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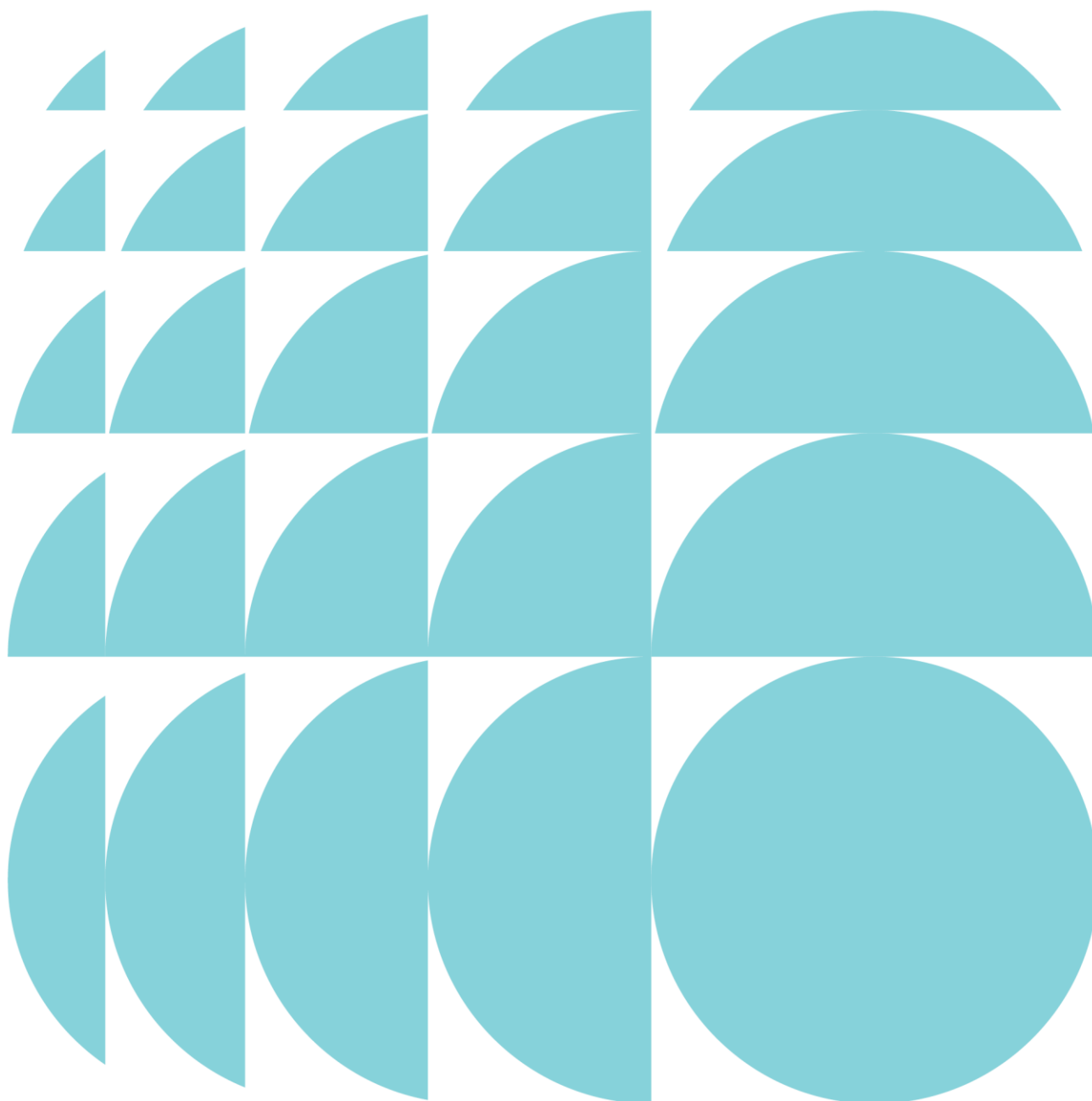
Crime Prevention Through Environmental Design Assessment Report

Redfern North Eveleigh Precinct
State Significant Precinct Study

Submitted to the Department of Planning, Industry
and Environment

On behalf of NSW Government

June 2022 | 2200109



Ethos Urban acknowledges the Traditional Custodians of 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.


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1.0 Introduction

This Crime Prevention Through Environmental Design (CPTED) Assessment Report has been prepared to respond to the State Significant Precinct (SSP) Study Requirement issued by the Department of Planning and Environment (DPE) to prepare a Safety and Security Statement. It has been based on a CPTED assessment of the potential opportunities for crime and the perceived fear of crime that may be associated with the reference masterplan for the Paint Shop Sub-Precinct.

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 31000:2009. It also identifies actions that address the most vulnerable people who use Redfern North Eveleigh Precinct and enabling safe use of the precinct.

In accordance with the NSW Department of Planning, Industry 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.

Masterplan documentation and draft Urban Design Report prepared Bates Smart and Turf 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 is

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

1.1 Populations considered in this report

This report considers 'vulnerable people', as identified in the SSP Study Requirements. 'Vulnerable people' may include:

- Aboriginal and Torres Strait Islander communities,
- Culturally and linguistically diverse (CALD) communities – including refugees and international students,
- Older people,
- Children in their early years (prenatal to five years of age),
- Young people,
- People living with a disability,
- People experiencing homelessness,
- LGBTQ+ communities,
- People experiencing domestic violence.

From a physical precinct design perspective, measures that address the safety and security as a whole would typically address the needs of all people experiencing a place. However, there may be particular aspects of a design of a place that warrant greater focus and attention when it comes to the needs of particular vulnerable populations. This report includes suggested measures which may be implemented into the operational protocols or design of the masterplan, as contained within Section 6.0 of this report.

1.2 Disclaimer

The Study Requirements for the SSP Study have outlined that a Safety and Security Statement be prepared to support the SSP Study. Ethos Urban has aimed to satisfy this requirement by preparing a detailed CPTED assessment report.

We note that Ethos Urban are not specialist security consultants and therefore cannot comment on specific security measures or safety 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 safety and security measures such as bollard/barriers at the next relevant detailed design stage.

CPTED strategies must work in conjunction with other crime prevention 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 represents 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.

1.3 Planning Context and Background

The NSW Government is investing in the renewal of the Redfern North Eveleigh Precinct to create a unique mixed-use development, located within the important heritage fabric of North Eveleigh. The strategic underpinning of this proposal arises from the Greater Sydney Region Plan and District Plan. These Plans focus on the integration of transport and land use planning, supporting the creation of jobs, housing and services to grow a strong and competitive Sydney.

The Redfern North Eveleigh Precinct is one of the most connected areas in Sydney, and will be a key location for Tech Central, planned to be Australia's biggest technology and innovation hub. Following the upgrading of Redfern station currently underway, the Precinct's renewal is aimed at creating a connected destination for living and working, and an inclusive, active and sustainable place around the clock.

The Redfern North Eveleigh Precinct comprises three Sub-Precincts, each with its own distinct character:

- The Paint Shop sub-precinct which is the subject of this rezoning proposal;
- The Carriageworks sub-precinct reflecting the cultural heart of the Precinct where current uses will be retained; and
- The Clothing store sub-precinct which is not subject to this rezoning proposal.

This State Significant Precinct (SSP) Study proposes amendments to the planning controls applicable to the Paint Shop Sub-Precinct to reflect changes in the strategic direction for the Sub-Precinct. The amendment is being undertaken as a State-led rezoning process, reflecting its status as part of a State Significant Precinct located within the *State Environmental Planning Policy (Precincts - Eastern Harbour City) 2021* (Eastern Harbour City SEPP).

The amended development controls will be located within the City of Sydney Local Environmental Plan. Study Requirements were issued by NSW DPE in December 2020 to guide the investigations to support the proposed new planning controls.

