

ATTACHMENT 5 – Copy of NSW Police letter dated 28/3/2013



NSW POLICE FORCE
THE HILLS LOCAL AREA COMMAND

Castle Hill Police Station
Cnr Castle & Pennant St
Castle Hill NSW 2154
Ph. 9680 5399
Fax: 9680 5303

Thursday 28th March 2013

Claro PATAG
Town Planning Co-ordinator
Baulkham Hills Shire Council
P.O. Box 75
Castle Hill NSW 1765

DOC. No.:
BOX No.:
15 APR 2013
THE HILLS SHIRE COUNCIL

Dear Mr Patag,

Subject: DA No. 561/2010/HB/A Section 96(2) Modification to an Approved Mixed Use Development
DA No. 562/2012/JP/A Section 96(2) Modification to an Approved Mixed Use Development

Property: Lot 1 DP 120826 12 James Street, Carlingford, NSW 2118
Lot 1 DP 398482, Lot 2 DP 398482, Lot 3 DP 398482, Lot 5 DP 8001,
Lot B DP 90046 2-8 James Street, Carlingford NSW 2118

Police Ref: 2012/209179 & 2012/209413

We refer to your development application for the modifications to an approved mixed use development at 12 and 2-8 James Street Carlingford. After perusing the paperwork and plans associated with this proposal, Police would like to reiterate the comments provided in our previous letter dated 26 October 2009. Police have no objections to the development however there are a number of Crime Prevention Through Environmental Design (CPTED) factors that should be considered in addition to our previous comments.

Surveillance

Car Park

Internal car park structures such as concrete columns, solid internal walls, service rooms and enclosed fire exits can create significant visual obstruction in car parks. From a criminal's perspective, obstructions reduce risk and provide opportunities for

cover and entrapment. This needs to be considered in the car parks which are situated in the basements.

Also, Police recommend that the car parking area in the basement be painted white to greatly help to reflect light. Painted facilities not only look larger and more spacious than unpainted car parks, but can greatly reduce the number of lights required to illuminate the car park and on-going energy costs.

Vegetation

As this development proposes to have vegetation throughout the site, it must be emphasised that the vegetation, especially the shrubs and shade trees, be kept trimmed at all times. Lower tree limbs should be above average head height and shrubs should not provide easy concealment.

Vegetation closest to pedestrian pathways requires close attention. It is recommended that 3-5 metres of cleared space be located either side of residential pathways. Thereafter, vegetation can be stepped back in height to maximise sightlines.

Lighting and Technical Supervision

Lighting should meet minimum Australian standards. Effective lighting can reduce fear, increase community activity, improve visibility and increase the likelihood that offenders will be detected and apprehended. Special attention should be made to lighting the entry and exit points from the buildings, car park and access/exit driveways. A broadly accepted, non-technical yardstick of lighting effectiveness in public car parks is that lighting should be bright and even enough to permit an observer to see inside a parked vehicle.

CCTV

Police suggest the use of a CCTV system to monitor the common open spaces throughout the development, especially if no access control to the area is provided. Police would also suggest the use of CCTV to monitor access/exit driveways of the underground car parks and entrances to the unit blocks.

Based on information received from the Australian Federal Police, CCTV footage is effective in criminal matters when the images display shots of an alleged offender from the shoulder upwards. CCTV cameras need to be able to zoom in on a person of interest without loss of focus.

Police would also suggest the implementation of height indicator stickers on the entrance/exit doors. These used in conjunction with CCTV, can give police an indication of an offender's height as they enter or exit, and in turn may assist in the identification of possible offenders.

Territorial Reinforcement

Confusion resulting from ambiguous entry design can legitimise exploration, trespassing and excuse making by opportunistic criminals. It is recommended that all public access points are well marked and inviting.

Access Control

Security / Entry Control System

Police recommend the use of roller shutters placed at the vehicular entrance to all residential parking areas and further access control into the residential buildings. Police recommend separate shutters restricting access to each of the basement levels and an intercom system to restrict both pedestrian and vehicular access to the building. A similar system should be in place to restrict access to the private residential areas of the development as most break ins occur at the side and rear of buildings.

Given the size of the development, Police would recommend that all residents are allocated visitors' access cards to provide temporary activation of security shutters to the basement areas and lobbies by authorised visitors.

