



## CRIME RISK ASSESSMENT REPORT

---

Demolition of existing buildings and structures, excavation, and construction of a mixed use development with associated landscaping and basement car parking.

1-5A, 9-11, 13-17, 18-20 and 27 Railway Road, and 50 Constitution Road  
MEADOWBANK

Prepared for: Sasco Developments Pty Ltd

REF. M180330





# Contents

<b>1.</b>	<b>INTRODUCTION.....</b>	<b>4</b>
<b>2.</b>	<b>SITE ANALYSIS AND CONTEXT .....</b>	<b>5</b>
2.1	The Site.....	5
2.2	Surrounding Development.....	6
<b>3.</b>	<b>DESCRIPTION OF THE PROPOSAL.....</b>	<b>7</b>
<b>4.</b>	<b>CRIME PROFILE AND CPTED PRINCIPLES.....</b>	<b>10</b>
4.1	Crime Profile of Meadowbank Suburb.....	10
4.2	Analysis of The Incidence of Offences and Crime Trends.....	11
4.3	CPTED Principles.....	13
4.4	Safety Audit.....	15
4.4.1	Recommendations.....	19
<b>5.</b>	<b>CONCLUSION.....</b>	<b>19</b>

## FIGURES

<b>Figure 1</b>	Aerial image of the subject site and surrounds (source: Six Maps).....	5
<b>Figure 2</b>	The subject site identified within the Shepherd's Bay, Meadowbank locality.....	6
<b>Figure 3</b>	Ground floor plan with pedestrian and vehicle access indicated.....	8
<b>Figure 4</b>	First floor plan with pedestrian access indicated.....	8
<b>Figure 5</b>	Extract of Landscape Plan showing planting near entrances.....	9
<b>Figure 6</b>	Crime hotspot map - Incidents of Theft (Break & enter dwelling) from January 2019 to December 2019.....	12
<b>Figure 7</b>	Crime hotspot map Incidents of Malicious damage to property from January 2019 to December 2019.....	12

## TABLES

Table 1:	Meadowbank Suburb Crime Profile.....	10
Table 2	Surveillance Issues and Recommendations.....	13
Table 3	Access Control Issues and Recommendations.....	13
Table 4	Territorial Reinforcement.....	14
Table 5	Space Management.....	14
Table 6	CPTED & NSW Police Safer By Design – Safety Audit.....	15





©This document and the research reported in it remains the property of Planning Ingenuity Pty Ltd and are protected by copyright. Apart from fair dealings for the purposes of private study, research or review, as permitted under the Copyright Act 1968, no part of the document may be reproduced, by any process, without the written permission of the author. All inquiries in this regard are to be directed to the Managing Director, Planning Ingenuity Pty Ltd.





# 1. Introduction

---

This Report has been prepared for the applicant of the subject application. It undertakes a Crime Risk Assessment and Safety Audit in relation to the modification of the approved development under LDA2020/0199 for demolition of existing buildings and structures, excavation, and construction of a mixed use development with associated landscaping and basement car parking, at Nos. 1-5A, 9-11, 13-17, 18-20 and 27 Railway Road, and 50 Constitution Road, Meadowbank.

Specifically, the development application was approved for the demolition of the existing buildings and structures on site, removal of trees, earthworks and excavation for three (3) basement levels and the construction of a mixed used development comprising of four buildings ranging between 6 and 7 storeys in height.

The approved building contained commercial uses at ground level and residential apartments above on the western side (Buildings A and B), and a residential apartments and boarding house above on the eastern side of the site (Buildings C and D, respectively).

A total of 133 residential apartments (31 x 1-bedroom, 74 x 2-bedroom, and 28 x 3-bedroom units), 162 boarding rooms, and 4,325m<sup>2</sup> of commercial floor space are proposed. Basement parking will provide for 419 car parking spaces.

The subject application seeks to modify the approved development under LDA2020/0199 with regard to the operation and function of the approved residential apartments, to retain the approved apartments under single ownership, to be professionally managed as rental housing stock. The units will not be strata subdivided in the future and will be retained as rental products.

The proposal will not alter the approved building envelope, however, will reduce the number of residential apartments to 129.

As such, the approved Crime Risk Assessment and Safety Audit under LDA2020/0199 has been updated to reflect the proposed modification.

Importantly, the proposed modification to use of the approved development, to restrict the operation and function of the residential apartments as rental only housing products, will not have any impact on the conclusions from the original Crime Risk Assessment and Safety Audit under LDA2020/0199. This revision is simply to ensure the report is consistent with the proposed modifications, inclusive of the minor modifications to the approved plans.

The purpose of this Report is to undertake an assessment of the crime profile of the area and the likely crime risks associated with the development, as modified, to ensure that the proposal adequately minimises crime opportunity through implementation of the CPTED Principles. This report is provided as a five-part assessment instrument designed to identify situational crime opportunities and risk and treatment (crime mitigation) options.

This CPTED Report is to be read in conjunction with the Statement of Environmental Effects prepared by *Planning Ingenuity P/L* as well as the most recent Architectural Plans and Landscape Plans.

## 2. Site Analysis and Context

### 2.1 THE SITE

The subject site is known as Nos. 1-5A, 9-11, 13-17, 18-20 and 27 Railway Road, and 50 Constitution Road, Meadowbank. The location of the subject site is shown edged red in the aerial image provided at **Figure 1** below.



