
496-498 & 500-520, St Leonards

**Independent Safer by Design Review
Proposed Mixed Use Development**

For: **Lane Cove Council**
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1.0 Introduction

1.1 Preliminary

This Independent Safer by Design Review is prepared by Architectus to review the proposed mixed-use development at 496-498 & 500-520 Pacific Highway St Leonards, against the Crime Prevention through Environmental Design (CPTED) principles.

This Review independently assesses a Development Application (DA) submitted to Lane Cove Council against CPTED principles to assist in assessing the likely safety and security impacts of the proposed development on the surrounding area.

This Review is prepared in accordance with Crime Prevention and the Assessment of Development Applications ('Safer by Design Guidelines'), published by the NSW Police.

The Council is required to consider the application under Section 79C of the Environmental Planning and Assessment Act 1979. Included in Section 79C are subsections requiring the consent authority to consider:

- The likely impacts of the development, including the environmental impacts on the natural and built environments, and social and economic impacts on the locality; and
- The public interest
- This review should inform assessment based on these matters for consideration. This review is based on the Architectural Drawings prepared by A+ Design Group and the associated plans and documentation provided as part of the DA. The plans include the most recently amended package and documentation dated August 2016.

1.2 The subject site

The subject site is located in the suburb of St Leonards within the Lane Cove Local Government Area (LGA).

The site is located at 496-498 & 500-520 Pacific Highway, St Leonards on the southern side of the Pacific Highway, with sweeping views towards the CBD and harbour. The area is undergoing transition from an older commercial precinct into a mixed use centre of greater density. The site is in close proximity to St Leonards train station (400 metres to the north), and the Crows Nest Metro Station (400 metres to the south).

1.3 Proposed development

The Development Application seeks consent for the proposed built form of a 43 storey mixed use development. The proposal comprises:

- Four (4) levels of retail use (two above ground and two below ground);
- Two (2) levels of commercial uses (above ground);
- Thirty nine (39) levels of residential use above the commercial podium;
- Residential communal areas at ground, level one, level 42 and level 43;
- Five (5) levels of residential basement parking;
- One (1) level of commercial basement parking;
- Associated site improvements including landscaping, service provision and public domain works.

1.4 Local context

The proposed development is located within St Leonards, a 'Strategic Centre' under a *Plan for Growing Sydney 2014*. Priorities for St Leonards as a Strategic Centre include, retain a commercial core to support long term employment growth, and provide additional mixed-use development.

The site of the proposed mixed use development is;

- In close proximity to a number of mixed use developments comprising ground floor retail, commercial, residential and tourist accommodation in the upper levels.
- Adjacent to Friedlander Place, landscaped public open space to be funded by the proposed development;
- St Leonards Railway Station (400 metres to the north west);
- Future Crows Nest Sydney Metro Station (400 metres to the south);
- Royal North Shore Hospital (500 metres to the north west)

1.5 Authorship

This CPTED Review has been prepared by Matthew Kelly, Graduate Urban Planner, Camille Lattouf, Associate and Urban Planner, of Architectus Group Pty Ltd.

1.6 Report Structure

This CPTED Review is structured as follows:

- **Section 1:** Introduction;
- **Section 2:** Methodology for preparation of this CPTED review;
- **Section 3:** Social and crime profile of the locality;
- **Section 4:** Assessment of the proposed development against CPTED principles; and
- **Section 5:** Conclusion and Recommendations

1.7 Methodology

This CPTED review has been prepared in accordance with the following methodology:

- Site visit to understand site and its context;
- Review community profile and local crime statistics;
- Review architectural drawings;
- Provide an assessment of the proposal against the CPTED principles taking into consideration the local context, community profile and local crime occurrence; and
- Make recommendations necessary to enhance safety, security and crime prevention.

2.0 Local community and crime profile

This section provides a brief summary of the local community profile and crime occurrence based on Australian Bureau of Statistics and NSW Bureau of Crime Statistics data.

2.1 St Leonards community profile

The suburb of St Leonards intersects three local government areas (LGAs) including Lane Cove, Willoughby and North Sydney. The proposed development is located within the Lane Cove LGA.

St Leonards is undergoing transition from a predominant commercial base to a vibrant mixed use centre. The suburb supports a variety of uses including eateries, health infrastructure, retail and business centres and high rise residential.

