridge, and to Sussex Street and Market Street, including the construction of a new bridge connection over Sussex Street to the proposed landbridge.
- 480 bicycle parking spaces for commercial, retail and visitor use and associated end of trip facilities within the Darling Park basement.
- Building and business identification signage zones on the building, and wayfinding signage within the public domain.
- Utilities and services infrastructure to tie into the requirements of the proposed building.
- Re-alignment, reconfiguration, and part closure of Wheat Road.
 - The project does not seek consent for the carrying out of works outside of the project boundary, and in particular does not involve any alterations to the existing Cockle Bay promenade.

The proposed development is detailed in the Architectural Plans and Design Report prepared by Henning Larsen and Architectus and the Landscape Plans and Design Report prepared by McGregor Coxall that accompany the Environmental Impact Statement to which this CPTED Report is appended.

3.1 Landscaping and Public Domain

A myriad of landscaped and new public domain areas are proposed throughout various levels of the development. Of particular importance, new 5,500m² northern park, over 1,180m² southern park and embellishment of Crescent Park are proposed as part of the SSDA which will include new civil links and public open spaces. Key features include large passive lawn spaces bordered by canopy trees, a clear legible hierarchy of connectivity, quiet seating spaces, amphitheatre, art opportunities and sunset balcony. Refer to **Figure 3** on the following page.

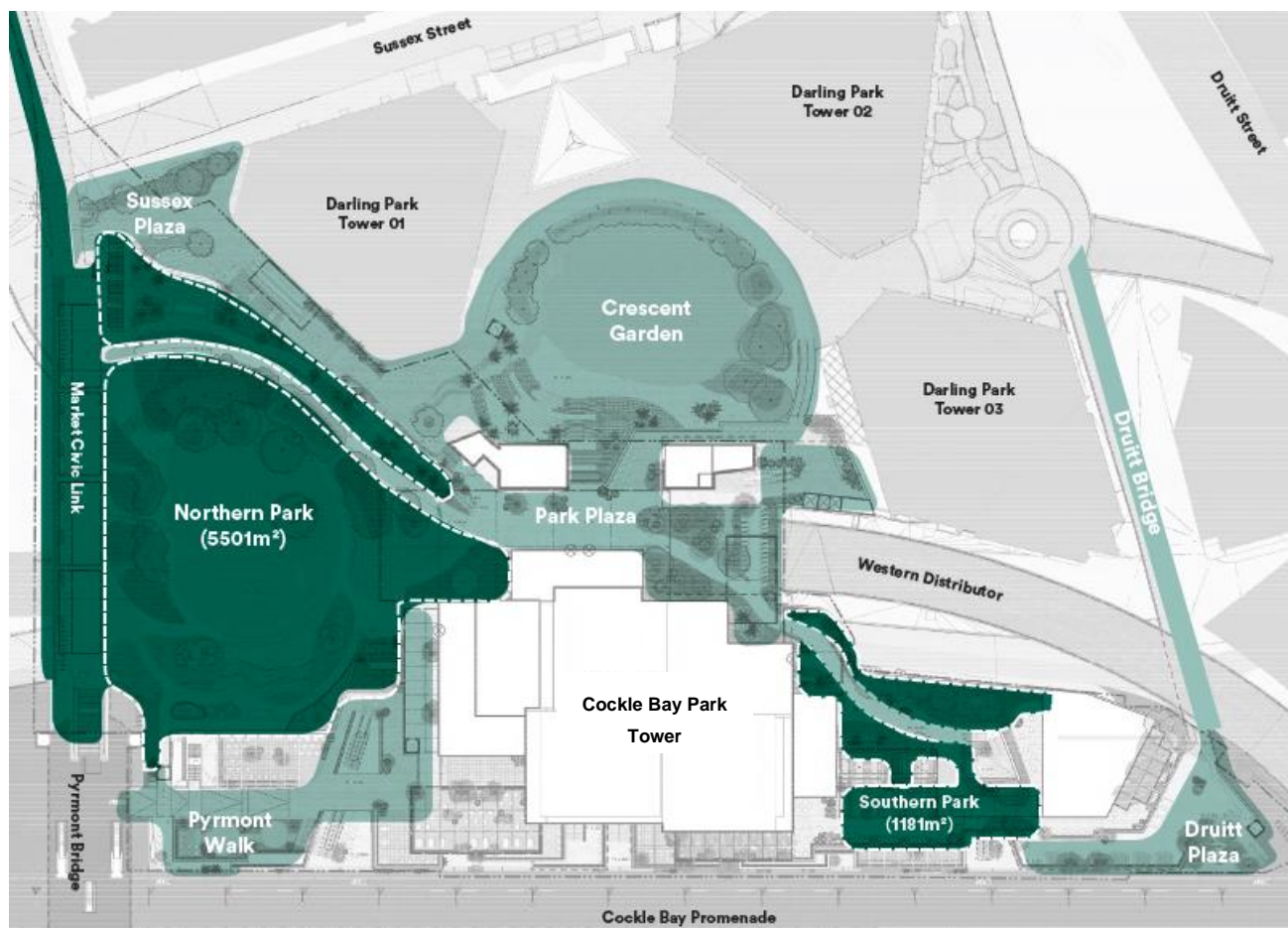


Figure 3 SSDA Open Space Master Plan

3.2 Access and Amenity

As the site is situated centrally in the Darling Harbour Precinct, located within Central Sydney CBD, it benefits from an established pedestrian network that is highly pedestrianised and well serviced by public transport. Direct access to the site is proposed from its existing street frontages at Market Street, Sussex Street, Harbour Street and Wheat Road as well as the public foreshore walk at Cockle Bay and at the site's interface with the Pyrmont Bridge and Druitt Street bridge. The site entrances will provide a network of through-site links that will focus on channelling foot traffic amongst the retail tenancies proposed within the podium levels that front Cockle Bay Wharf, as well as the upper ground floor proposed open spaces areas and entrance into the commercial lobby.