**Figure 1** Aerial image of the subject site and surrounds (source: Six Maps)

The site is an irregular shape and comprises a total of 16 allotments, legally described as set out below:

- Lots 1 to 8 of DP 13637;
- Lots 4 and 5 of DP 7533;
- SP 35053;
- Lots 1 and 2 of DP 384872; and
- Lots 9, 10 and 11 of DP 7533.



The site has four street frontages, comprising of a 59.905m northern boundary to Constitution Road, a 42.88m southern boundary to Underdale Lane, a 139.415m western boundary to Railway Road, and a 136.84m eastern boundary Faraday Lane. The site has a total area of 7,773m<sup>2</sup>.

A detailed analysis of the surrounding development is provided within the SEE submitted with the application.

## 2.2 SURROUNDING DEVELOPMENT

The site is located within the Shepherd's Bay, Meadowbank locality, an area that formerly comprised of generally industrial sites but has undergone significant redevelopment in recent years, evolving into a mixed use area. The site itself is mapped within the "Station Precinct" and is one of the last sites in the precinct to be redeveloped. **Figure 8** below identifies the subject site within the "Station Precinct", as mapped under Ryde DCP 2014.



**Figure 2** The subject site identified within the Shepherd's Bay, Meadowbank locality.



### 3. Description of the Proposal

---

The approved development under LDA2020/0199 was for the demolition of the existing buildings and structures on site, removal of trees, earthworks and excavation for three (3) basement levels and the construction of a mixed used development comprising of four buildings ranging between 6 and 7 storeys in height.

The buildings incorporated commercial uses at ground level and residential apartments above on the western side (Buildings A and B), and residential apartments and boarding house above on the eastern side of the site (Buildings C and D, respectively).

A total of 133 residential apartments (31 x 1-bedroom, 74 x 2-bedroom, and 28 x 3-bedroom units), 162 boarding rooms, and 4,255m<sup>2</sup> of commercial floor space are approved with basement parking for 419 car parking spaces.

The proposed modification seeks to modify the approved development under LDA2020/0199 with regard to the operation and function of the approved residential apartments. The proposal will not alter the approved building envelope, however, will reduce the number of residential apartments to 129 and reduce the number of parking spaces to 271 through the removal of a basement level.

Notably, the residential apartments will be held under single ownership, to be professionally managed as rental housing stock. The units will not be strata subdivided in the future and will be retained as rental products.

The proposed modification does not alter the approved pedestrian access points which direct pedestrians to the separate lobbies for the respective buildings, however, will provide a new lobby/reception area for Building A at the ground floor to be used by tenants of the residential apartments (in the same location as the approved Building A lobby). Pedestrian access points extend from the footpath off Railway Road and enter the new lobby area of Building A, and retail level (ground floor level) of Buildings B and D. Lift access to C is available off the ground floor level (see **Figure 3** below). Pedestrian access to the lift lobbies of Buildings C and D is provided off Faraday Lane at Level 1 (which is ground level at Faraday Lane). Pedestrian access to the lift lobbies of Buildings A and B is also provided off Faraday Lane via the pathways through the centrally located communal open space.

Vehicular access is gained to the secure basement levels via Faraday Lane as indicated in **Figure 3**, overpage.

Importantly, the proposed modification will only enhance the surveillance and security offered by the approved development by providing a large residential lobby at the ground floor level fronting Railway Road.