1.4 Purpose of this report

The purpose of this report is to provide a detailed Safety and Security Statement of the proposed changes, (by way of a CPTED assessment report) and consider any potential impacts that may result within and surrounding the Paint Shop Sub-precinct. This report addresses Study Requirement 1.3 which speaks to the Public Domain, Place and Urban Design, to provide a Safety and Security Statement. The relevant study requirements, considerations and consultation requirements, and location of where these have been responded to is outlined in **Table 1** below.

Table 1 Study requirements, considerations and consultation requirements

Ref.	Study requirement	Section of this report
1 Public Domain, Place and Urban Design		
Study requirements		
1.3	A high-level Safety and Security Statement that outlines how potential future crime and safety risks in relation to the development will be addressed.	Section 5.0
	Emphasis should be placed on developing actions in the statement that address the most vulnerable people who use Redfern North Eveleigh Precinct and enabling safe, 24/7 use of the precinct.	Section 6.0 and 7.0
	The statement should have regard to Crime Prevention Through Environmental Design (CPTED) guidelines and integrate closely with other studies.	Refer to Urban Design Study prepared by Bates Smart.

1.5 Renewal Vision

The Redfern North Eveleigh Paint Shop Sub-Precinct will be a connected centre for living, creativity and employment opportunities that support the jobs of the future, as well as providing an inclusive, active and sustainable place for everyone, where communities gather.

Next to one of the busiest train stations in NSW, the Sub-Precinct will comprise a dynamic mix of uses including housing, creative and office spaces, retail, local business, social enterprise and open space. Renewal will draw on

the past, adaptively re-using heritage buildings in the Sub-Precinct and will acknowledge Redfern's existing character and particular significance to Aboriginal peoples, culture and communities across Australia. The Sub-Precinct will evolve as a local place contributing to a global context.

2.0 Site analysis

2.1 Site Location and Context

Redfern North Eveleigh Precinct

The Redfern North Eveleigh Precinct is located approximately 3km south-west of the Sydney CBD in the suburb of Eveleigh (refer to **Figure 1**). It is located entirely within the City of Sydney local government area (LGA) on government-owned land. The Precinct has an approximate gross site area of 10.95 hectares and comprises land bounded by Wilson Street and residential uses to the north, an active railway corridor to the south, residential uses and Macdonaldtown station to the west, and Redfern station located immediately to the east of the Precinct. The Precinct is also centrally located close to well-known destinations including Sydney University, Victoria Park, Royal Prince Alfred Hospital, the University of Technology Sydney, and South Eveleigh, forming part of the broader Tech Central District.

The Precinct is located within the State Heritage-listed curtilage of Eveleigh Railway Workshops and currently comprises the Platform Apartments with 88 private dwellings, Sydney Trains infrastructure and key state heritage buildings including the Paint Shop, Chief Mechanical Engineer’s Building, and the Carriageworks and Blacksmith Shop which provide shared community spaces for events including the Carriageworks Farmers Markets.