Specifically, the proposal will improve on the existing pedestrian experience through the publicly accessible park and around the site by facilitating direct access to new public domain spaces that enable unconstrained pedestrian movements through and around the site. The introduction of these new spaces will facilitate a fine grain human scale on site and enhance the relationship to the existing public domain of pedestrian streets, laneways and the public foreshore walk along the waterfront. The amenity of the land fronting Sussex and Market Streets will be greatly improved by new pedestrian links, open space and pathway configurations.

4.0 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 over the 12 months to March 2021¹ found that the most commonly occurring crimes relevant to within the suburb of Sydney were:

- Non-domestic assault
- Domestic assault
- Robbery (without a weapon)
- Theft (Break and enter dwelling and break and enter non-dwelling)
- Steal from person
- Steal from retail store
- Steal from motor vehicle
- Malicious damage to property
- Motor vehicle theft

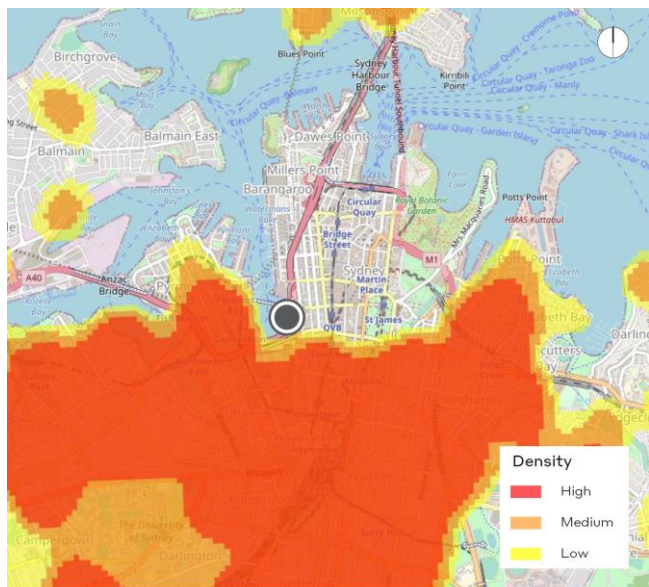
The frequency of the above crimes in the suburb of Sydney, between April 2017 and March 2021 are detailed in **Table 1** below.

Table 1 Statistics of crime in the suburb of Sydney between April 2017 and March 2021

Crime	Incidents year from April 2017	Rate per 100,000 persons	Incidents year from April 2018	Rate per 100,000 persons	Incidents year from April 2019	Rate per 100,000 persons	Incidents year from April 2020	Rate per 100,000 persons	2017-2021 Trend	Rate per 100,000 Category
Assault – domestic violence related	232	744.3	237	740.2	230	697.7	252	764.4	Stable	Low
Assault – non-domestic violence related	1487	4770.2	1312	4099.7	1336	4052.5	734	2226.5	Decline (22.4%)	Moderate
Break and enter – dwelling	22	70.1	36	113.3	30	91.0	30	91.0	Stable	Very low
Break and enter – non-dwelling	194	623.5	139	436.8	117	354.9	83	251.8	Decline (26.1%)	Very Low
Steal from motor vehicle	215	689.1	199	622.7	131	397.4	86	260.9	Decline (27.7%)	Low
Steal from retail store	1784	5728.8	1477	4615.2	1568	4756.3	963	2921.11	Decline (20.1%)	Moderate
Steal from dwelling	59	189.1	84	262.4	53	160.8	66	200	Stable	Very Low
Steal from person	703	2254.5	624	1950.7	482	1462.1	140	424.7	Decline (42.7%)	Low
Motor vehicle theft	35	112.3	42	131.2	30	91.0	31	94.0	Decline (5.7%)	Very Low
Malicious damage to property	582	1867.0	607	1898.6	578	1753.3	521	1580.4	Stable	Low

As shown in **Figures 5 to 12**, the BOSCAR database indicates that the site is located within or on the periphery of a hotspot for the above crimes.

¹ The most recent crime data available in relation all crimes affecting the suburb of Sydney from April 2020 to March 2021.