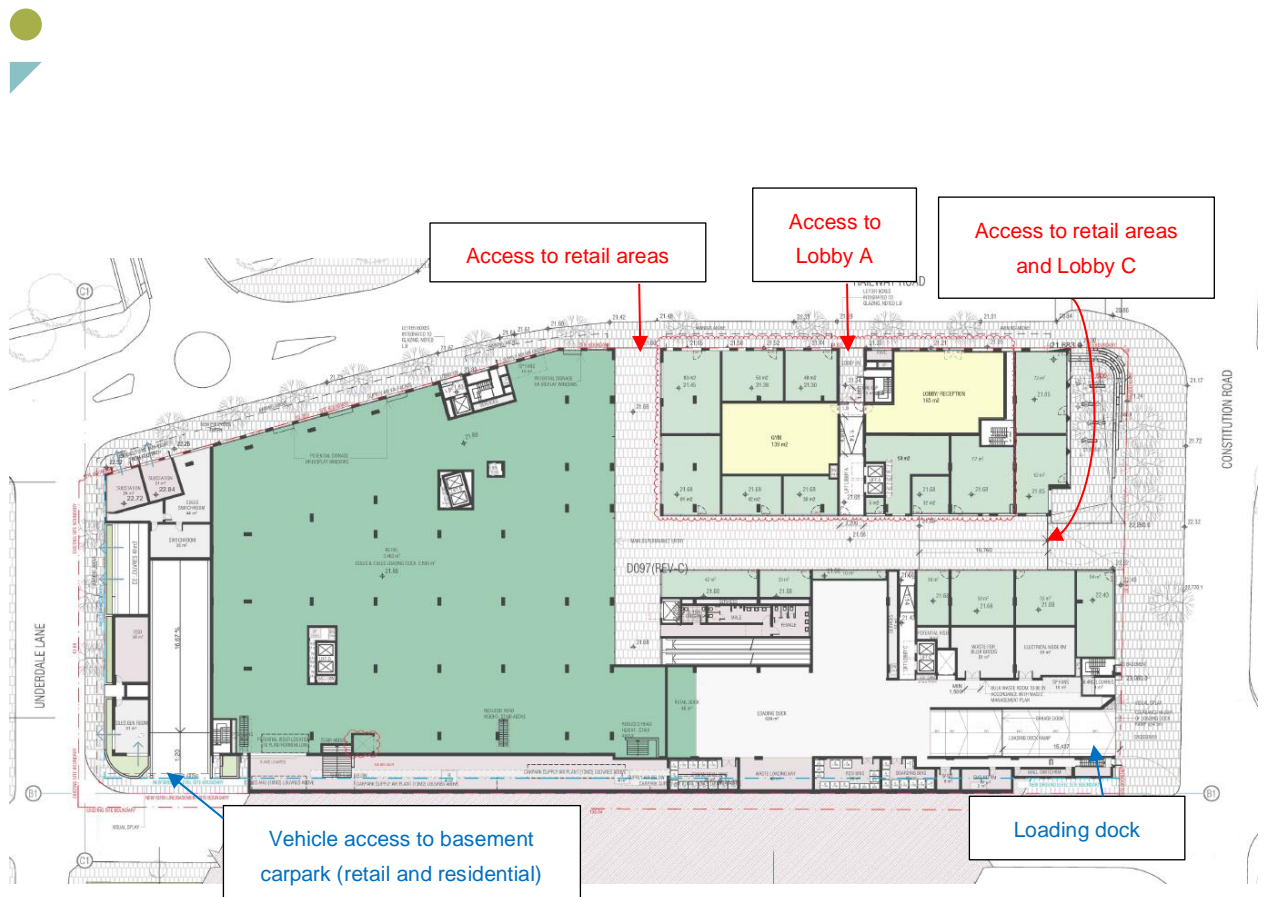


Figure 3 Ground floor plan with pedestrian and vehicle access indicated.

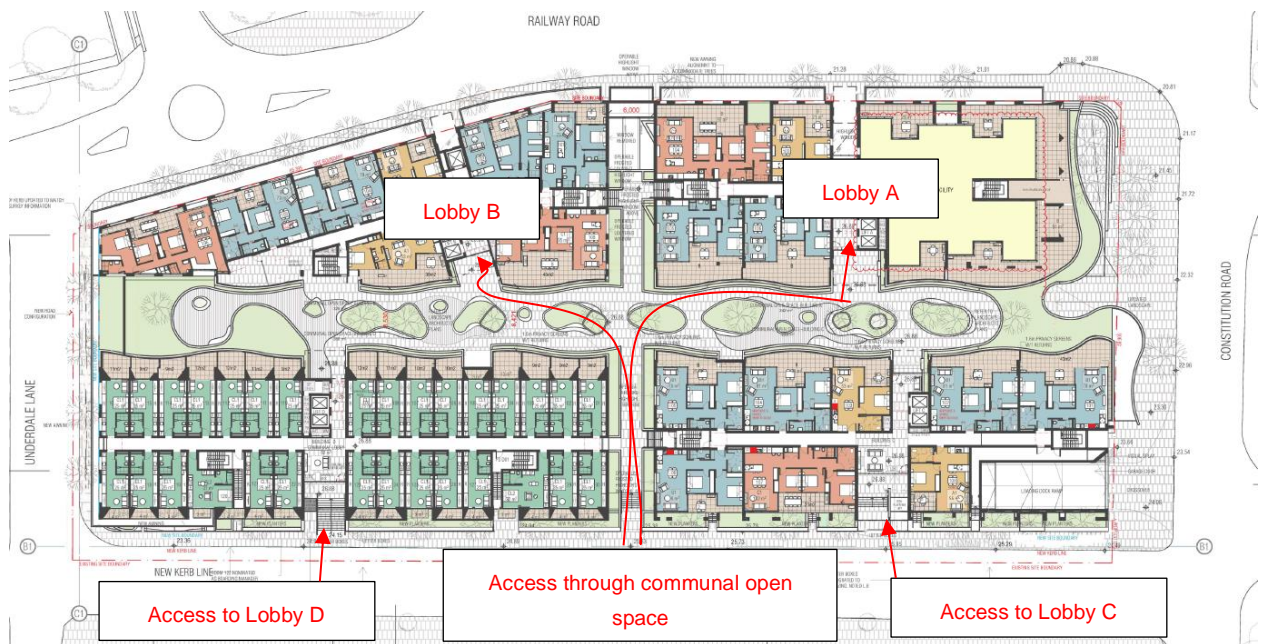
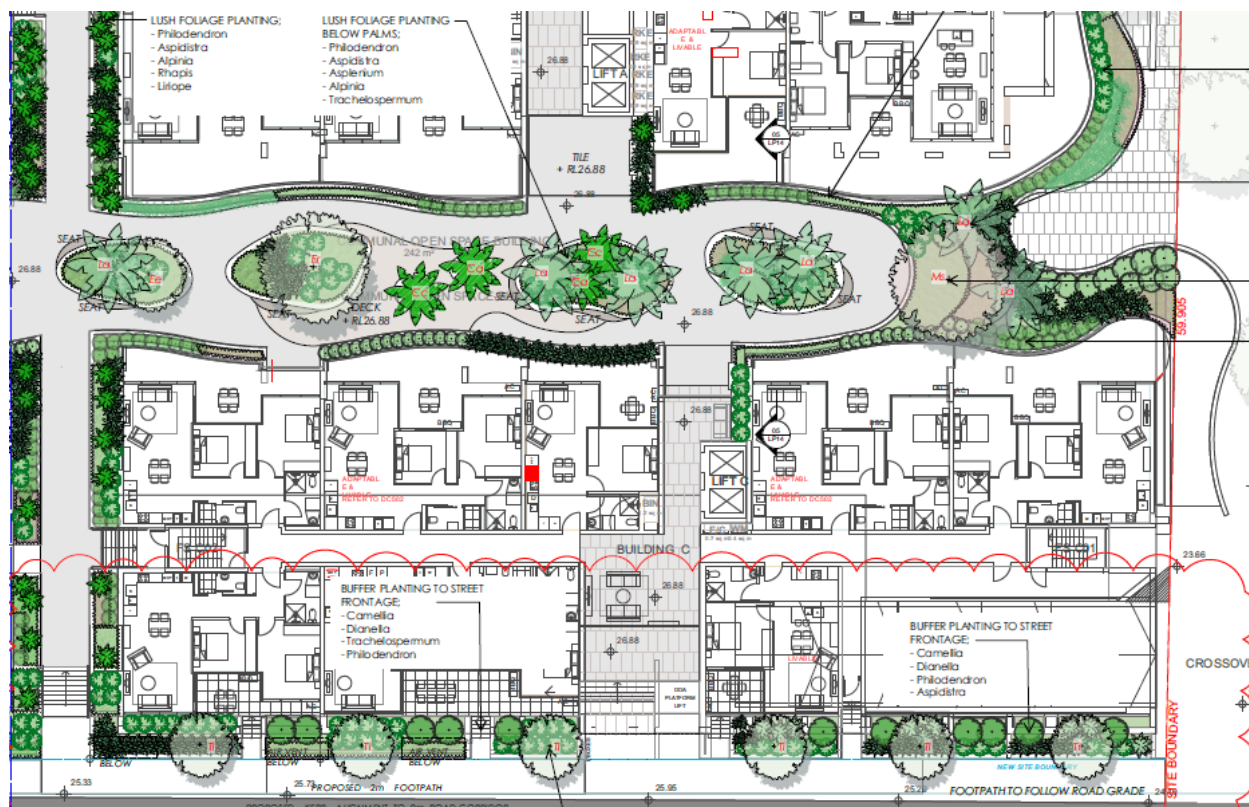