As aforementioned, *The Plan for Growing Sydney* identifies St Leonards as a 'Strategic Centre', recognising the existing commercial core of the locality and the capacity to absorb population growth through the provision of high rise mixed use development. The suburb is well serviced by public transport, and will only improve with the opening of the Crows Nest Metro Station, scheduled to open in 2018.

Below is a summary of key statistics and the future profile of St Leonards extracted from Profile .Id and Australian Bureau of Statistics data. As St Leonards intersects three LGAs, the figures below are an average of data for Lane Cove, Willoughby and North Sydney LGAs.

- St Leonards had a residential population of 4,717 in 2011 and is estimated to have a residential population of 5,578 as of 2015
- Residents living in St Leonards come from a variety of ancestry backgrounds – 22.4% Chinese, 18.1% English, 13.0% Australian, 7.1% Indian, 6.2% Irish and 5.2% Japanese
- 65.1% of residents were born overseas with 24.8% born in Australia (10.1% not stated)
- The median age of people in St Leonards was 32 years
- The suburb is relatively well educated, with 81% of people aged over 15 years having completed Year 12 schooling (or equivalent) and 66.5% of people aged over 15 years obtaining a tertiary qualification
- St Leonards has a relatively high participation rate, with 74.9% of residents in the Australian labour force
- Of the people in the labour force, 77.2% were employed full-time, 17.4% were employed part-time, and 4.7% were unemployed
- Of the people employed, 24.6% were employed in the Professional, Scientific and Technical Services, followed by 15.6% in Financial and Insurance Services, and 10.5% in Health Care and Social Assistance

- The majority of workers use public transport to travel to work (43.7% train and 5.7% bus) while only 24.7% used private vehicles (21.9% car – as driver, 2.1% car – as passenger, 0.7% motorbike, and 0.2% truck)
- The vast majority of dwellings in St Leonards are high density 44.8%, with only 36.5% separate houses and 18.1% medium density. Between 2006 and 2011 there has been a slight decline in separate dwellings, and an increase in high density dwellings.
- 32.4% of households are lone person, followed by 29.8% are couples without children, and 13.5% are couples with children. As a result, the average household size in St Leonards is 1.94 persons per dwelling. There has been large increases in the number of lone person and couple without children households since 2006, but also a notable yet smaller increase in the number of couple with children households.
- In relation to housing tenure, 56.2% are renting, with 35% of households purchasing or fully owned their home (22.1% mortgaged and 12.9% fully owned).
- The individual and household median weekly income is \$1,226 and \$2,212 respectively.
- St Leonards has low levels of disadvantage, with a SEIFA index score of 1100.8. This score places the suburb in the 95 percentile of Australian suburbs, indicating that the area has a high socio-economic status.

2.2 Local crime profile

The extent of crime activity at the subject site was determined by an analysis of data from NSW Bureau of Crime Statistics and Research. A crime hotspots map was analysed to identify if the subject site is located in an area of high density crime prevalence. In addition, a five year period was analysed for each offence type to determine both the frequency of the specific offence and its trend over time.

A review of the Bureau's crime hotspots map (50 metre by 50 metre grid based on a weighted crime density score for each grid cell), conveying spatial distribution of four offence types shows that St Leonards has a low to high density of various offence types. It is important to note that the hotspot maps reflect crime density rather than incident numbers. The crime hotspots map revealed:

- High density of domestic assault
- High density of malicious damage to property
- Medium density of non-domestic assault
- Low density of robbery

In the table below, crime occurrence in St Leonards is compared against New South Wales averages to help quantify the local crime profile. St Leonards crime incidents are taken into consideration as part of the assessment of the proposal against the CPTED principles. Notable increases or high incidents of crime are shown highlighted. These crimes have been particularly considered in this assessment.