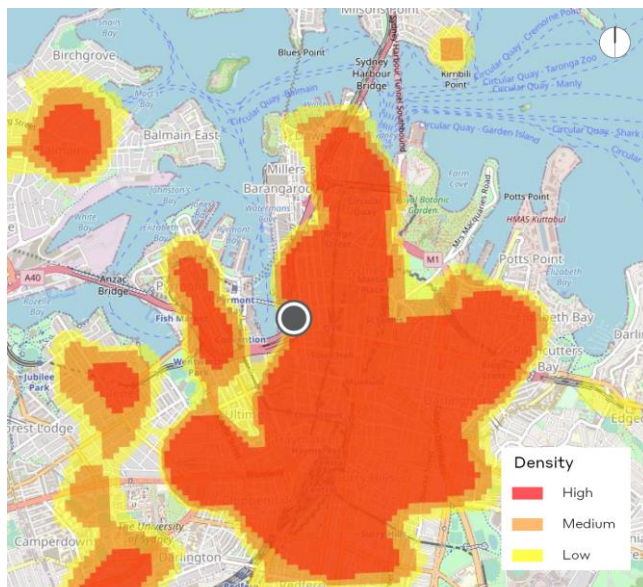


● The Site

Break and enter dwelling

Figure 4 Hotspot - break and enter dwelling

Source: BOSCAR / Ethos Urban

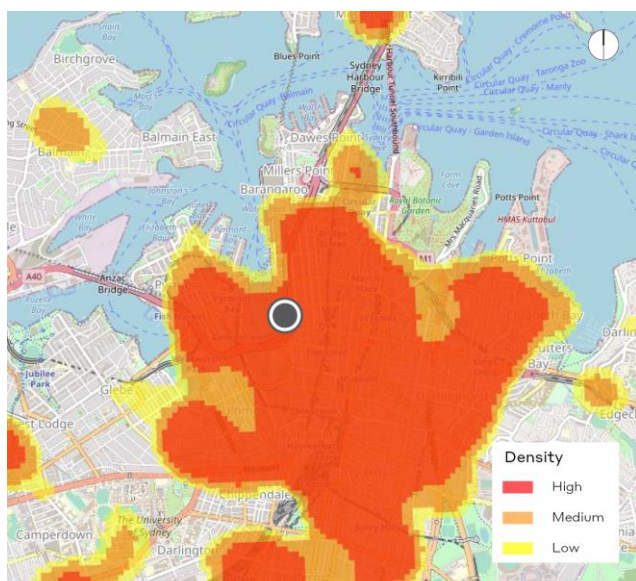


● The Site

Break and enter non-dwelling

Figure 5 Hotspot - break and enter non-dwelling

Source: BOSCAR / Ethos Urban

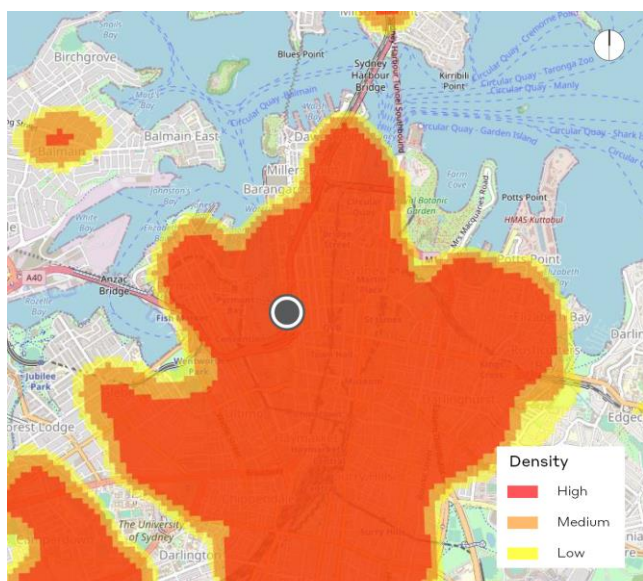


● The Site

Steal from person

Figure 6 Hotspot – steal from person

Source: BOSCAR / Ethos Urban

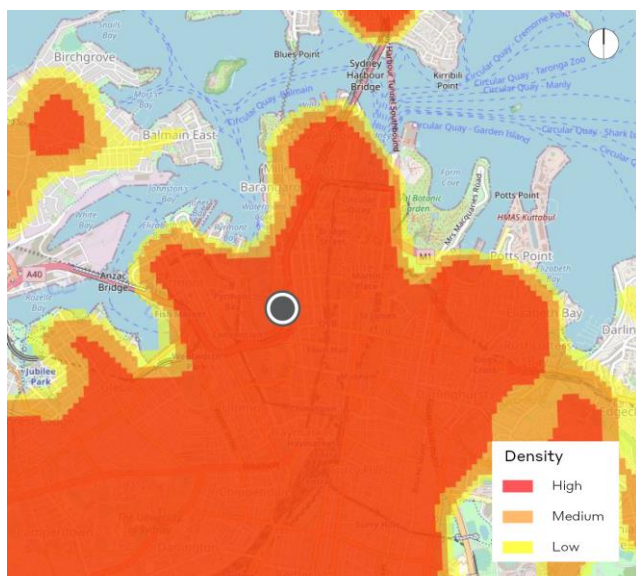


● The Site

Non domestic assault

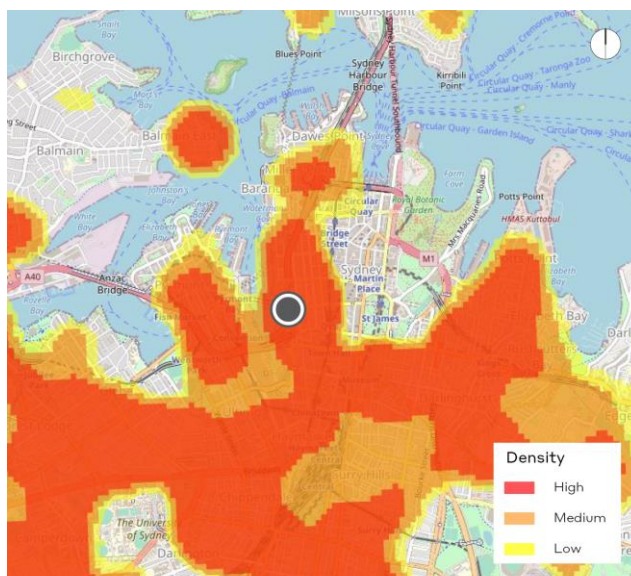
Figure 7 Hotspot - non-domestic assault

Source: BOSCAR / Ethos Urban



● The Site

Malicious damage to property



● The Site

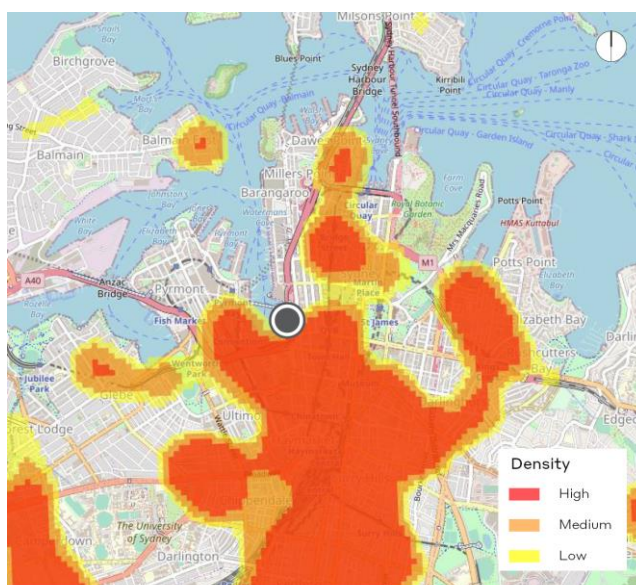
Motor vehicle theft

Figure 8 Hotspot - malicious damage to property

Source: BOSCAR / Ethos Urban

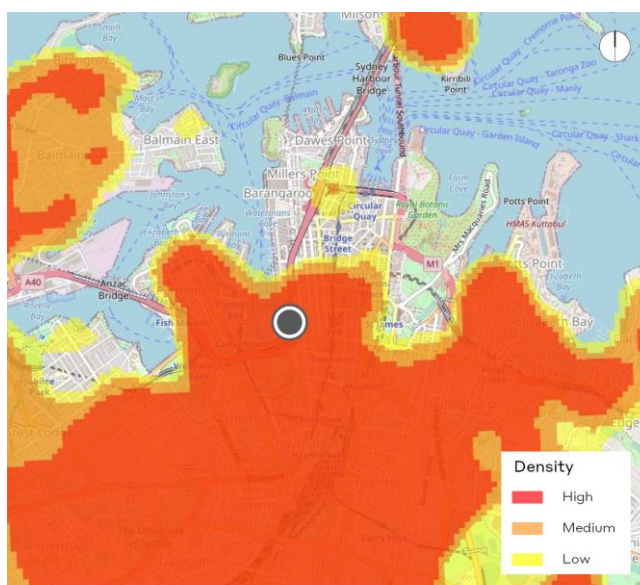
Figure 9 Hotspot - motor vehicle theft

Source: BOSCAR / Ethos Urban



● The Site

Robbery



● The Site

Steal from motor vehicle

Figure 10 Hotspot – robbery

Source: BOSCAR / Ethos Urban

Figure 11 Hotspot - steal from motor vehicle

Source: BOSCAR / Ethos Urban

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 accurately reflect the risk of victimisation in locations, such as areas that are located within proximity to CBD's or other centres that accommodate high density residential, employment and both domestic and international tourism with very high levels of residents and visitors from outside of the City of Sydney.

It is noted that the site experiences extremely high pedestrian flow as the Darling Harbour foreshore walk is a main thoroughfare and boulevard that connects pedestrians, commuters and tourists with Barangaroo and the Sydney Harbour Bridge to the north and to Darling Quarter, Haymarket and Central Station to the south. Additionally, there are a range of entertainment, retail, restaurants, bars and recreational offerings along this foreshore walk that facilitates both daytime trading and the nighttime economy, attracting persons from across Greater Sydney and beyond to the precinct. The main hotspots that may be concerned with the proposal include 'steal from person',