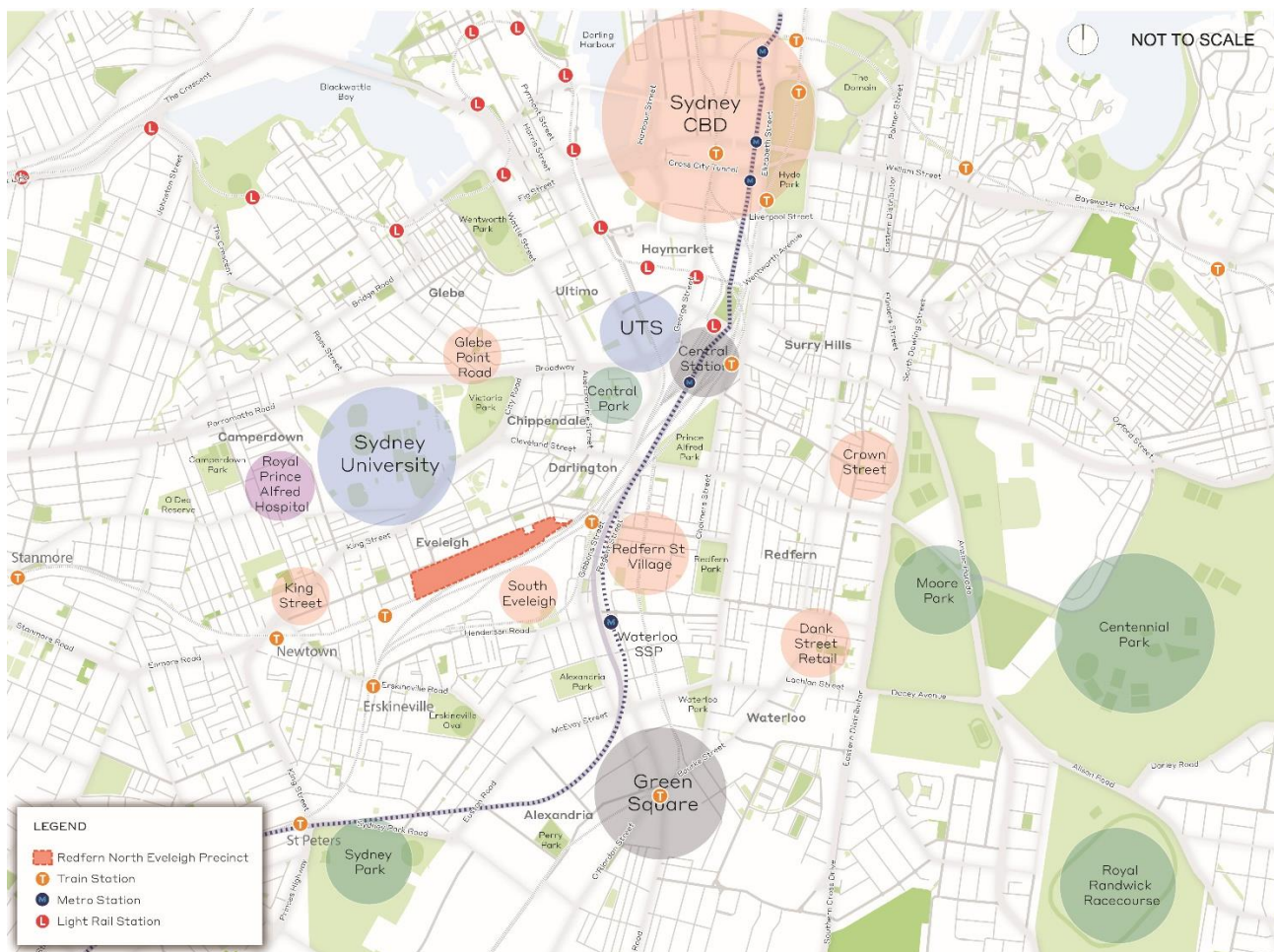


Figure 1 Location plan of Redfern North Eveleigh precinct

Source: Ethos Urban

A map of the precinct and relevant boundaries is illustrated in **Figure 2**

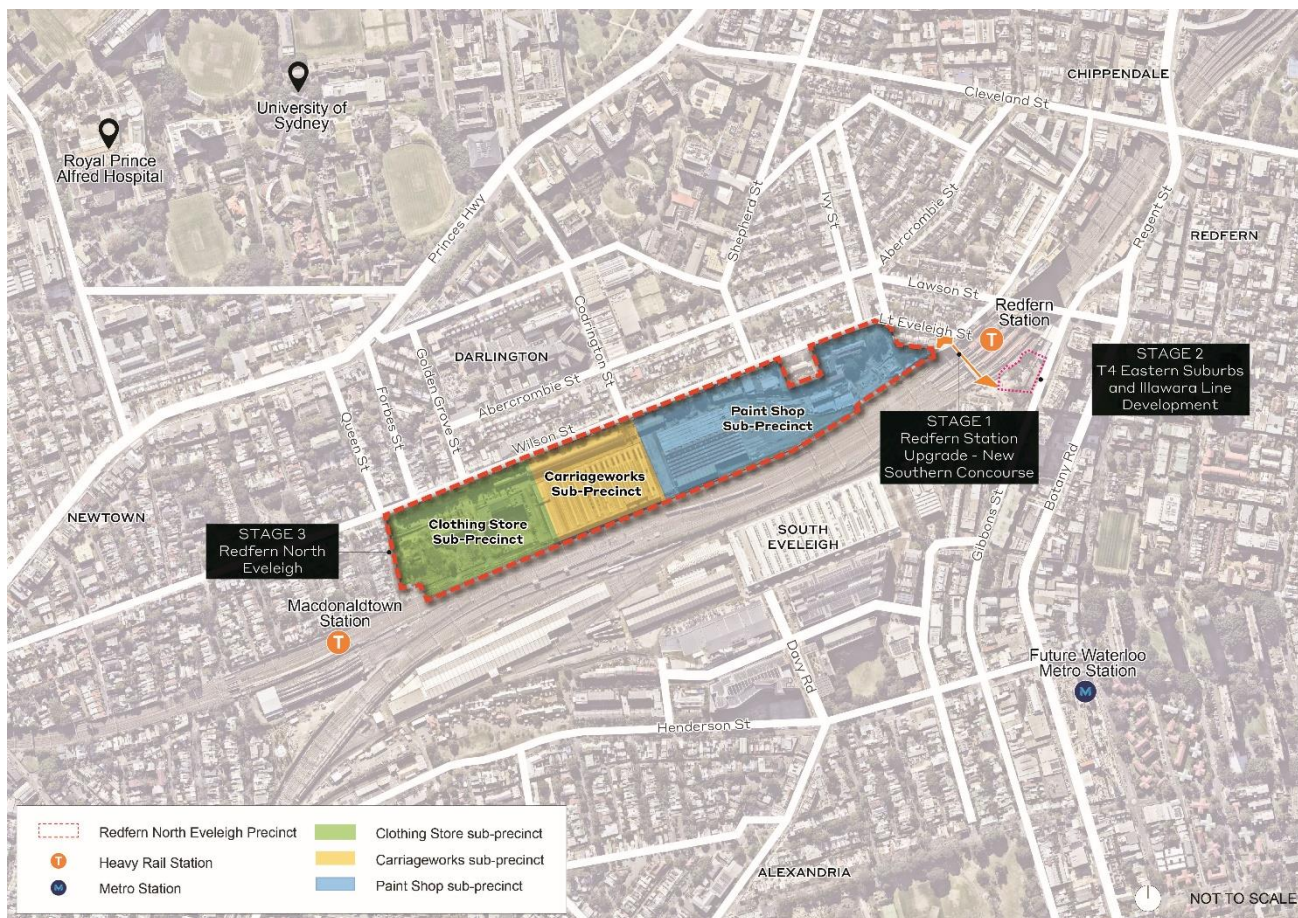


Figure 2 Redfern North Eveleigh and sub-precincts

Source: Ethos Urban

2.2 Redfern North Eveleigh Paint Shop Sub-Precinct

The Redfern North Eveleigh Paint Shop Sub-Precinct is approximately 5.15 hectares and is bounded by Wilson Street to the north, residential terraces and Redfern station to the east, the Western Line rail corridor to the south and the Carriageworks Sub-Precinct to the west. The Sub-Precinct has a significant level change from a Reduced Level (RL) height of RL25 metres to RL29 metres on Wilson Street.

The Paint Shop Sub-Precinct currently hosts a number of items of heritage significance, including the Paint Shop Building, Fan of Tracks, Science Lab Building, Telecommunications Building, and Chief Mechanical Engineer’s Building. The Sub-Precinct has a number of disused spaces adjacent to the rail corridor as well as functioning Sydney Trains’ infrastructure, offices and operational space. Vehicle and pedestrian access to this area is used by Sydney Trains. The site has a clear visual relationship to South Eveleigh and the Eveleigh Locomotive Workshops across the active rail corridor.

A map of the Paint Shop sub-precinct and relevant boundaries is illustrated in **Figure 2**.

2.3 Surrounding Development

The Redfern North Eveleigh Precinct is situated on the south-western end of Sydney’s Innovation and Technology Precinct. It is opposite the railway line from the Australian Technology Park (ATP) also known as South Eveleigh, is within proximity to the University of Sydney and Royal Prince Alfred Hospital to the north and is also linked with Redfern Station and Redfern Village to the east. The surrounding land uses and development within the vicinity of the Redfern North Eveleigh Precinct are summarised below.

North

Immediately north of the site is Wilson Street which comprises of residential dwellings in the form of attached housing. Further north beyond these residential uses is Sydney University, as well as other mixed land uses along Abercrombie Street and beyond. These key areas and streetscapes to the north of the site exhibit high pedestrian flow and activity and are activated during both daytime and night time hours.

East

Immediately east of the site is Redfern Railway Station, with Lawson Street and the vibrant suburb of Redfern beyond. Redfern is characterised as a mixed-use area that comprises of ground floor commercial and retail offerings with a mix of low, medium and high density residential sprinkled throughout. Redfern Railway Station is NSW's 6th busiest railway station and experiences high flows of commuters and supports the intensity of activity that occurs within the Redfern locality.

South

To the immediate south of the site is the South Eveleigh Precinct which includes a mixed-use recently renewed precinct, characterised by a mix of retail and commercial offerings. It is located on the southern side of the railway tracks and comprises 13.2 hectares of land. Further south, beyond the South Eveleigh Precinct, is Alexandria, which is characterised by a mix of land uses including retail, commercial, light industrial and residential land uses.

West

To the immediate west of the site is Macdonaldtown Railway Station and Newtown. Newtown is characterised by low density residential housing with concentrated retail and other mixed land uses along King Street and the Princes Highway located further west beyond.

2.4 Crime Risk Rating

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

The key positive elements of the site (as it currently stands) are:

- Surveillance opportunities from surrounding streetscapes, buildings and other areas over the sub-precinct within the site is provided.
- Perimeter fencing and access control into each development site is provided.
- The site is situated in an urban area that is afforded the benefit of newly renovated streetscape infrastructure (renovated pedestrian pathways, pedestrian crossings and bicycle lanes) that is publicly accessible and occupied frequently by pedestrians, cyclists and vehicles who would overlook the site.
- Existing surrounding development to the north are orientated south, providing onlooking to the site.
- The site is located within proximity to the South Eveleigh Precinct and Sydney University that has recently undergone major development and transformation with the existing surrounding built form characterised by a number of high quality developments, including recently completed buildings and public domains (i.e. streets, through-site link and arcades) that contribute to the perception that the area is well cared for.

Other elements of the site (as it currently stands) are:

- The Paint Shop sub-precinct site is currently unoccupied and whilst it experiences nearby pedestrian and vehicular movements that pass it at various times of the day, there is currently no existing surveillance on the site and this may create a potential environment that may attract loitering in its current state.
- The Paint Shop sub-precinct has clear evidence of fortified fencing that has been breached for the purposes of vandalism and graffiti, which is evident on the majority of visible facades of existing buildings within the site.
- There is evidence of vandalism, graffiti on some buildings on site, with further evidence of unmaintained land that shows visible cues of rubbish dumping.

3.0 Proposed Development

An Urban Design and Public Domain Study has been prepared to establish the urban design framework for the Redfern North Eveleigh Paint Shop Sub-Precinct. The Urban Design and Public Domain Study provides a comprehensive urban design vision and strategy to guide future development of the Sub-Precinct and has informed the proposed planning framework of the SSP Study.