Table 1 Local crime profile overview

Crime Offence	St Leonards (Rate per 100,000 people) 2016	NSW (Rate per 100,000 people) 2016	Incidence Ranking (Very Low / Low / Medium / High / Very High)	St Leonards 5 Year Trend
Assault	669.5	836.3	Very Low	Stable
Domestic assault	114.8	388.6	Very Low	Stable
Non-domestic assault	439.9	415.9	Very Low	Stable
Assault Police	114.8	31.8	Medium	Increase
Homicide	0	1.2	Very Low	Stable
Murder	0	0.8	Very Low	Stable
Attempted murder	0	0.3	Very Low	Stable
Murder accessory, conspiracy	0	0.1	Very Low	Stable
Manslaughter	0	0.1	Very Low	Stable
Robbery	38.3	31.4	Very Low	Stable
Robbery without a weapon	19.1	18.2	Very Low	Decline
Robbery with a weapon	0.0	2.1	Very Low	Decline
Robbery with a weapon not a firearm	19.1	11.2	Very Low	Decline
Sexual offences	95.6	157.4	Very Low	Stable
Sexual assault	57.4	66.8	Very Low	Decline
Indecent assault, act of indecent & other sexual offences	38.3	90.7	Very Low	Stable
Theft	3596.0	3110.4	Very Low	Stable
Break & enter dwelling	172.1	404.8	Very Low	Decline
Break & enter non-dwelling	267.8	151.3	Very Low	Decline
Receiving/handling stolen goods	114.0	111.0	Very Low	Increase
Motor vehicle theft	38.3	175.5	Very Low	Decline
Steal from motor vehicle	325.5	530.0	Very Low	Stable
Steal from retail store	191.3	302.4	Very Low	Increase
Steal from a dwelling	229.5	277.9	Very Low	Increase
Steal from person	114.8	71.1	Very Low	Decrease
Fraud	1377.2	682.8	Very Low	Stable
Other theft	765.1	395.6	Very Low	Decline
Malicious damage to property	573.8	843.7	Very Low	Stable
Other offences				
Abduction & kidnapping	0.0	3.3	Very Low	Stable
Against justice procedures	1147.7	827.2	Very Low	Stable
Arson	0.0	70.9	Very Low	Stable
Blackmail & extortion	0.0	1.8	Very Low	Stable
Disorderly conduct	286.9	291.2	Very Low	Increase
Drug offences	1109.4	790.3	Very Low	Increase
Harassment, threatening behaviour and private nuisance	516.4	404.3	Very Low	Increase

Crime Offence	St Leonards (Rate per 100,000 people) 2016	NSW (Rate per 100,000 people) 2016	Incidence Ranking (Very Low / Low / Medium / High / Very High)	St Leonards 5 Year Trend
Liquor Offences	191.3	145.4	Very Low	Increase
Other offences against the person	0.0	17.5	Very Low	Decline
Pornography offences	0.0	7.9	Very Low	Stable
Prohibited & regulated weapons offences	38.3	168.0	Very Low	Decline
Prostitution	0.0	0.7	Very Low	Stable

3.0 Assessment of design against CPTED principles

This section of the report assess the proposed development against the following CPTED principles referred to in the Safer by Design Guidelines:

- Surveillance;
- Access control;
- Territorial reinforcement; and
- Space management.
- These guidelines require consent authorities to ensure that development provides safety and security to users and the community.

3.1 Natural Surveillance

Natural surveillance is about creating environments that keep intruders under observation. The design of physical features, can direct activities and people in such a way so that maximum visibility and positive interaction occurs among legitimate users of space. Creating clear sightlines is core to providing natural surveillance.

The Safer by Design guidelines state in relation to the principle 'Surveillance':

"The attractiveness of crime targets can be reduced by providing opportunities for effective surveillance, both natural and technical"

Quality surveillance can be achieved or improved by considering the following design principles:

- Clear sightlines between public and private places;
- Streets and public spaces that can be observed from nearby buildings;
- Effective lighting of public places;
- Spaces that facilitate entrapment are eliminated;
- Attractive and well maintained landscaping that is well lit, offers clear sightlines and prevents offenders finding a place to hide or entrap victims;
- Activation of the space or surrounding areas that encourages regular and diverse use of the space.

The site currently comprises of two commercial buildings ranging in height from six (6) to ten (10) storeys. Along the northern, eastern and southern boundaries of the site are three publicly accessible areas including, the footpath along Pacific Highway, Friedlander Place, and Nicholson Lane. At present, the site and its adjacent areas provide poor natural surveillance due to dense vegetation and multiple changes in platform levels across Friedlander Place, and minimal or no active interface between tenancies along the Pacific Highway and Nicholson Lane.