'malicious damage to property' and 'non-domestic assault'. Recommendations relating to CCTV coverage of the site is provided in Section 6.1. Analysis of the BOSCAR crime trends of the locality suggests that crime rates are either stable or in decline. The findings have informed the CPTED recommendations for the development as set out at Section 6.1 of this report. The design, layout and access points of the designed development for the site have also been carefully reviewed in line with CPTED principles to reduce any incidents of robbery, assault or damage to properties.

4.1 Cockle Bay Park Development Design Guidelines

Specific design controls, known as the Cockle Bay Park Development Guidelines (the Design Guidelines) have been formulated for the site under the Cockle Bay Stage 1 amended Concept Proposal informed the Design Competition Brief and are the most applicable design controls for the site. The guidelines are described as a series of design principles relating to urban design, open space and built form. The Design Guidelines detail the following provisions to assist in reducing opportunities for crime:

- Reconnect the City to the Harbour.
- Reconnect Pyrmont Bridge to Market Street.
- Enhance the waterfront.
- Contribute to the cultural experience of Darling Harbour.
- Create new publicly accessible open space on the waterfront.
- The open space is to be significant in size and location.
- Enhance the Druitt St connection.
- Facilitate major public events.
- Improve connectivity and wayfinding throughout the precinct.
- Create a new significant publicly accessible open space.
- Provide an improved, city scale connection between Pyrmont Bridge and Market Street.
- Enhance the waterfront experience.
- Permeable and diverse public spaces.
- Provide public spaces that enhance access to the waters edge.
- Upgrade the promenade.
- Reimagine the Crescent garden.
- Enhance clarity of public and private space.