Figure 4 First floor plan with pedestrian access indicated.





**Figure 5** Extract of Landscape Plan showing planting near entrances

As shown on the above landscape plan extract landscaping has been designed to facilitate direct lines of sight to the pedestrian access point and minimise concealment opportunities.

Each apartment contains private open spaces areas in the form of balconies and podium level terraces. The private open space areas are oriented towards the street frontage as well as towards the internal common access and open space areas. The design and orientation of these spaces assist with casual surveillance to the street and internally to the site. Open space areas are provided along the south to north spine of the site as well as within the areas that separate each building.

## 4. Crime Profile and CPTED Principles

### 4.1 CRIME PROFILE OF MEADOWBANK SUBURB

Information published by the NSW Bureau of Crime Statistics (BOSCAR) between 2018 and 2019 have been gathered to provide a crime profile of the suburb of Meadowbank.

Table 1 below identifies a range of offences, their incidence in Meadowbank (per 100,000 persons) as well as the state wide trends in the occurrence of each offence. This data is relied on to determine the crime profile of the area.

Table 1: Meadowbank Suburb Crime Profile					
Offence	Incidence per 100,000 - Meadowbank		Two year Trend Meadowbank	Incidence per 100,000 in NSW (YT December 2019)	Two Year Trend NSW
	YT December 2018	YT December 2019			
<i>Assault non-domestic</i>	125.1	208.6	n.c (not calculated)	399.5	Stable
<i>Sexual assault</i>	438.0	83.4	n.c (not calculated)	103.5	Stable
<i>Robbery</i>	41.7	0.0	n.c (not calculated)	32.0	Stable
<i>Break and enter – dwelling</i>	438.0	166.8	Stable	318.8	Stable
<i>Motor Vehicle Theft</i>	62.6	20.9	Stable	167.8	Stable
<i>Steal from dwelling</i>	208.6	125.1	n.c (not calculated)	234.9	Stable
<i>Steal from person</i>	20.9	20.9	n.c (not calculated)	47.8	Down 7.1% per year
<i>Steal from retail store</i>	62.6	0	n.c (not calculated)	336.8	Up 8.3% per year
<i>Disorderly conduct</i>	0	509.1	n.c (not calculated)	251.7	Stable
<i>Drug offences</i>	83.4	250.3	n.c (not calculated)	654.1	Up 9.3% per year.



Table 1: Meadowbank Suburb Crime Profile					
Offence	Incidence per 100,000 - Meadowbank		Two year Trend Meadowbank	Incidence per 100,000 in NSW (YT December 2019)	Two Year Trend NSW
	YT December 2018	YT December 2019			
<i>Malicious Damage to property</i>	479.7	312.8	Stable	713.9	Stable

## 4.2 ANALYSIS OF THE INCIDENCE OF OFFENCES AND CRIME TRENDS

As indicated at Table 1 the Meadowbank area generally experiences rates of crime which are lower in comparison to the NSW wide statistics with the only offences which were higher than the NSW rate being *disorderly conduct* (December 2019) and *robbery* and *break and enter dwelling* (December 2018).