The Urban Design Framework for the Paint Shop sub-precinct comprises:

- Approximately 1.4 hectares of publicly accessible open space, comprising:
 - A public square – a 7,910 square metre public square fronting Wilson Street.
 - An eastern park – a 3,871 square metre park located adjacent to the Chief Mechanical Engineer’s Building and the new eastern entry from Platform 1 of the Redfern station; and
 - Traverser No1 - a 2,525 square metre public square edged by Carriageworks and the Paint Shop
- Retention of over 90% of existing high value trees.
- An overall greening coverage of 40% of the sub-precinct.
- A maximum of 142,650 square metre gross floor area (GFA), comprising.
 - between 103,700 - 109,550 square metres of gross floor area (GFA) for employment and community facility floor space (minimum 2,500 square metres). This will support approximately 6,200 direct jobs on the site across numerous industries including the innovation, commercial and creative sectors.
 - between 33,100 - 38,950 square metres of GFA for residential accommodation, providing for between 381 and 449 new homes (including 15% for the purposes of affordable housing).
- New active transport infrastructure and routes to better connect the Paint Shop Sub-Precinct with other parts of Tech Central and the surrounding localities.
- Direct pedestrian connections to the new Southern Concourse at Redfern station.
- Residential parking rates comprising:
 - Studio at 0.1 per dwelling
 - 1 Bed at 0.3 per dwelling
 - 2 Bed at 0.7 per dwelling
 - 3 Bed at 1.0 per dwelling
- Non-residential car parking spaces (including disabled and car share) are to be provided at a rate of 1 space per 700 square metres of GFA.
- 66 car spaces are designated for Sydney Trains maintenance and operational use.

The key features of the Urban Design Framework, include:

- The creation of a new public square with direct pedestrian access from Wilson Street to provide a new social and urban hub to promote outdoor gatherings that will accommodate break out spaces and a pavilion structure.
- An eastern park with direct access from Redfern station and Little Eveleigh Street, which will provide a high amenity public space with good sunlight access, comfortable wind conditions and community character.
- Upgraded spatial quality of the Traverser No1 yard, retaining the heritage setting, and incorporating complementary uses and good access along Wilson Street to serve as a cultural linkage between Carriageworks and the Paint Shop Building.
- The establishment of an east-west pedestrian thoroughfare with new public domain and pedestrian links.
- A range of Water Sensitive Urban Design (WSUD) features.
- Activated ground level frontages with commercial, retail, food and beverage and community and cultural uses.

- Adaptive reuse of heritage buildings for employment, cultural and community uses.
- New buildings for the Sub-Precinct, including:
 - Commercial buildings along the rail corridor that range between 3 and 26 occupied storeys;
 - Mixed use buildings along the rail corridor, comprising a three-storey non-residential podium with residential towers ranging between 18 to 28 occupied storeys;
 - Mixed use buildings (commercial and residential uses) along Wilson Street with a four-storey street wall fronting Wilson Street and upper levels at a maximum of 9 occupied storeys that are set back from the street wall alignment;
 - A commercial building on the corner of Wilson Street and Traverser No.1 with a four-storey street wall fronting Wilson Street and upper levels at a maximum of 8 occupied storeys that are set back from the street wall alignment. There is flexibility to allow this building to transition to a mixed-use building with active uses at ground level and residential uses above; and
 - Potential options for an addition to the Paint Shop Building comprising of commercial uses. These options (all providing for the same GFA) include.
 - A 5-storey commercial addition to the Paint Shop Building with a 3m vertical clearance, with the adjacent development site to the east comprising a standalone 3-storey commercial building (represented in Figure 3);
 - A 3-storey commercial addition to the Paint Shop Building with a 3m vertical clearance which extends and connects to the commercial building on the adjacent development site to the east; and
 - No addition to the Paint Shop Building, with the adjacent development site to the east comprising a standalone 12-storey commercial building
- Commitment to a 5 Star Green Star Communities rating, with minimum 5 Star Green Star Buildings rating.
- All proposed buildings are below the Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS) to ensure Sydney Airport operations remain unaffected.

The proposed land allocation for the Paint Shop Sub-Precinct is described in **Table 2** below.

Table 2 Breakdown of allocation of land within the Paint Shop sub-precinct

Land allocation	Existing	Proposed
Developed area	15,723sqm / 30% of total site area	20,824 sqm / 40% of total site area
Public open space	Area not publicly accessible	14,306 sqm / 28% of total site area
Other publicly domain areas (Including streets, shared zones and pedestrian pathways)	Area not publicly accessible	15,149 sqm / 29% of total site area (Excludes privately accessible public links and private spaces ~ 3% of total site area)

The Indicative Concept Proposal for the Paint Shop sub-precinct is illustrated in **Figure 3** below.

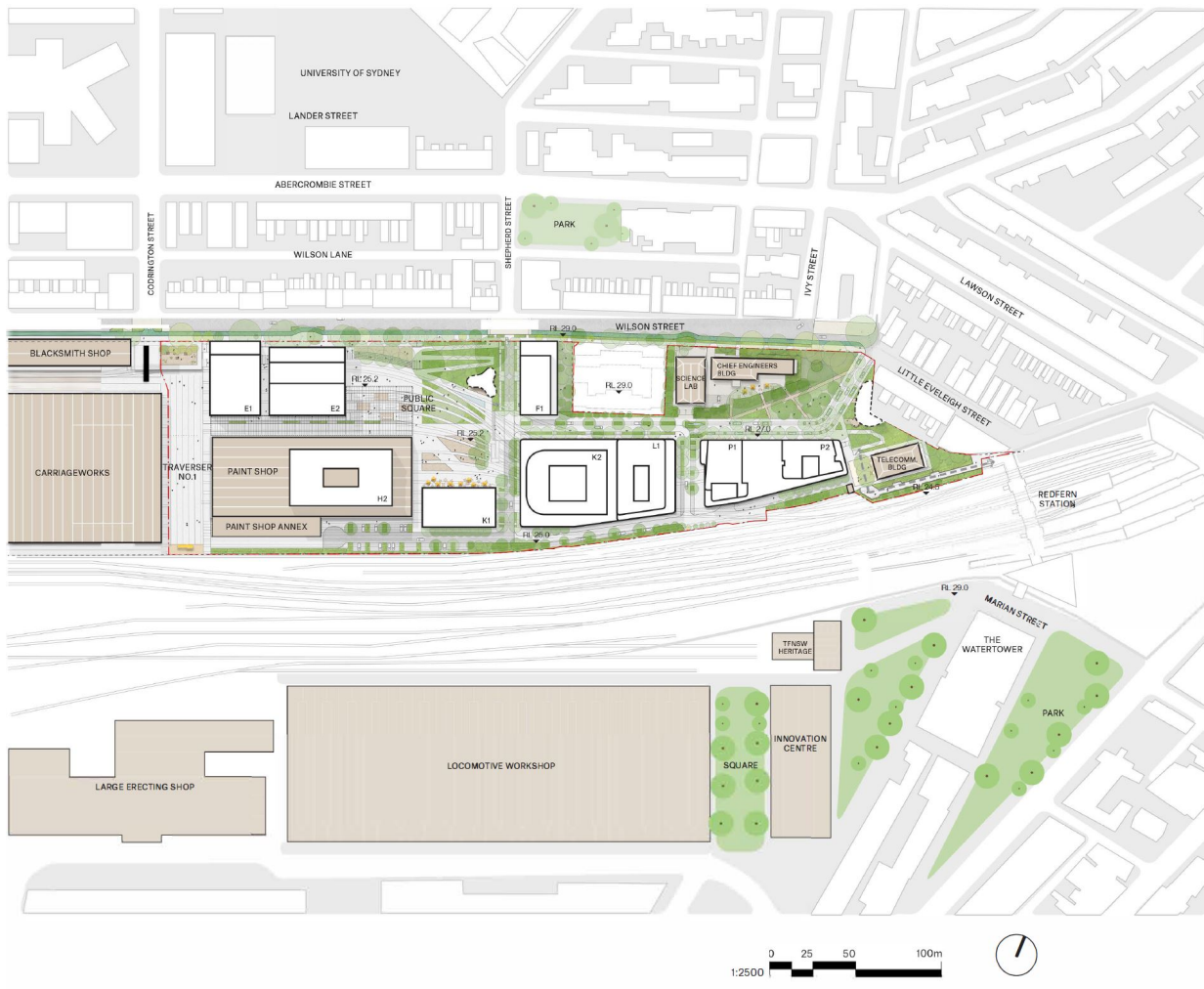


Figure 3 Indicative Concept Proposal
Source: Bates Smart and Turf

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 June 2021¹ found that the most commonly occurring crimes relevant to CPTED within the Sydney LGA were:

- Assault – domestic violence related
- Assault – non-domestic violence related
- Breaking and entering dwelling and non-dwelling
- Steal from motor vehicle
- Motor vehicle theft
- Steal from dwelling
- Steal from person
- Malicious damage to property

It is worth noting that the data available for the suburb of Eveleigh is incomplete on the BOSCAR website. Therefore, the frequency of the above crimes between July 2017 and June 2021 have been detailed for the suburb of Redfern, based on availability of crime data. Refer to **Table 3** below.

Table 3 Statistics of recorded crime in Redfern (suburb) between July 2017 and June 2021

Crime	Incidents from July 2017	Rate per 100,000 persons	Incidents from July 2018	Rate per 100,000 persons	Incidents from July 2019	Rate per 100,000 persons	Incidents from July 2020	Rate per 100,000 persons	2017-2021 Trend	Rate per 100,000 Category
Assault – domestic violence related	116	771.8	101	648.7	103	651.2	96	606.9	Stable	Low
Assault – non-domestic violence related	220	1461.6	204	1311.7	154	973.6	157	992.6	Decline (12.1% p.a)	Low
Break and enter – dwelling	81	536.5	111	711.7	67	423.6	41	259.2	Decline (21.5% p.a)	Very low
Break and enter – non-dwelling	20	133.2	26	168.0	22	139.1	6	37.9	Stable	Very Low
Steal from motor vehicle	90	599.5	128	821.6	94	594.3	47	297.1	Stable	Very Low
Steal from dwelling	107	710.7	119	763.9	102	644.9	116	733.4	Stable	Low
Steal from person	42	278.3	51	326.4	23	145.4	10	63.2	Stable	Very Low
Motor vehicle theft	31	205.7	37	239.1	23	145.4	15	94.8	Stable	Very Low
Malicious damage to property	310	2065.5	337	2169.9	207	1308.7	172	1087.4	Decline (19.3% p.a)	Moderate

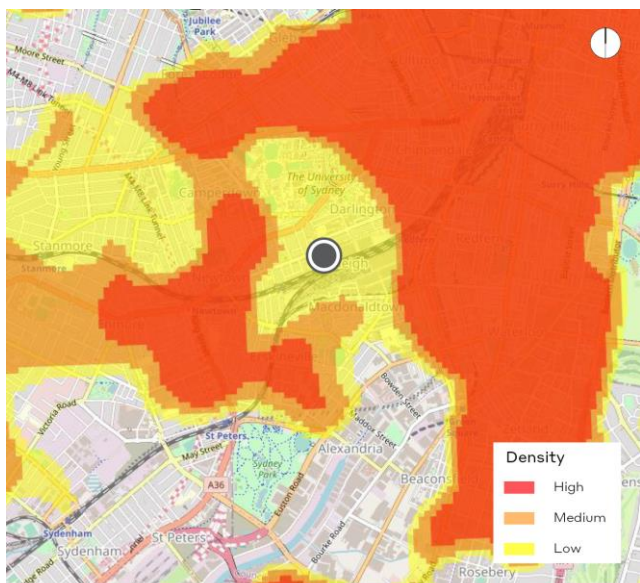
As shown in **Figures 4 to 12**, the BOSCAR database indicates that the site is located within hotspots for the crimes mentioned in the above **Table 3**. Hotspots indicate areas of high crime density (number of incidents per 50m by 50m) relative to crime concentrations across NSW. They are not adjusted for the number of residents and visitors in the area and thus may not accurately reflect the risk of victimisation in locations with high levels of visitors.

The hotspots with the highest rates of victimisation relate to ‘steal from motor vehicle’, ‘steal from dwelling’ and ‘malicious damage to property’. The greatest density of potential crime is located in Redfern to the north-east, and Newtown to the west, likely due to the more intense impacts of the urban environment, as they facilitate activity that focuses on an amalgamation of different uses, with strong night time economies and high pedestrian activity. Given that Eveleigh as a suburb is relatively small in terms of both size and population (approximately 54ha with a

¹ The most recent crime data available in relation all crimes affecting the Sydney LGA from July 2020 to June 2021.

population density of 663 persons², according to recent census data), the hotspots are not adjusted for the number of visitors in the area and thus may not reflect the actual risk of victimisation. With this in mind, we note that the BOSCAR statistics indicate that the majority of surrounding areas up to the Sydney CBD is included within all of the identified hotspot areas.

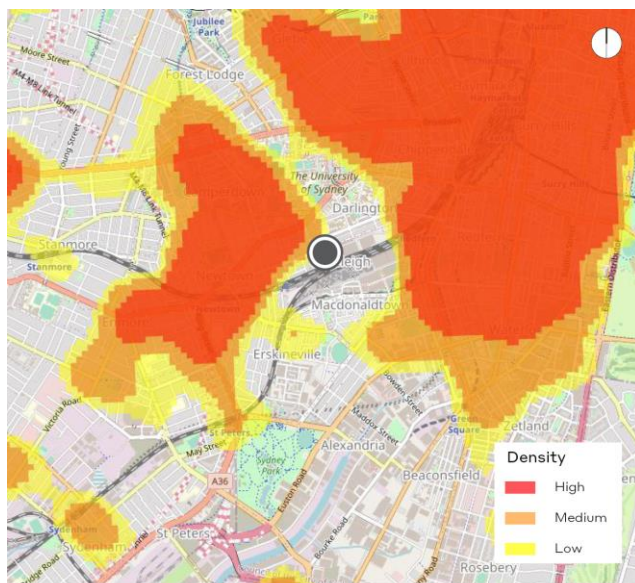
As shown in **Figures 4 to 12**, the BOSCAR database indicates that the site is located within or on the periphery of a hotspot for the above crimes.