All of the above principles have been adopted and considered in the Stage 2 SSDA to inform a design outcome that achieves the essence of the above principles from an urban design, open space and built form lens but also ensures that through adherence to the above principles, a safer and more inclusive design outcome is realised on site.

This is shown through the way that people have been put at the forefront of the design of the site. This is exemplified through the additional connections from the site to the surrounds in relinking the CBD to the waters edge in this location in a way that incorporates additional pedestrian activity on site through additional retail offerings, open space and employment opportunities. Additional persons on site results in extra natural casual surveillance and the presence of formal and informal guardians on site, which help in deterring opportunities for crime.

4.2 Sydney Development Control Plan 2012

The *Sydney Development Control Plan 2012* (Sydney DCP) does not apply to the site which has its own site-specific Design Guidelines and does not apply to this DA that is classed as SSD. Notwithstanding this, a high level assessment of the objectives and controls relating to Crime Prevention Through Environmental Design measures in Part 3.13.1 of the Sydney DCP has been considered.

The Sydney DCP details the following provisions to assist in reducing opportunities for crime:

- 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.
- 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.
- Minimise blind-corners, recesses and other external areas that have the potential for concealment or entrapment.
- Building entries are to be clearly visible, unobstructed and easily identifiable from the street, other public areas and other development. Where practicable lift lobbies, stairwells, hallways and corridors should be visible from the public domain.
- 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.
- Pedestrian routes from car parking spaces to lift lobbies are to be as direct as possible with clear lines of sight along the route.
- 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.
- Building details such as fencing, drainpipes and landscaping are to be designed so that illegitimate access is not facilitated by the opportunity for foot or hand-holds, concealment and the like.

The detailed design of the development demonstrates an ability to achieve compliance with the above objectives. A review of the architectural and landscaping plans for the site has demonstrated that the designed development is capable of satisfying and complying with the above provisions to provide a safer outcome on site than what currently exists by providing a development scheme that showcases good surveillance in and out of the site, has appropriate access control measures by way of informal and formal guardians at each publicly accessible level on site and provides a built form and open space arrangement that communicates good space management and territorial reinforcement.

Section 5.0 of this report undertakes a detailed assessment with regards to the relevant matters for consideration and exemplifies how the design of the proposed development achieves compliance with the relevant CPTED principles. Further recommendations that satisfy the provisions contained in the Sydney DCP with regards to CPTED are detailed in **Section 6.0** of this assessment.

4.3 Crime Prevention Strategy

The City of Sydney Community Safety Action Plan 2019-2023 sets out the role and approach to enhancing safety within the community, and includes the following relevant objectives to assist with reducing opportunities for crime:

- Increase actual and perceived public safety in city streets and spaces to ensure they are well-lit and attractive
- Creating culturally safe and welcoming spaces
- Promote a creative and vibrant night life to reduce alcohol related anti-social behaviour
- Improve road, public transport and pedestrian safety
- Ensure visitors feel safe and welcome in Sydney

The development has the potential to facilitate multiple actions mentioned above and is seen to contribute to a better outcome that includes a range of retail, public and recreational spaces that have been designed to accommodate a lively and vibrant place that is close to transit, services, entertainment and other retail and commercial uses. The development will incorporate an effective governance structure designed to manage each component of the proposed development and help safeguard the increase in population density on site. Further recommendations concurrent with this plan are detailed in **Section 6.0** of this assessment.

5.0 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 CBD context and its position in proximity to high risk areas, including the public transport nodes, entertainment venues, late night trading venues and licensed premises including bars, pubs, live music venues and theatres, along with its location within the hotspots identified above, the following is an assessment of the proposed development's potential to mitigate opportunities for such crimes.

5.1 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;
- activated day uses and casual streetscape surveillance offered by ground floor retail tenancies;
- establishing buildings close to the street frontage and pedestrian boulevards 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 and parking areas;
- appropriate lighting and effective guardianship of communal and/or public areas; and
- minimised opportunities for offenders to hide or entrap victims.

Podium Levels and Public Spaces

The proposed development provides a high level of natural surveillance, both of the development itself and of the surrounds. The site benefits from multiple frontages at differing levels that are frequented by high levels of vehicular and foot traffic throughout the day and night. Due to the site's location in the core of the CBD and within the heart of the Darling Harbour Precinct, the site is surrounded by high rise commercial and mixed use developments, with active frontages that are lined by the public domain. Accordingly, the site is already afforded a high level of natural surveillance. However, for the reasons outlined below, it is considered the Stage 2 SSDA 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 glazed elements, alfresco dining area, pedestrian entrances and main thoroughfares which face or extend from public areas. The Stage 2 SSDA incorporates a myriad of active spaces such as:

- the Cockle Bay Park ground floor and podium retail outlets with terrace areas that face the public walkway,
- the drop off zone that extends from Harbour Street with direct links to the Cockle Bay Wharf public walkway,
- the podium level internal circulation spaces overseen by proposed retail and lobby areas, and
- the new open space areas and associated pedestrian spaces at the ground floor / rooftop podium level, including the southern landscaped area.

Consequently, the site is expected to accommodate an even higher number of pedestrians and as it is intended for individuals to linger in these locations, especially the open spaces and surrounding pedestrianised spaces (known as a 'third place' between the traditional private and public space norms).