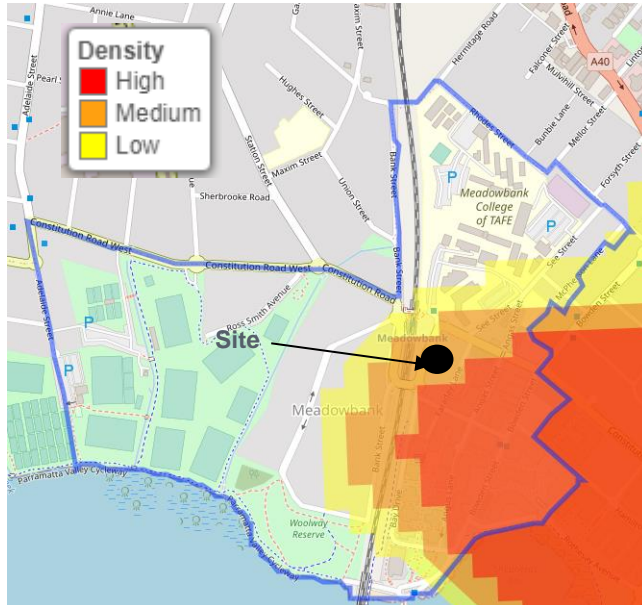
Crimes which have fallen in Meadowbank between the December 2018 and December 2019 include, *Sexual assault*, *Robbery*, *Break and enter – dwelling*, *Steal from dwelling*, *Malicious Damage to property*, *motor vehicle theft*, and *steal from retail*.

Crimes which have seen an increase in Meadowbank between the December 2018 and December 2019 were *Disorderly conduct* and *Drug offences*.

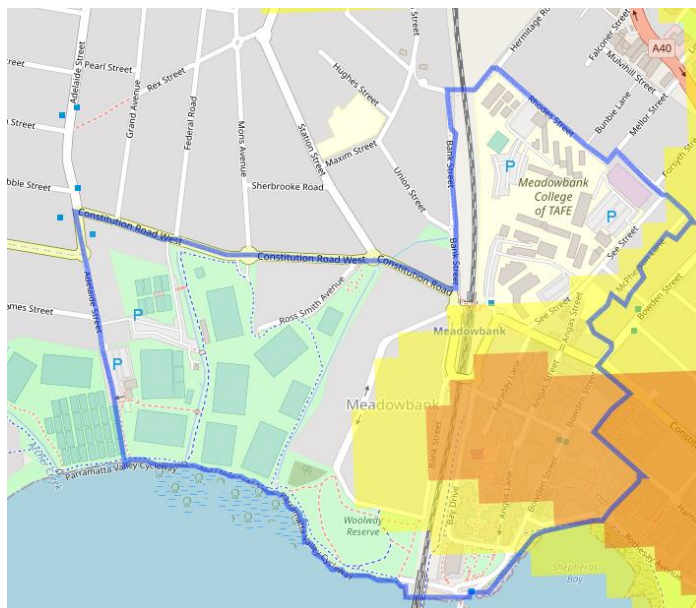
The hotspot form of crime mapping is useful as it shows where the high crime areas are and can be used to help understand the factors that affect the distribution and frequency of crime. The 'hotspot' indicates where crime occurrences are clustered in particular areas. The cluster is identified from highest to lowest, indicated in red, orange and yellow. A selection of available crime hotspot maps are shown below at Figures 6 and 7 below.

A review of the Crime Hotspot Maps provided by the Bureau of Crime Statistics and Research (BOSCAR) indicates that the site is within a hotspot for *break and enter dwelling* and *malicious damage to property*.





**Figure 6** Crime hotspot map - Incidents of Theft (Break & enter dwelling) from January 2019 to December 2019



**Figure 7** Crime hotspot map Incidents of Malicious damage to property from January 2019 to December 2019



### 4.3 CPTED PRINCIPLES

Part B of the Department of Urban Affairs and Planning's (now Department of Planning, Industry & Environment) *Crime Prevention and the Assessment of Development Applications: Guidelines* identifies four Crime Prevention through Environmental Design (CPTED) principles: surveillance, access control, territorial reinforcement and space management, each of which are addressed separately below.

CPTED is an integral element of the design process, to holistically account for the best environmental, physical and cultural influences in order to manage the risk of criminal activity, thus keeping the public safer. CPTED guidelines centre on minimising opportunistic crimes by applying design and management principles as early as possible in the design phase.

Four Crime Prevention through Environmental Design (CPTED) principles are identified below (Table 2). Each of the principles seeks to reduce opportunities for crime and have been used to inform the *NSW Police Safer by Design Guidelines for Crime Prevention*.