● The Site Domestic assault

Figure 4 Hotspot - domestic assault

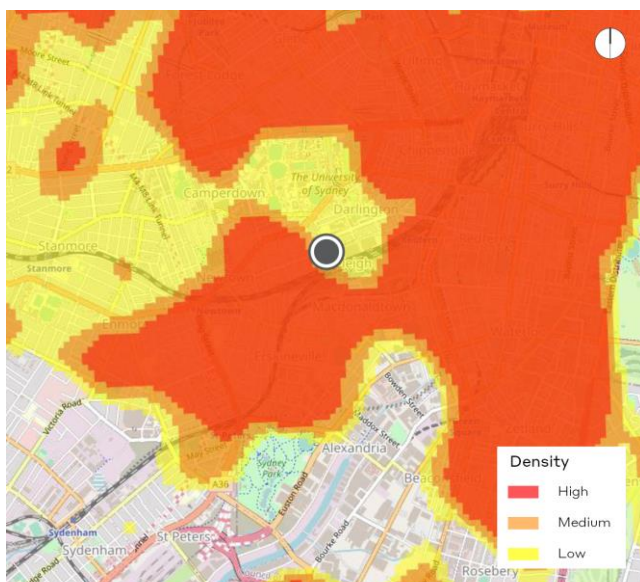
Source: Ethos Urban / BOSCAR



● The Site Non domestic assault

Figure 5 Hotspot - non-domestic assault

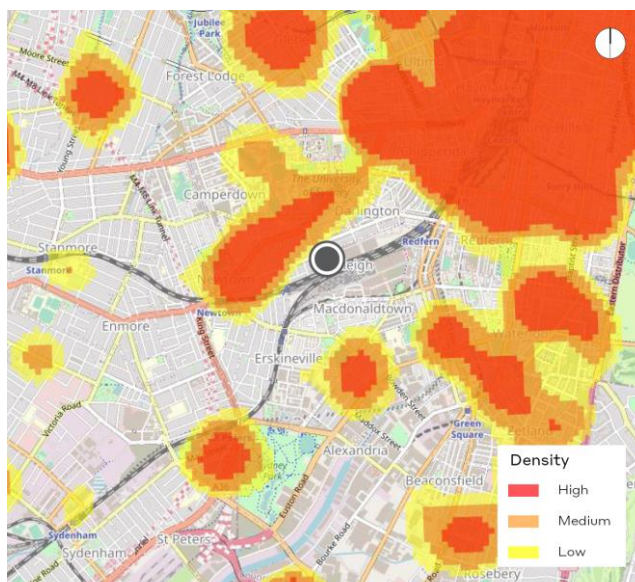
Source: Ethos Urban / BOSCAR



● The Site Break and enter dwelling

Figure 6 Hotspot - break and enter dwelling

Source: Ethos Urban / BOSCAR

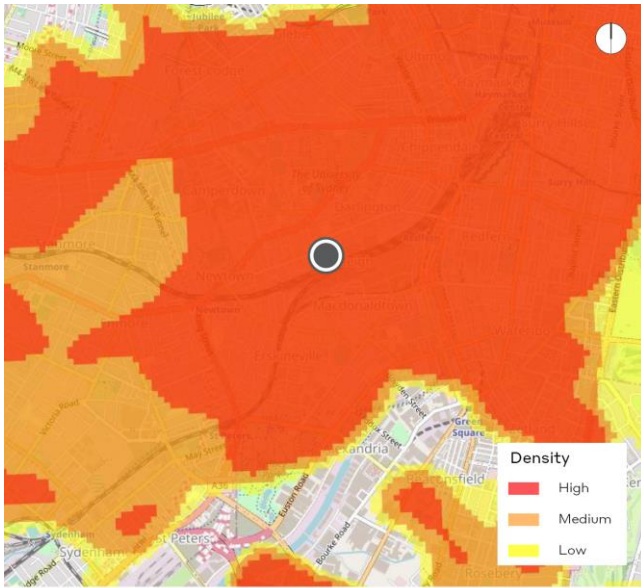


● The Site Break and enter non-dwelling

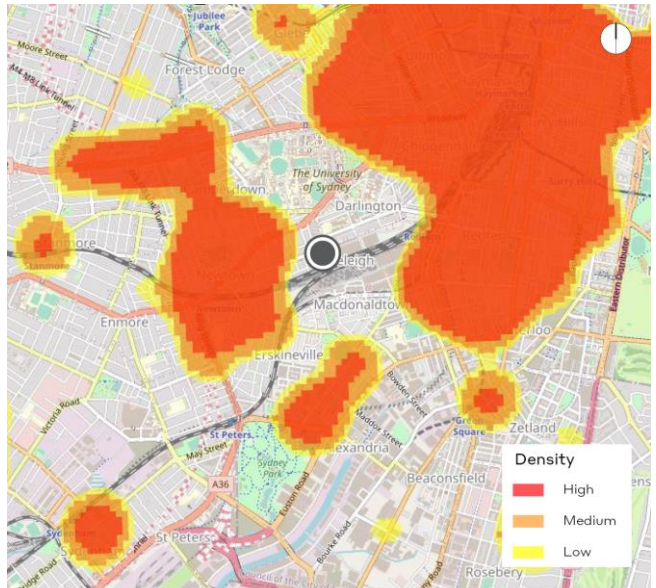
Figure 7 Hotspot - break and enter non-dwelling

Source: Ethos Urban / BOSCAR

² https://quickstats.censusdata.abs.gov.au/census_services/getproduct/census/2016/quickstat/SSC11471?opendocument