Natural Surveillance Assessment

The assessment of the proposal is divided into five sections, the proposed building, the Pacific Highway, Friedlander Place, Nicholson Lane and Basement car park.

Proposed Building

Generally, internal corridor design has good natural surveillance due to clear sightlines, achieved through minimal articulation of corridors. Lighting design throughout all communal areas of the building should be provided to enhance natural surveillance of internal building areas.

It is recommended that all walls between resident amenities at Ground level should be transparent to enable clear sightlines between the pool, gym, residential and penthouse lift lobbies. In addition, where possible all walls located between golf rooms, kids play area and internal corridor on Level 1 should be transparent.

Pacific Highway

The interface of the building with the Pacific Highway provides maximum visibility and clear lines of sight between retail tenancies, commercial and residential lobbies and the street. The minimal use of blank walls along the northern edge of the proposal maximises opportunity for natural surveillance.

It is recommended that floor to ceiling glazing is installed to minimise opportunity for concealment between structural blades can be observed.

Friedlander Place

The proposed landscaping design of Friedlander Place has the potential to result in a significant improvement in the usability and safety of the space.

Active retail tenancies adjacent to the northern end of Friedlander Place will encourage regular and diverse uses. It is recommended that walls with an interface to Friedlander Place maximise transparent glazing to facilitate clear lines of sight between tenancies and the outside.

The design of raised garden beds and the selection of vegetation need to balance the functional requirements of wind mitigation with natural surveillance. Landscaping is to be well maintained, ensure clear sightlines and eliminate spaces for concealment. Raised garden beds should not exceed adult shoulder height to promote natural surveillance through the space.

It is recommended that the space between the spiral staircase and the western edge of Friedlander Place is made inaccessible, to eliminate opportunity for concealment. An alternative solution is to ensure that the design of the spiral staircase provides clear line of sight along the western edge.

Nicholson Lane

Multiple levels of the proposed building will overlook Nicholson Lane, ensuring a good degree of natural surveillance. At Nicholson Street level multiple building entries and a retail tenancy minimise blank walls, whilst encouraging regular use of the lane. The level above (Lower Ground) comprises an additional retail tenancy. The level above this (Ground Level) consists of the resident gym and amenities in addition to the pool. The diverse range of active uses along the southern edge of the building will support acceptable natural surveillance of the lane.

Landscaping and lighting design will be important to supporting clear lines of sight along the lane and perceptions of safety in the area during the day and night.

Basement Car park

Generally the carpark entry is open, allowing a good degree of natural surveillance. Pedestrians along Nicholson Street and Lane have sightlines into and across the carpark ramps. Lighting design will need to support perceptions of safety during night and day, in addition to reducing opportunities for concealment.

Surveillance recommendations

The following recommendations will help to deter non domestic assault, stealing from a person, malicious damage to property, threatening behaviour and disorderly conduct.

- The spiral staircase connecting Friedlander Place to Nicholson Lane should be designed to maximise transparency.
- CCTV cameras should be installed in the parking area, basement entry point, pedestrian entry points, and communal open space areas.
- Ceilings and walls in the basement parking area should be painted a light colour.
- Glazing should be maximised along southern edge of Building at Nicholson Lane, Lower Ground, Ground and Level 1.
- Lighting should be provided at entry points (vehicular and pedestrian) and to all communal open space and public areas. This lighting should be automatically controlled by time clocks and/or sensors where appropriate, and to provide an energy efficient and controlled lighting environment. Lighting should be provided in accordance with the relevant Australian Standards.
- Landscaping on the site is to be maintained to a density and height that allows clear sight lines from the street. Large trees should provide adequate shade, whilst low shrubs maintain the necessary sight lines.

3.2 Access Control

Access control is about decreasing opportunities for crime, by controlling access to a crime target and by creating a perception of risk to an offender.

The Safer by Design guidelines state in relation to the principle 'Access control':

"Physical and symbolic barriers can be used to attract, channel or restrict the movement of people. They minimise opportunities for crime and increase the effort required to commit crime.