The layout, placement and orientation of these active spaces will maximise informal surveillance opportunities. These active spaces have been located along and oriented towards the Cockle Bay Wharf public walkway to the south, the Sussex Plaza and Market Street Bridge to the north-west and the Druitt Street bridge to the south as well as Harbour Street at the lower ground level. Specifically, the main open space area at the Market Street frontage, the Crescent Garden and the southern landscaped and pedestrianised space at the rooftop podium level 3 will serve as a buffer zone between the public and private realm and are likely to offer high levels of surveillance towards main pedestrian entrances in this location. The new pedestrian circulation spaces at the lower podium

levels will provide a new network of pedestrian connections and will allow persons to move in and around the site in designated passageways that are easy to navigate, creating a strong sense of natural surveillance for passers-by and generally providing clear sight lines and linear paths of travel that are convenient for pedestrian circulation.

In addition, the existing interface pedestrian connections being the Druitt Street bridge and the Pyrmont Bridge (and its associated pedestrian pathway links at the east) are main thoroughfares in connecting the western edge of the CBD towards the waters edge and connections towards Pyrmont, public transport and other mixed use or entertainment venues. The nature of the urban environment in this location indicates that these connections are utilised frequently at all times of the day and night by pedestrians and will ensure that high levels of natural surveillance over the open space and main entrances into the precinct from this area are maintained. In a reversed context, the proposed retail spaces at the rooftop podium level, the existing Darling Park towers and the proposed tower will provide natural surveillance opportunities to the rooftop podium open space areas, including the open space area to the south where it is not visible from the streetscape frontage. The open space at the southern rooftop level area is also likely to be afforded decent casual surveillance as there are retail tenancies and outdoor seating available that overlook this space and thus may provide a degree of community guardianship amongst the southern podium rooftop landscaped area.

Although the built form provides straight building alignments and is generally devoid of alcoves, inset doorways or recesses that are capable of impeding sightlines or providing opportunities for offenders to hide, the use of formal surveillance through the provision of CCTV cameras in these locations would further add to the level of surveillance.

It is noted that there will be periods outside of standard business hours where the Northern Park, surrounding pedestrian spaces and podium level internal circulation spaces will experience limited pedestrian movements. However, in alignment with City of Sydney's recent Late Night Economy Policy, the hours of operation for the retail uses within the podium levels are recommended to be flexible and should not be confined to traditional habits of constricting hours of operation. In light of this, formal surveillance measures such as CCTV should still be incorporated, as discussed in the recommendations provided in **Section 6.1**.

Loading Dock

The loading dock is accessed from Harbour Street and will be frequented by vehicles and foot traffic throughout the day. The loading dock is incorporated on the same level as the Cockle Bay Wharf public walkway and retail tenancies in this location. The access into the loading dock will be viewable from the public domain area south of the subject site where pedestrian flow circulation currently exists. This can be seen to exemplify good surveillance, access control and community guardianship of the space. The loading dock will be supervised by a dock manager who will be stationed within a designated office in this location and will manage any activity within the space, providing formal surveillance and guardianship of the dock area and will help in maintaining restricted public access to these areas.

5.2 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 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 will 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 several components of the development are intended to be publicly accessible, a CCTV network is recommended to be installed throughout the various areas of the podium levels, including the proposed parks and pedestrianised spaces, as well as from the various site entrances from the Harbour Street drop off zone, the Pyrmont Bridge, Druitt Street Bridge and from the Cockle Bay Wharf walkway, as well as within the loading dock

and basement areas of the of the development. It is recommended that a CCTV network plan be developed by a security consultant. 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 6.1**.

5.3 Territorial Reinforcement

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

Given that several components of the development are intended to be publicly accessible, the proposal will provide a balanced level of territorial reinforcement that conveys the following ownership cues whilst remaining inviting and accessible for the areas that are designated to be accessed:

- The main entry to the commercial lobby is proposed from the primary open space area from Market Street and pedestrianised spaces accessed from Sussex Street and will incorporate a glazed façade with direct lines of sight to the lift lobby that is highly visible from the external facade, showcasing activation of the space through informal guardians such as employees and other building staff members;
- The Cockle Bay Wharf walkway interface will include retail tenancies that all face externally towards the walkway and the podium upper level retail spaces will include glazed boundaries that have an outlook to the pedestrianised circulation spaces, providing strong casual surveillance and territorial reinforcement cues signifying ownership and management of space;
- a dock manager will be stationed within the loading dock and will act as a community guardian and activity manager that will oversee both vehicles and personnel entering and exiting the area; and
- even though the proposed parks are private land, designed to be a public spaces to facilitate a feeling of the 'third place', the management and quality of the design for the space will be high and will be subject to regular maintenance that it is cared for, strengthening cues of territorial reinforcement.

The location of the commercial lobbies, loading dock office, open space areas including the proposed parks and the podium rooftop southern open space area, gym and end of trip facilities as well as the numerous retail tenancies proposed will increase the presence of both formal and informal guardians across the site as various personnel occupy these spaces. The strategic location of these guardians 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. Consequently, the perceived risk to offenders and the effort needed to commit a crime will be enhanced due to amount of formal and informal guardians present on site. Care must be taken to ensure that the internal pedestrian circulation spaces, proposed open space areas, end of trip facilities, and loading dock is managed, maintained and well monitored in the future.

Suitable way finding signage at the perimeter of the development, along with building / business identification signage associated with the end of trip, loading dock / Harbour Street drop off area and retail and commercial uses is adopted and will help reduce the opportunities for people to find excuses to gain unauthorised access and / or to loiter in areas of the development, or immediately adjacent to entries. Whilst all public access points are designed to be legible and inviting, signage will further enhance this perception.