The Site Steal from motor vehicle



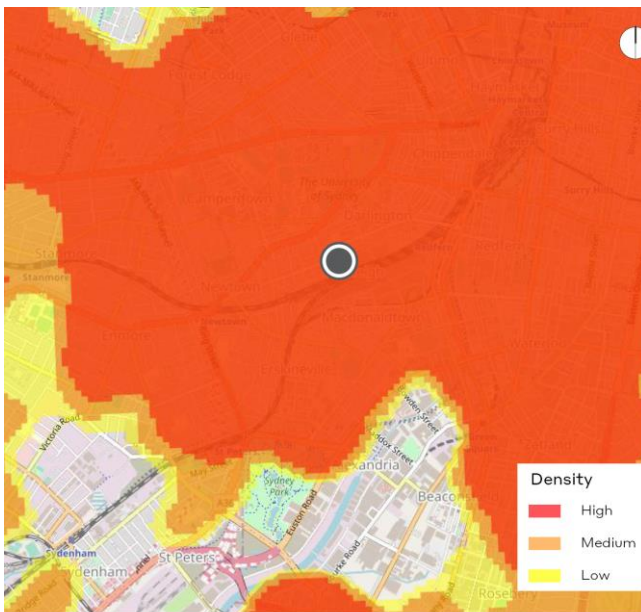
The Site Robbery

Figure 7 Hotspot - steal from motor vehicle

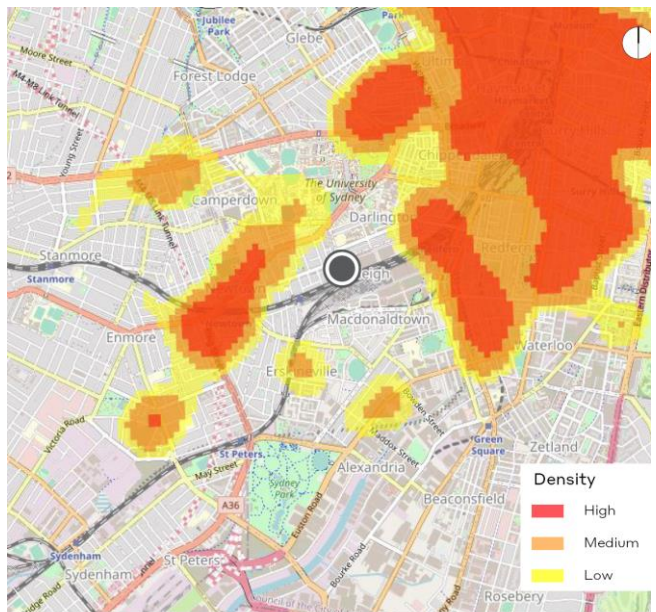
Source: Ethos Urban / BOSCAR

Figure 8 Hotspot – robbery

Source: Ethos Urban / BOSCAR



The Site Steal from dwelling



The Site Steal from person

Figure 9 Hotspot - steal from dwelling

Source: Ethos Urban / BOSCAR

Figure 10 Hotspot - steal from person

Source: Ethos Urban / BOSCAR

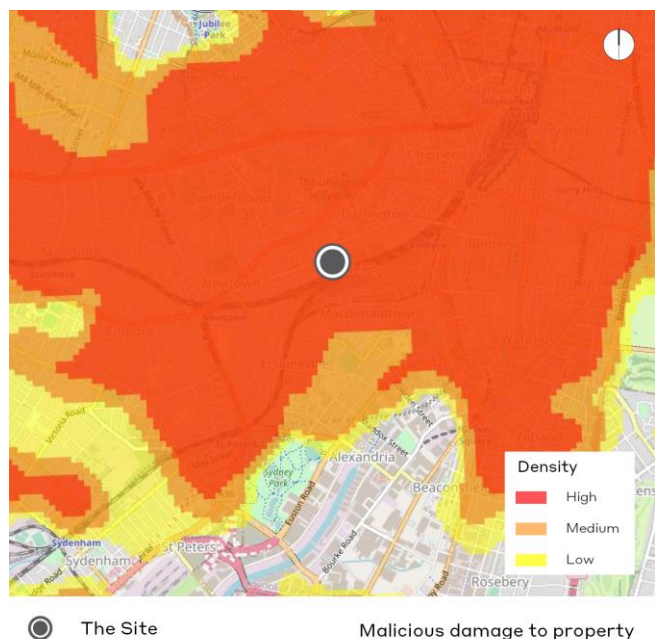


Figure 11 Hotspot - malicious damage to property

Source: Ethos Urban / BOSCAR

4.1 Sydney Development Control Plan 2012

The Sydney Development Control Plan 2012 (Sydney DCP) does not apply the site. However, at a high level glance, the objectives and controls relating to Crime Prevention Through Environmental Design measures (Part 3.13.1 of the Sydney DCP) have been reviewed as part of this assessment. Part 3.13.1 of 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.

Whilst the proposed development has not been designed in detail, with this assessment reviewing the indicative reference masterplan only, it is entirely possible that the future detailed design of the development would be able to achieve compliance with the above provisions. A review of the reference masterplan scheme demonstrates that it is capable of satisfying and complying with the above provisions of the SDCP 2012 to provide a safer outcome on site than what currently exists. This is primarily through:

- delivering a development proposal that showcases good surveillance in and out of the site, with building orientations that address public plazas, main thoroughfares and areas planned for open space;
- incorporating appropriate access control and territorial reinforcement measures by way of maximising connections in and out of the site that facilitate direct sightlines and are able to control pedestrian flow; and
- co-locating open spaces and building entrances nearby these connections to maximise passive surveillance.

Overall, the indicative masterplan scheme provides an urban design framework that appears able to demonstrate good space management that is capable of maximising natural casual surveillance 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 reference masterplan achieves compliance with the relevant CPTED principles. **Section 7.0** of this report suggests potential measures that may be adopted to address the needs of vulnerable people, as per the SSP Study Requirements for this statement. **Section 8.0** of this report includes suggested development guidelines proposed to inform future controls for the Paint Shop Sub-Precinct that are aligned to the current provision of the Sydney DCP with regards to CPTED.

4.2 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.
- 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.
- Build resilient and connected communities to increase safety.
- Reduce the opportunities for crime to occur.

The masterplan reference scheme has the potential to facilitate the actions mentioned above and is seen to be capable of contributing to an improved outcome that facilitates a high quality, inclusive design and vibrant new uses that are close to transit, and holds safety and inclusivity as a key component to the sub-precinct's functionality. Further suggested design guidelines for the Paint Shop sub-precinct, concurrent with this plan are detailed in **Section 8.0** 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. Considering the Paint Shop Sub-Precinct's proximity of nearby crime hotspots, and to major transport nodes, educational establishments and other entertainment venues, the following is an assessment of the reference masterplan's potential to create opportunities for crime.

The site is located within an area where there is already high pedestrian flow, with the masterplan capable of further increasing activity at this location. Understanding the relationship of high density development and its context is integral in forming recommendations for crime reduction. This emerging context underpins the assessment of the proposed masterplan urban design framework in accordance with the principles of CPTED.

5.1 Surveillance

Effective natural and incidental surveillance can reduce the opportunities for crime and improve the safety or perceived safety of an area. The principle of 'surveillance' indicates that offenders are often deterred from committing a crime in areas with high levels of natural surveillance, due to the increased likelihood of that criminal act being witnessed or an offender being identified. The following design features can improve natural surveillance:

- clear sight lines between public and private places;
- appropriate lighting and effective guardianship of communal and/or public areas;
- clear building entry points, highly visible from the public domain 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 concealment or entrapment for offenders to hide or entrap victims.

The proposed indicative masterplan for the site will undoubtedly increase opportunities for natural surveillance, both within the Paint Shop Sub-Precinct and to the immediate surrounds.

Built Form Assessment

A comprehensive review of the public domain plan for the Paint Shop Sub-Precinct has demonstrated that future development on site will facilitate opportunities for natural surveillance. Additionally, current opportunities for natural surveillance across the site are afforded from the existing 3 storey residential apartment building at 501 Wilson Street, which has views to the west, south and east across the site, as well as to the streetscape to the north at Wilson Street.

Additional key view analysis as exemplified in the Urban Design Report prepared by Bates Smart (refer to **Section 5.0** of the report) showcase that there are existing key views across the site from external key public spaces, notably from outer public areas that experience frequent pedestrian and commuter activity, including:

- views obtained from Platform 1 at Redfern Station, looking north-west across the site,
- views obtained from Wilson Street, looking south into the site at the intersection of Codrington Road, and
- views obtained from Little Eveleigh St, looking south-west into the site.

Furthermore, view lines have been heavily considered in the creation of the urban connectivity framework within the masterplan public domain design. Bates Smart have ensured that the masterplan design incorporates multiple uninterrupted sightlines from key public spaces and open spaces areas, which in turn assists in simplifying pedestrian connectivity and maintains opportunities for natural surveillance of key pedestrian corridors within the precinct. This is exemplified by facilitating the following:

- maintaining sightlines from the main Wilson Street entry to Traverser and workshops, across the rail corridor and towards South Eveleigh, through the masterplanned location of the public plaza connection;
- maintaining sightlines from Carriageworks Way to the main Wilson Street entry;
- maintaining sightlines to public domain space from the Redfern railway corridor and associated platforms;

- maintaining sightlines from the main road between the Paintshop and Building E1 and E2;
- maintaining sightlines from Shepherd Street across the railway corridor and towards South Eveleigh;
- maintaining sightlines from Little Eveleigh Street, across the site and towards the railway corridor; and
- maintaining direct sightlines along the southern boundary of the sub-precinct between the proposed buildings and the railway corridor, minimising opportunities to create areas of concealment or blind corners in this southern location.

These views not only ensure that there are good sightlines and casual surveillance granted from public domain areas to the north of the site looking in, but it also ensures that there is a clear visual relationship to South Eveleigh and the Eveleigh Locomotive Workshops across the active rail corridor.

Furthermore, the freestanding design of each of the buildings on site ensures a maximisation of natural surveillance of the surrounds from each frontage proposed. The benefit of implementing freestanding buildings within the site mean that opportunities for an active ground floor can be facilitated between buildings and allows more chances for casual surveillance experienced by people movement between these spaces. This will allow the Paint Shop Sub-Precinct to adopt a true transit orientated and active development that focusses on dedicating the public domain to pedestrian orientated connections and human activation of the ground floor plane.

The proposed development frontages will overlook these key public spaces, entry ways into the sub-precinct and into adjacent buildings, allowing a natural supervision by informal guardians such as residents, employees, visitors and the general public that would occupy the site.

It is also important to ensure that on a finer grain level, the reference masterplan should omit any opportunity that would facilitate narrow corners or bends that could create areas of concealment that could present as an opportunity for an offender to create an environment of entrapment. This is a particularly important factor to consider for the land along the southern boundary of the sub-precinct, between the proposed buildings and the railway corridor. It is essential in this location that direct sightlines are incorporated so that areas of concealment are minimised to prevent any anti-social behaviour that could occur in these potential hiding spots.