Table 2 Surveillance Issues and Recommendations	
Surveillance Issue	Recommendations
Lack of site surveillance after hours during early works and within landscaping	<ul style="list-style-type: none"><li>• Install Close Circuit TV (CCTV)</li><li>• Install appropriate hoardings around perimeter of site</li><li>• Employ security officers to monitor and patrol site after hours</li><li>• Ensure low level planting is utilised and trees are spaced appropriately</li><li>• Mid height clumps of vegetation are to be avoided</li></ul>
Lighting	<ul style="list-style-type: none"><li>• Install lighting in and around the site particularly over entry/exit points or potential points of unlawful access</li><li>• Ensure sufficient lighting is on at night to enable patrolling police, security or neighbours to monitor activities within the site</li><li>• Ensure an even distribution of lighting with no glare or nuisance to neighbours – sensor lighting and targeted flood lighting is recommended.</li><li>• Landscaping to include adequate lighting at night so as to deter criminal activity and anti-social behaviour, but without being a visual nuisance to local residents.</li></ul>
General recommendations	<ul style="list-style-type: none"><li>• Consider contracting a local security firm for regular inspections of the site at night.</li><li>• Ensure on site temporary rooms and facilities are locked and alarmed at night</li><li>• Ensure construction vehicles, tools and other such equipment is parked in an adequately lit area or is stowed away in a secure, lockable area</li><li>• Ensure a maintenance schedule is in place to keep planting low level and control height.</li><li>• Follow planting schedule and planting locations as per the approved landscaped plan.</li></ul>

Table 3 Access Control Issues and Recommendations	
Access Control Issue	Recommendations
Construction site after hours	<ul style="list-style-type: none"><li>• Foreman or person responsible for locking up is to ensure all personnel have vacated the site prior to securing the site</li><li>• Limited staff are to have access to keys/codes and the like used for securing the site and equipment on the site.</li></ul>
Access to landscaped areas	<ul style="list-style-type: none"><li>• Gated/fortress like private areas are discouraged due to the visual impact they have on the streetscape and the perception of crime.</li><li>• Passive measures are to be implemented including visual cues to identify the space as semi-public.</li></ul>

**Table 3** Access Control Issues and Recommendations

General matters for consideration	<ul style="list-style-type: none"><li>• Ensure all lighting is well maintained and tested regularly.</li><li>• Ensure all locking and alarm devices are well maintained and tested regularly.</li><li>• Only designated personnel are to have access to keys/swipe cards/codes etc which are used for securing the site and equipment during early works.</li><li>• Landscaped areas are only to be fully utilised (unless otherwise approved) until completion of the surrounding buildings to ensure on-going casual surveillance.</li></ul>
-----------------------------------	--

**Table 4** Territorial Reinforcement

Territorial Reinforcement Issue	Recommendations
Perimeter	<ul style="list-style-type: none"><li>• Appropriately high and secure hoarding is to be installed around the perimeter of the site for the duration of works</li><li>• Lighting and CCTV should supplement the perimeter hoarding particularly in secluded and naturally dark areas.</li></ul>
Signage	<ul style="list-style-type: none"><li>• Effective site signage should be installed at all entrances to provide guidance to contractors, workers, site inspectors and the like</li><li>• Warning signs around the perimeter of the premises should be installed to warn possible intruders of what security treatments have been implemented to reduce opportunities for crime, i.e:<ul style="list-style-type: none"><li>- Warning: Trespassers will be prosecuted</li><li>- Warning: This property is under electronic surveillance</li><li>- All property contained on site has been marked for Police identification.</li><li>- Advisory signage may be placed within the landscaped areas to remind users to respect neighbouring amenity and any security measures which may be in place. By-laws relating to the use of the landscaped areas may also be displayed where relevant.</li></ul></li></ul>
General recommendations	<ul style="list-style-type: none"><li>• Install a monitored security alarm system.</li><li>• Prominently display any signs indicating the presence of a security system, the continual surveillance of the premises and any other security measures present.</li><li>• Signs should be erected in areas which are restricted, prohibited or under surveillance to discourage criminal or anti-social activity.</li></ul>

**Table 5** Space Management

Space Management Issue	Recommendation
Waste Storage	<ul style="list-style-type: none"><li>• Garbage bins and waste storage receptacles should be regularly emptied to prevent overflowing rubbish.</li><li>• Construction waste should be removed as per agreed Construction Management Plan and not stored on site for extended periods</li></ul>
Graffiti	<ul style="list-style-type: none"><li>• Remove graffiti as quickly as possible to minimise potential for cumulative graffiti and vandalism actions.</li></ul>
Toilets	<ul style="list-style-type: none"><li>• Toilets should be regularly maintained and kept clean at all times.</li><li>• Install vandal resistant lighting where applicable.</li><li>• Lighting should be consistent and even to maximise visibility.</li></ul>
Lighting repair	<ul style="list-style-type: none"><li>• The management regime should ensure that lighting is repaired as soon as possible after any lighting failure or damage.</li></ul>

**Table 5 Space Management**

Cleanliness and maintenance	<ul style="list-style-type: none"><li>• The site is kept clean and tidy at all times.</li><li>• Clear all building perimeters including fences of rubbish and potential climbing aids.</li><li>• Maintain well-built and adequately secured boundary gates and fences.</li></ul>
Staff	<ul style="list-style-type: none"><li>• Create an emergency procedure manual. Ensure all staff are aware of procedure and emergency routes.</li></ul>

## 4.4 SAFETY AUDIT

A safety audit of the proposed development against the *Crime Prevention Through Environmental Design* and *NSW Police Safer by Design Guidelines for Crime Prevention* is provided in Table 6 below:

**Table 6 CPTED & NSW Police Safer By Design – Safety Audit**

Requirement		Comments	Performance
Natural Surveillance	Building openings should be designed to overlook public places to maximise casual surveillance.	<p>There are multiple outlooks from all aspects of the building. Windows of lobby space, retail tenancies, dining and seating areas facilitate passive surveillance to Railway Road, Constitution Road and Meadowbank Railway Station.</p> <p>The proposed building is designed to ensure that balconies are oriented towards the four street boundaries along Railway Road, Constitution Road, Faraday Lane and Underdale Lane. In addition, private open space areas and windows from primary living areas provide casual surveillance to the common open space areas and main pedestrian access points.</p>	Safe
	The main entry to a building should face the street.	<p>As demonstrated at Figures 3 and 4, the proposal includes multiple entrances off Railway Road (to the retail and residential uses) and multiple residential entrances off Faraday Lane which provide direct access to the lobby areas or access through the communal open space. The communal open space areas are to be well-lit and landscaping maintained to avoid hiding places.</p> <p>This form of development is considered to be appropriate in the subject locality having regard to the crime profile of the area</p>	Safe - subject to recommendations
	An external entry path and the foyer to a building must be direct to avoid potential hiding places.	<p>The landscaping incorporates pathways which allow for direct paths of travel and good levels of surveillance across the site, and to building entrances. Opportunities for hiding spaces are avoided.</p>	Safe
	Entry lobby areas to and from car parking areas should be transparent allowing viewing into and from these areas.	<p>The basement car parking levels have been designed to be generally open and good sight lines are provided throughout each basement to the lift entrances. Basement level 01 which contains parking for the retail uses includes centrally located</p>	Safe



**Table 6** CPTED & NSW Police Safer By Design – Safety Audit

		escalators with good sight lines through the basement.	
	Landscaping must not conceal the front door to a building when viewed from the street	Low level planting is proposed near entrances (see Figure 5 and landscape plans), which are carefully placed to ensure hiding spaces are avoided. Landscaping will not obstruct the pathway and will be designed to provide clear and legible access to the buildings and will be enhanced with security lighting.	Safe
	Pedestrian access should be well lit and maximise sightlines	Pedestrian access to the main entry points will be provided with lighting after daylight hours compliant with Australian Standards for public spaces. A detailed lighting plan is proposed to be submitted with the Construction Certificate.	Safe
	Landscaping should not inhibit sight lines	Landscaping is to be designed to avoid obscuring sight lines as detailed in the Landscape Plan prepared submitted with the development application.	Safe - subject to recommendations
	ATM design and location is within direct view of pedestrian paths so that they can be overlooked from vantage points.	Future ATM are able to be designed and located within the retail uses within direct view of pedestrian paths	Safe - subject to recommendations
	The street number of a building must be visible from the street and made of a reflective material to allow visitors and emergency vehicles to easily identify the location of the building.	Street numbering and signage are anticipated to be installed and maintained to enable easy identification and way-finding. Signage will appropriately identify the various uses within the retail floor and provide clear directions for patrons of the shopping centre for way-finding.	Safe - subject to recommendations
	Landscaping should be designed to maximise sight lines.	Landscaping will not affect sight lines as it will be confined to low planting and in landscaped garden beds and scattered canopy trees to be maintained with no lower level branches.	Safe - subject to recommendations
Active Surveillance Measures – Security Devices	A security alarm system must be installed in a building.	A security alarm is to be linked to the residential basement entry points and the main pedestrian access points, to be activated in the event of forced entry.	Safe
	All windows and doors on the ground floor must be made of toughened glass to reduce the opportunities for 'smash and grab' and 'break and enter' offences.	It is recommended that windows and doors on the ground floor (retail level) are to be made of commercial grade toughened glass.	Safe
	Unless impractical, access to an outdoor car park must be closed to the public outside of business hours via a lockable gate.	N/A - No outdoor car park proposed.	N/A



**Table 6 CPTED & NSW Police Safer By Design – Safety Audit**

	CCTV system must cover all high risk areas and including all entry areas and the laneway.	A CCTV system is to be installed throughout the development to monitor internal lobby areas and external spaces. Specifically, at the building entry points, the outdoor areas, and the basement and at the loading dock.	Safe – subject to recommendations
Access Control	Loading docks in the vicinity of main entry areas are secured outside business hours.	The loading dock will be secured outside of business hours, accessed only by designated personnel.	Safe – subject to recommendations
	Access to a loading dock or other restricted areas in a building must only be available to tenants via a large security door with an intercom, code, or card lock system	All openings are to be lockable and fitted with an alarm system which will be activated upon forced entry after typical operating/delivery hours. All authorised persons granted access to the shopping centre after typical visiting hours will be provided with secured swipe card access to nominated access points.	Safe – subject to recommendations
	Clear signage should be erected indicating loading docks should not be accessed by the general public.	Clearly defined signage and pavement markings can be located to define the loading facilities. CCTV real-time monitoring will also allow surveillance of the loading dock area to ensure appropriate use	Safe – subject to recommendations
Territoriality/ Ownership	Site planning provides a clear definition of territory and ownership of all private, semi-public and public places	<p>The site planning will clearly define the private and public areas. Retail areas designated strictly for staff will be accessed only via a security swipe card or security code system on designated doors.</p> <p>Signage is anticipated to convey information to the public regarding allowable access for specific areas within the retail areas, including ownership and management.</p> <p>The landscaping plan proposes passive visual cues which clearly demarcate private, semi-public and public spaces within the development.</p>	Safe
Lighting	Both natural and artificial lighting is used to reduce poorly lit or dark areas and therefore deterring crime and vandalism.	Basement areas, parking areas, internal and external areas and foyer areas are to be suitably illuminated. Under-awning lighting will ensure appropriate standards of lighting at the entrances. Lighting will be provided across the car park entry and exit and within each area of the basement. All lighting will comply with AS/NZS 1158 (2010) Lighting for public spaces will also meet the requirements for illumination suitable for safe operation of CCTV. A detailed lighting plan will be submitted with the Construction Certificate.	Safe – subject to recommendations
	Lighting must be provided to the following areas of a building to promote safety and security at night:	Lighting is to be provided at the car park entry, along the external pedestrian pathways, main and secondary pedestrian entrances, outdoor terraces, underside of the awnings and in entry foyers. Lighting will be continuous after daylight hours.	Safe