By making it clear where people are permitted to go or not go, it becomes difficult for potential offenders to reach and victimise people and their property. Illegible boundary markers and confusing spatial definition make it easy for criminals to make excuses for being in restricted areas. However, care needs to be taken to ensure that the barriers are not tall or hostile, creating the effect of a compound.

Effective access control can be achieved by creating:

- Landscapes and physical locations that channel and group pedestrian into target areas;
- Public spaces which attract, rather than discourage people from gathering; and
- Restricted access to internal areas or high-risk areas (like car parks or other rarely visited areas), often achieved through the use of physical barriers

Access Control Assessment

The proposal generally achieves clear demarcation of uses through legible physical barriers. Access to commercial and residential floors adjacent to Pacific Highway is controlled by separate entries, each with a concierge. Both entrances will be clearly identifiable, monitored spaces, designed to minimise unauthorised access. The scale of the development necessitates electronic access and audio/video intercom

to manage access to the residential car park and residential levels. The Statement of Environmental Effects (SEE), prepared by Urbis August 2016) indicates this access control system will be implemented. Consideration will need to be given on controlled accessibility of basement level 'Nicholson Street' and basement levels below. Controlling public access to private car parking areas is an essential access control objective.

Appropriately located signage can further assist demarcation of and access to different uses within the building. The 'park entry' off Friedlander Place is relatively long and narrow, providing clear sightlines to be made between the internal lift lobby and external approach. The spatial definition of the entry, coupled with clear signage would create a clear but non hostile barrier.

Adequate lighting design and signage is requested for the southern edge of the building at Nicholson Lane level to ensure legible boundary markers. The treatment of the interface of the building at this level is critical, given the number of different entry points.

The ground floor retail interface with both Friedlander Place and Nicholson Lane encourages people to gather. The proposed landscape design for Friedlander Place provides for a diverse mix of users. Due to the proposed population density and the range of uses supported in Friedlander Place, it is anticipated that this area will be active from early morning to evening. The likelihood of residents and local workers using these spaces is high, thus contributing to natural surveillance and access control outcomes.

Access control recommendations:

The following recommendations will help to deter stealing from a retail store and a dwelling.

- The SEE prepared by Urbis outlines that CCTV monitoring of perimeters, car park entry, and other strategic locations with digital recording equipment. Architectus recommends that CCTV monitoring is implemented at all entry points to the building and throughout Friedlander Place.
- Access control is required between commercial and residential parking basement levels. An aluminium security mesh / heavy duty steel shutter door, or similar is recommended to control access to and between basement levels.
- Clear signage at all entry points to the building to ensure clear demarcation between different building functions.

3.3 Territorial Reinforcement

Territorial reinforcement is about clearly defining private space from semi-public and public space in order to create a sense of ownership. Design attention is required to ensure that territorial reinforcement is not achieved solely through physical barriers, such as gates and enclosures.

The Safer by Design guidelines state in relation to the principle 'Territorial reinforcement':

"Community ownership of public space sends positive signals. People often feel comfortable in, and are more likely to visit, places which feel owned and cared for. Well used places also reduce opportunities for crime and increase risk to criminals.

If people feel that they have some ownership of public space, they are more likely to gather and to enjoy that space. Community ownership also increases the likelihood that people who witness crime will respond by quickly reporting it or by attempting to prevent it."

Territorial reinforcement can be achieved through:

- Design with a clear distinction between public and private spaces by using physical barriers (e.g. fences) and symbolic barriers (e.g. vegetation);
- Design that encourages people to gather in a public space and to feel some responsibility for its use and condition;
- Environmental markers (e.g. signage, walkways, pavers, lighting, bollards and fencing) which define intended use and ownership; and
- Regular maintenance of vegetation, infrastructure, and prompt removal of graffiti and vandalism

The proposed redevelopment will result in the activation of an underutilised and unsafe urban space, being Friedlander Place. Friedlander Place is currently characterised by graffiti, overgrown vegetation, poorly maintained furniture and limited natural surveillance. The proposed landscape design for Friedlander Place and adjacent retail uses will encourage varied site usage by both residents and locals, and subsequently increase natural surveillance across both day and night. The quality of the proposed space, coupled with proximity to individual's homes will contribute to a sense of responsibility for its use and condition.