Overall, it is considered that the development is capable of providing appropriate opportunities for both formal and informal guardians in and around the development that will help to deter offenders and increase the risk of detection and will contribute to the safety of the area.

5.4 Environmental Maintenance

It is commonly understood that an area's image can impact on feelings of safety and danger, influence local confidence and individual decisions to withdraw or engage in community life. It can also affect the economic prosperity of areas and lessen the likelihood of visitors to return.

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 within Architectural Plans prepared by Henning Larson and Architectus, the proposal provides a higher quality, better use and design outcome for the site in its entirety than currently exists. The maintenance of an area encourages regular use in attracting visitors and ensuring their return, which in turn provides opportunities for natural supervision. It is recommended that the open space areas including the proposed parks and the rooftop podium southern landscaped area and pedestrian circulation spaces are monitored regularly with an adequate contractor appointed to ensure that appropriate landscaping care is upheld for these spaces.

Additionally, it is recommended that a rapid removal policy should be in place for vandalism repair and the removal of graffiti and all public spaces should be kept clean and tidy. Further, high quality public seating and other furniture, building materials and design of signage should be used to lessen the likelihood of damage and to help reduce maintenance costs.

5.5 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, similarly to environmental maintenance. Spaces that are infrequently used are known to experience crime and be the subject of abuse. Effective space management also encourages people to feel a shared responsibility for its use and condition.

The proposed development has given due consideration to activity and space management, with the various uses provided by the development clearly delineated by the architectural design of the tower building, park and podium levels and ground floor interface to the relevant streetscapes, public walkways and pedestrian links. The various open space areas and associated pedestrianised spaces occupies a central prominent position within the site that can be accessed from multiple points within the development and from outer pedestrian connections. Further, the Northern Park and Crescent Park will be able to be clearly visible from Sussex Street and the Pymont Bridge linkage, providing clear lines of sight indicating that it can be utilised as an extension of public space to inform the 'third space' that is managed privately but is intended for public use. Additionally, the through-site link from the Harbour Street drop off zone to the Cockle Bay Wharf walkway, as well as the entrances into the site from both the Pymont Bridge and the Druitt Street pedestrian bridge both provides civic spaces as an extension of the public domain that is easy to navigate as main access points into the development. The configuration of the pedestrian circulation spaces within each level of the podium provides for well-designated and carefully controlled areas that convey clear cues that signify that it is intended for public thoroughfare within a privately owned setting. Consequently, it is considered the proposed access arrangements clearly delineate the access points into the development from the surrounding public domain.

Further, the retail and commercial components of the development each have separate lobby and access point areas, allowing for each space to be managed on a more micro level in accordance with its function. The commercial lobby occupies a substantial portion of the ground floor and incorporates revolving doors positioned within a glazed façade, demonstrating deliberate access control to channel movement in a regulated manner. The configuration of this entrance provides for a well-designated and carefully controlled area that conveys clear cues that signify they are for private 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.

5.6 Access Control

Access control strategies restrict, channel and encourage the movement of people and vehicles into and around designated areas. Physical barriers increase the effort required to commit crimes and will prevent unauthorised entry. Consideration will need to be given to the proposed mechanisms within the future detailed development to

control unauthorised access into the different parts of the development, particularly given the high volume of users and the potential opportunity for offenders to make excuses about their actions with multiple uses provided in the same built form.

The proposed development will incorporate effective passive access control strategies that have been incorporated into the design of the proposed development, and include:

- The appointment of a loading dock manager within the loading dock;
- use of a security door at the entrance / exit into the loading dock;
- compartmentalisation of the back of house areas through design or the use of internal security doors;
- careful planning of pedestrian flow throughout the podium internal walkways which lead to public spaces; and
- separated entrances and restricted access to the different parts of the development, i.e. the commercial tower lobby is accessed from a different location to the podium retail areas and facilities.

5.7 Design, Definition and Designation

The design of the proposed development is considered to heavily reflect its purpose and intent, and while perpetrators will often exploit areas with unclear spatial definition, the design of the proposed development generally addresses multiple principles of CPTED. As mentioned above, the design provides for a clear separation of uses in an integrated development. To further delineate the varying uses provided by the development, clear signage to indicate entry points and facilitate wayfinding has is being developed into the design of the development to help convey how each space should be used. In particular, clear wayfinding signage should be provided at the entrance points of the various site entrances from Cockle Bay Wharf walkway, Druitt Street pedestrian bridge, Pyrmont Bridge pedestrian linkages, from the Northern Park and from the Harbour Street drop off zone, as well as throughout the internal pedestrian circulation spaces, through site links, basement and back of house facilities to prevent individuals of the public from inadvertently or intentionally accessing these spaces.

This is especially important for the open space area located at the southern portion of the rooftop podium level as it will provide an extension of open space from the Northern Park, Southern Park and Crescent Garden and is able to be accessed from the Druitt Street pedestrian link one level below. It should be noted that this space, although not entirely visible from public areas, will be designed to be clearly delineated as public space and should incorporate signage provisions that convey access to public spaces and other links both within and outside the development.

Many façades that make up the ground floor and podium level spaces incorporate large areas of glazed fenestration and internal areas such as lobbies and retail tenancies which are strategically positioned along or in proximity to the street frontages or public domain locations in order to maximise opportunities for natural surveillance around all spaces, through the provision of clear sightlines.