Fire Exits and Stairs

Research has shown that fire exits and fire stairs in buildings and car parks often contravene regulations. In one Sydney study, self-closing and self-locking street level egress doors were commonly found to be chocked open, vandalised and/or unsupervised.

Upon gaining access to fire exits at street level (via egress doorways), some offenders use stairs as conduits and cover to commit theft from vehicles, theft of motor vehicles and armed robbery. Magnetic door locking systems linked to Fire Sprinkler alarms ensure that fire exits are used for emergencies only.

Natural Ladders

Natural ladders are design features, trees or nearby structures that help criminals to climb on to balconies, rooftops, ledges and windows. Current design trends in multi-story apartment blocks are making it easy for "Spiderman" type burglars to target residences.

Police recommend that the development avoid creating outer ledges capable of supporting hands/feet and balustrades should not provide anchor points for ropes.

Other Matters

Traffic Report

The Traffic Officer, Senior Constable Alison LILLY has prepared a report in relation to the development which states:

I have reviewed the document DFP Planning consultants. This application is for the proposed development at 2-8 James Street Carlingford and seeks to modify 4 conditions – Condition 1, 5, 34 and 58. This development consent was issued by the Hills Shire Council on 2nd December 2009.

The previous approval is for 105 units however they seek to increase this to 138 units. The previous approval in comparison to the proposed development also includes the following:

Approved –	Proposed
3 x 1 BDRM units	80 x 1 BDRM units
54 x 2 BDRM units	48 x 2 BDRM units
48 x 3 BDRM units	10 x 3 BDRM units
92 m2 retail floor space	25m2 of retail floor space

Three basement parking levels containing 173 parking spaces including 121 resident spaces, 5 retail spaces and 47 visitor spaces was previously approved. They have proposed an increase to 207 parking spaces. The assessment outlines that the parking proposed complies with Council requirements. They are required to provide a total of 184 spaces and the current proposal provides 207 spaces.

In considering the traffic implications of the proposed development I have read the Appendix F authored by Thompson Stanbury Associates. I noted the report is an internal development report focusing predominantly on parking provisions rather than traffic implications on the surrounding road network as a result of the development.

The combined total site area is 2 992.8 m2 and the site is accessed by James Street, approximately central to the site frontage.

Police are of the opinion that the traffic generated by the 138 proposed residential units will have a significant impact on the operation of surrounding streets and local road network. Police also recommend that Councils traffic engineer assess the possibility of installing some form of traffic device at the intersection of James Street and Jenkins Road to cater for the significant increase in vehicular traffic resulting from this development.

Additionally the traffic assessment states *'There is extensive on street parking in the vicinity of the site. While this is not relied upon by the development , it will provide relief at times of peak demand'*. Police also noted that there is a current development application in the Carlingford Railway Precinct at 10 James Street, Carlingford. This development consists of 28 residential units and 32m2 of retail floor space. Due to James Street being narrow, Police believe that increased parking in this street will cause congestion and increase the risk of motor vehicle collisions should traffic be

parked on both sides. As mentioned by Police in response to the initial application, if the proposed development is to be given consent, police suggest that 'No Parking' restrictions be implemented along one side of the street to increase safety.

I've included the original comments made by Police in October 2009.

If there are any questions in relation to this report please contact me at Castle Hill Police Station on 9680 5399.

Respectfully yours,



Constable Jodie SUTERS
Crime Prevention Officer
Castle Hill Police

The NSW Police Force (NSWPF) has a vital interest in ensuring the safety of members of the community and their property. By using recommendations contained in this evaluation, any person who does so, acknowledges that:

- *It is not possible to make areas evaluated by the NSWPF absolutely safe for the community and their property*
- *Recommendations are based upon information provided to, and observations made by the NSWPF at the time the evaluation was made*
- *The evaluation is a confidential document and is for use by the council or organisation referred to on page one*
- *The contents of this evaluation are not to be copied or circulated otherwise than for the purpose of the council or organisation referred to on page one.*
- *The NSW Police Force hopes that by using recommendations contained within this document, criminal activity will be reduced and the safety of members of the community and their property will be increased. However, it does not guarantee that the area evaluated will be free from criminal activity if its recommendations are followed.*