Façade design treatment, signage, electronic access and audio/video intercom, concierge at some entry points act to achieve territorial reinforcement without obtrusive physical barriers such as fences and gates.

The inclusion of public art, good lighting and retail uses along the proposed laneway will encourage usage and clearly demarcate the space as one for public use.

Territorial reinforcement recommendations

The following recommendations will help to deter non domestic assault, stealing from a person, malicious damage to property, threatening behaviour and disorderly conduct.

- The design of Nicholson Lane and the interface with the proposed building at this level is to be designed to reinforce public and private building entries. The design should also provide opportunity for people to feel comfortable and to gather.

3.4 Space Management

Space management involves the formal supervision, control and care of urban space and the development itself. Public perceptions are shaped by the appearance of a place. A well maintained urban environment is important in supporting user confidence and helping to control vandalism, crime and fear of crime.

The Safer by Design guidelines state in relation to the principle 'Space management':

"Popular public space is often attractive, well maintained and well used space. Linked to the principle of territorial reinforcement, space management ensures that space is appropriately utilised and well cared for."

Space management strategies include:

- Site cleanliness
- Vandal resistant materials and fixtures
- Rapid repair of vandalism and graffiti
- Well maintained landscaping
- Well maintained pedestrian and car park lighting

- Well maintained public infrastructure (e.g. seats, signs, bollards etc.)

The proposed landscape plan for Friedlander place exhibits the potential to be attractive, supporting frequent and varied use for people of all ages. The proposed materiality of Friedlander place comprises of durable materials, steel edging, sandstone planter walls, concrete paving, and hardwood timber seats.

A comprehensive Building Maintenance Plan that address effective maintenance of development throughout its life cycle should be considered. This should include the regular cleaning of the premises, clear responsibility of maintaining the various communal spaces, repair of vandalism management, and lighting and CCTV testing and replacement.

Space management recommendations

The following recommendations will help to deter malicious damage to property.

- Graffiti and vandalism should be removed/ repaired as soon as practicable following such incidents.
- Damaged or not functioning street furniture, property and lighting should be replaced or repaired as soon as practicable.
- Landscaping should be maintained to a high standard on a regular basis.

4.0 Conclusion and recommendations

This report provides an Independent Safer by Design assessment of the proposed mixed-use development at 496-498 & 500-520 Pacific Highway, St. Leonards against the Crime Prevention Through Environmental Design Principles.

The proposed development is considered acceptable from a crime prevention, safety and security perspective and is not considered to have a detrimental impact on the safety and security of the surrounding area, subject to the following recommendations:

Prior to issue of Construction Certificate

1. The applicant is to provide details of the spiral stair enclosure connecting Friedlander Place and Nicholson Lane. This should be designed to maximise transparency so pedestrians can see both through the stair and movement within the stair well

Prior to issue of Occupation Certificate

2. CCTV cameras should be installed in the parking area, basement entry point, terrace rooftop, pedestrian entry points, and communal open space areas.
3. Ceilings and walls in the basement parking area should be painted a light colour.
4. Glazing should be maximised along southern edge of Building at Nicholson Lane, Lower Ground, Ground and Level 1.
5. Lighting should be provided at entry points (vehicular and pedestrian) and to all communal open space and public areas. This lighting should be automatically controlled by time clocks and/or sensors where appropriate, and to provide an energy efficient and controlled lighting environment. Lighting should be provided in accordance with the relevant Australian Standards.
6. Access control is required between commercial and residential parking basement levels. An aluminium security mesh / heavy duty steel shutter door, or similar is recommended to control access to and between basement levels.
7. Clear signage at all entry points to the building to ensure clear demarcation between different building functions
8. The design of Nicholson Lane and the interface with the proposed building at this level is to be designed to reinforce public and private building entries. The design should also provide opportunity for people to feel comfortable and to gather.

Operational phase

9. Graffiti and vandalism should be removed/ repaired as soon as practicable following such incidents.
10. Damage to street, land, and landscape lighting should be replaced as soon as practicable.
11. Landscaping should be maintained to a high standard on a regular basis. Further, vegetation is to be maintained to a density and height that allows clear

sight lines from the street. Large trees should provide adequate shade, whilst low shrubs maintain the necessary sight lines.

12. Regular cleaning of public space and collection of rubbish.