Lastly, and importantly, the design of the development has incorporated significant enhancements to the Druitt Street connection to the site from Sussex Street. Design initiatives such as the location of outdoor dining terraces, expansion of the Druitt Street connection into the site and beyond via an arrival deck and widened pathways will act as the sites main southern connection to the podium level spaces and will generate additional traffic towards this bridge and therefore will increase casual surveillance and territorial reinforcement. The enhancements to this existing connection will provide a strengthened designation of place and will enhance the user experience both during daytime and nighttime whilst improving pedestrian safety and security.

As 'third places' between buildings are typically subject to higher levels of crime and attractive places for loitering, there could be potential for conflict to occur between patrons of the retail tenancies, at the proposed parks or surrounding pedestrian spaces and users of the immediate surrounding uses. For this reason, appropriate technical surveillance will be required throughout the interior and exterior of the development and should form part of a wider CCTV network. Recommendations are provided in **Section 6.1**.

6.0 Crime Risk Rating and Recommendation

The Crime Risk Rating considers the development as proposed in the design report and within architectural drawings prepared by Henning Larson and Architectus. acknowledging the existing and future site context along with the issues discussed in Section 2, 4, and 5, the Crime Risk Assessment Rating of the proposed development is rated within the 'moderate' 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 'moderate' category. We note that this is a product of the dense urban environment itself rather than the high quality, award winning design for the site, and the design is considered consistent with the principles of CPTED. Crime will continue to exist outside of the development as is typical of a highly urbanised CBD settings, however the development has the opportunities to improve the safety and security of the proposed development via the recommendations below.

6.1 Recommendations

6.1.1 Surveillance

- Maintain sightlines to and from the proposed development and the surrounds by ensuring signage and equipment do not create a significant visual obstruction.
- Ensure circulation spaces (internal through-site links and circulation areas, commercial lobby curtilage, basement ingress/egress, public areas surrounding the external walls of the building) are unobstructed by large structures, to remove opportunities for concealment and ensure that pedestrians can move freely with clear sightlines of their surrounds.
- The glazed facades of the building where they have an interface with the public domain or street level should be free of clutter and signage to allow uninterrupted sightlines between the development and the surrounding public domain.
- Ensure glazed elements to the commercial lobby and lift core are clearly visible from the external environment to assisting in maximising surveillance.

6.1.2 Lighting and Technical Supervision

- A CCTV network is essential for the back of house, basement, drop off zone, circulation spaces and lobby areas and the overall development and its curtilage. 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 CCTV network should endeavour to ensure blackspots of coverage are not created.
- The CCTV network strategy should be partnered with the internal and external 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.
- All lighting is recommended to have a minimum Colour Rendering Index (CRI) of 60
- A lighting strategy should be developed by or in consultation with a suitably qualified and experienced lighting expert. It is recommended that when designing the lighting strategy for the publicly accessible areas of the ground levels and the basements, a CPTED professional is consulted.
- As a guide lighting should maintain a minimum of 40 Lux and also should have a minimum uniformity level of 0.4 Uo. It is noted that a standby lower lux level is acceptable after hours for power saving reasons. A standby minimum of 20 Lux brightening to a minimum of 40 Lux in sections where motion is detected is recommended.

6.1.3 Territorial Reinforcement

- Ensure any public furniture to the open space areas or surrounding pedestrian circulation spaces and pathways is durable and of high quality design.
- Maintain building entrances free of clutter to ensure entry points are highly visible from the street frontages.

- Provide signage within the podium levels, basement, loading dock and back of house areas to direct pedestrian movements and deter loitering.
- Ensure that pathways within lobbies and through site link corridors are unobstructed at all times to avoid blind spots.
- Provide wayfinding signage and building / business identification signage where appropriate to reinforce perceptions of safety and legibility.

6.1.4 Environmental Maintenance

- Ensure mechanisms are in place to facilitate the on-going maintenance of the building, basement, the proposed parks, end of trip facilities, commercial lobby, back of house areas, including staff areas and public amenities, and external boundary treatments, including landscaping management and the implementation of a rapid removal policy for vandalism repair and the removal of graffiti.
- It is recommended that a Plan of Management (PoM) be prepared to ensure that there are standard policies and procedures in place to ensure the ongoing maintenance of the building. It is also recommended that the relevant staff members and management personnel of the building responsible for such activities are aware of the procedures contained in the PoM.

6.1.5 Activity and Space Management

- Ensure business, building and wayfinding signage is appropriate to deter access to 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.
- It is recommended that a PoM be prepared specifically to ensure that there are standard procedures and policies in place to manage and govern the space and people within it appropriately in the event of any emergency.

6.1.6 Access Control

- Install a security door or secure electronic access (card / key controlled entries / lifts etc.) to all private entrances of the building to prevent unauthorised individuals from entering restricted areas not intended for public use (such as within the back of house areas, or areas where there is more private sensitivity, as well as the loading dock).
- Consider installation of an appropriate bollard/barrier system at the Northern Park entrance as well as within the Harbour Street drop off zone to prevent vehicles driving into the site. A security consultant with a Class 2A licence under the Security Industry Act 1997 is recommended to be engaged to provide specific advice on the type, placement and installation of this bollard/barrier system to ensure vehicles moving at high velocity cannot enter the site in locations not intended for vehicles, if need be.

6.1.7 Design, Definition and Designation

- Security, management personnel and employees of the building are advised to patrol / occupy the publicly accessible areas visibly and regularly to minimise opportunities for anti-social behaviour.
- A wayfinding and signage strategy has been prepared for the site and should be adopted to assist in communicating directions towards key places both within and outside of the site to help in avoiding confusion, wandering and unnecessary loitering within the premises.