**Table 6 CPTED & NSW Police Safer By Design – Safety Audit**

	<p>A) An external entry path, foyer, driveway and car park to a building.</p> <p>B) The shop front. This may be in the form of motion sensitive lighting or timer lighting.</p> <p>C) The underside of an awning</p>		
	A pedestrian entry path and driveway to a car park that are intended for night use must be well lit using a vandal resistant, high mounted light fixture.	The driveway access and pedestrian entry and exits along all street frontages are to be illuminated to <i>AS/NZS 1158 (2010) Lighting for roads and public spaces</i> and to the standards necessary to maintain CCTV surveillance. Lighting to the exterior and interior of the building will be activated during non-daylight hours subject to a detailed lighting plan to be submitted with the Construction Certificate and in a manner compatible with the effective operation of CCTV. Vandal resistant light fittings will be used and details can be provided with a Construction Certificate.	Safe – subject to recommendations
	The lighting in a car park must conform to Australian Standards 1158.1, 1680, 2890.1.	Lighting is to comply. A detailed lighting plan is to be submitted with the Construction Certificate.	Safe – subject to recommendations
	Car parking areas should be painted in light colours which will increase levels of illumination.	Light colours are recommended in the basement.	Safe – subject to recommendations
Vandalism and Graffiti	Development minimises blank walls along all street frontages	Hoardings are required for the construction stages of the development. There will be perimeter lighting and CCTV is recommended. Any graffiti which may occur will be removed quickly.	Safe – subject to recommendations
	The exterior to a building wall on the ground floor must be painted in a graffiti resistant coating.	External walls will be finished with a graffiti resistant coating.	Safe – subject to recommendations
	Maintenance regimes should be implemented which ensure all public areas are well maintained.	External and internal areas are to be regularly inspected and kept well maintained. A management company will be employed to maintain the landscaping.	Safe – subject to recommendations
	Cleaning regimes should be implemented which ensure all main public areas are free of rubbish.	A management company will be employed to ensure public and semi-public spaces are free of rubbish.	Safe – subject to recommendations
	Graffiti removal regimes should be implemented	The strata management should ensure that graffiti is removed if found anywhere on the premises.	Safe – subject to recommendations



**Table 6** CPTED & NSW Police Safer By Design – Safety Audit

	which ensure graffiti is promptly removed.		
--	--	--	--

#### 4.4.1 Recommendations

As indicated in Table 6, the subject development performs well in terms of achieving the safer by design guidelines for crime prevention. The building is deemed to be either safe or safe subject to the implementation of the following recommendations:

- Vegetation at all entrances are to be maintained to ensure that vegetation does not obstruct sight lines from the adjoining public roadways;
- The main pedestrian access points to the buildings as well as the facades of the building, basement areas, the terrace and areas beneath the awnings are to be illuminated after daylight hours to a level that allows clear lines of sight from the street frontages and spaces immediately surrounding the building as well as in a manner compatible with the safe operation of CCTV
- Each entry foyer door is to be a security door with access being restricted to an intercom, code or card lock system;
- Access to the residential levels of the basement is to be controlled by a security door with access being restricted to an intercom, code or card lock system;
- Street number and way-finding signage of all buildings is to be readily identifiable from Railway Road, Underlay Road, Faraday Lane and Constitution Road;
- A security alarm is to be linked to the basement and pedestrian foyer doors to be activated in the event of forced entry;
- Windows and doors on the ground floor retail units are to be made of toughened glass;
- The internal portions of the basement are to be illuminated in accordance with the AS1158.1, AS1680 and AS2890.1;
- Install CCTV to monitor the perimeter and any naturally secluded or dark areas
- The ceiling of each basement level shall be painted white or a like colour to increase visibility and reflective light throughout each basement level;
- All painted surfaces on the external parts of the building are to be treated with a graffiti resistant coating;
- Remove graffiti as quickly as possible to minimise potential for cumulative graffiti and vandalism actions; and
- Strata management is to be responsible for the maintenance of common property including landscaping and removal of any graffiti. Graffiti should be removed as quickly as possible as to reduce accumulative graffiti.

## 5. Conclusion

It is apparent from the data published by the NSW Bureau of Crime Statistics and Research for Meadowbank that the suburb has a lower than average instances of all offences considered. In addition, the majority of offences considered have remained stable or decreased which provides a generally positive crime profile for the area.

Although the crime hotspot maps do illustrate levels of offences which may be concerning, this could be associated with Meadowbank's industrial areas and proximity to railway station. With de-industrialisation of Meadowbank and its overall low crime rate, while these hotspot maps should not be ignored, acknowledgement should be taken into account with building design of the subject site.





The safety audit assessment evaluates the proposal against the *Crime Prevention Through Environmental Design Principles* and the *NSW Police Safer by Design Guidelines for Crime Prevention*. The proposal satisfies the relevant principles and guidelines achieving the desired levels of safety in all aspects subject to the implementation of the recommendations of this CPTED Report.