Similarly, regarding the landscaped design, the species proposed within any landscaping concept for the precinct should be determined with the principle of surveillance incorporated into the detailed design to ensure that landscaping does not adversely impact on sightlines and surveillance opportunities from public domain open space and pedestrian areas. This is particularly important for the northern perimeter at Wilson Street, where the topography of the land is compromised (within the Public Square walkway), to ensure that sightlines are maintained beyond these areas. Regardless, it is recommended that CCTV in conjunction with adequate lighting devices be installed throughout the site levels to improve surveillance and ensure clear CCTV footage can be captured.

On balance, the proposed masterplan for the Paint Shop Sub-Precinct is considered to provide a good level of natural surveillance from public areas. Furthermore, within the context of the surrounding development there will be a good level of natural surveillance across the Paint Shop Sub-Precinct. Despite above, formal surveillance measures such as CCTV should still be incorporated within public domain areas of the Paint Shop sub-precinct, as discussed in the suggested design guidelines provided in **Section 8.0**.

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. Lighting within the proposed future development should meet (and preferably exceed) minimum Australia and New Zealand Lighting Standards that specifically address crime and fear reduction.

Whilst it is acknowledged that the masterplan design for the sub-precinct is still being considered at a high level to inform the SSP rezoning, all future opportunities to incorporate lighting should be designed and managed in the context of the location to maximise effectiveness.

The brightness of lighting should allow for facial recognition and visibility throughout public spaces. Bright and well-distributed lighting should be installed at all building entrances, egress points and in locations that experience high pedestrian flow. Lighting types should be of a high quality and vandal resistant and should be factored into the design of the Plaza, the Public Space and the East Garden. Of particular importance, lighting located at the southern interface to the buildings adjacent to the railway corridor should be considered with great attention to detail, noting that this area is intended to have limited opportunities for ground floor activation. It is important that

lighting in this southern portion of the site is considered so that it deters any opportunity to facilitate anti-social behaviour and permits facial recognition and allows sightlines to be maintained even during night time hours. Where recesses and interrupted sightlines cannot be avoided, the use of different lighting types and /or mirrors should be considered.

To ensure the CCTV network is effective, lighting within the proposed future development should be designed to correspond with the placement of the CCTV cameras to permit adequate facial recognition (of CCTV images) at all times. Furthermore, a consistent maintenance and cleaning regime should be put in place to ensure all lighting and CCTV cameras remain in good working condition. A suitably qualified consultant should be engaged to advise on the lighting and CCTV specifications. Suggested design guidelines in respect of lighting and technical supervision are provided in **Section 8.0**.

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 or place.

The design of the proposed masterplan for the Paint Shop sub-precinct facilitates public access from the surrounds, including via Redfern Railway Station, Little Eveleigh Street, Wilson Street and via South Eveleigh beyond to the south. Public access will be an integral component to the success and functionality of the sub-precinct as a true mixed-use renewed destination.

Given the above in that the majority of spaces proposed within the masterplan urban design framework are intended to be publicly accessible, it is apparent that the masterplan strives to 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 frontages to the buildings proposed are clearly delineated at the ground floor façade and are likely to incorporate frontages that will have singular points of ingress and egress that should be highly visible from the external facade, showcasing activation of the space through informal guardians such as employees and other users of the space entering and exiting the buildings;
- the ground floor food and beverage / retail uses are presented to have glazed boundary facades that all face externally towards the public domain and other pedestrian corridors, providing strong casual surveillance and territorial reinforcement cues signifying ownership and management of space;
- even though the external public domain at ground level is private land that is designed to be a public space, the management and quality of the design for the space is likely to be high and will be subject to regular maintenance that it is cared for, strengthening cues of territorial reinforcement;
- similarly to the above point, despite the land being private but designed to be a public space, the detailed design of entry points into the site (such as the eastern arrival location from Redfern Station) should not be presented in a manner that conveys a fortified design outcome. Where possible, the use of gates or areas perceived to be lockable or isolated from the wider public domain outside of the site should be avoided. Fortified entry points and site boundaries can sometimes have the ability to promote a privatised nature of a place and may present an enticing opportunity as an escape path for offenders looking for a route that can provide a sense of respite from the public domain. Having non-fortified entry points into the precinct may eliminate opportunities of this occurring as it is perceived as an extension of the public domain outside of the site.

The clear definition of the development being a space that welcomes both public and private uses, and the introduction of a greater number of persons on the site will increase the risk to an offender and promote territorial reinforcement, as criminals do not want to be detected, challenged or apprehended. The increase in persons on the site will provide a notable increase in casual surveillance opportunities, remembering that the site is currently vacant and devoid of an existing use.

Additionally, sometimes way finding in large environments with multiple uses can be confusing. Knowing where and how to enter and exit and find assistance within parking facilities can impact on perceptions of safety, victim

vulnerability and crime opportunity. To reinforce the principles of wayfinding and provide visitors to the site with greater confidence, a further detailed suitable way finding strategy for the development is recommended as part of any detailed design development application submitted for the site in the future. Adequate wayfinding signage will also assist in helping to reduce the opportunities for people to find excuses to gain unauthorised access and/or to loiter in areas of the development. Suggested design guidelines in respect of territorial reinforcement are provided in **Section 8.0**.

5.4 Environmental Maintenance

It is commonly understood that the perception of an area 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.

Environmental maintenance and territorial reinforcement are co-dependent in achieving a safer space and are integral in achieving optimal natural surveillance. The maintenance of the built form, landscaping and lighting will assist in communicating care and the presence of effective guardianship. Routine maintenance is a strong indicator of area management and safety.

As shown within reference masterplan prepared by Bates Smart and Turf, the proposal will enable a future high quality design outcome that will facilitate a true mix of uses including community, retail, commercial and residential uses that will be located close to amenities and open space areas, transforming the existing vacant site from its current state.

Vandalism, graffiti and other crimes can induce fear and avoidance of public open spaces, particularly amongst elderly, disabled or vulnerable identifying persons. As such, maintenance of any proposed future spaces on site and its surrounds is a key crime prevention mechanism. Environmental maintenance practises should incorporate strategies to facilitate the rapid removal of graffiti and litter from the site, and the repair of items/areas that have been vandalised, should it occur. Suggested design guidelines in respect of environmental maintenance are provided in **Section 8.0**.

5.5 Activity and Space Management

Similar to environmental maintenance, there is a strong association between activity and space management, and the fear or perceived fear of crime. Unlike environmental maintenance, this principle endeavours to manage the more dynamic activity and use of space.

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 management of activity and space within the Paint Shop Sub-Precinct will apply to all areas that are intended to be publicly accessible, including the community uses. Therefore, the central management of any communal resources will benefit the activity and space within the proposed development. A plan of management is recommended to be prepared to clearly convey how each space is managed and who will undertake the work to maintain these areas. In light of this, it is considered that the indicative spatial design of the ground floor plane endeavours to define spaces so that they are welcoming and provides the perception that they are capable of being well managed and cared for to prevent incidents of crime. This is specifically achieved at the Eastern Park and Garden which is clearly depicted as a recreational open space area. Similarly, the Public Square clearly has been designed as a space where people are encouraged to dwell and sit, with visual linkages to both Wilson Street and the wider sub-precinct. It is recommended that consideration be given to provisions that can facilitate a welcoming environment that shows that it is a respected space that is well cared for an subject to considerable investment such as intentionally incorporating public art throughout the precinct and incorporating high quality materials of public domain features.

Suggested design guidelines in respect of activity and space management are provided in **Section 8.0**.

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. Access control strategies are well considered and clearly evident in the proposed development.

The reference masterplan prepared by Bates Smart and Turf includes multiple types of access, these include:

- **Primary** – access to publicly accessible areas. The majority of the site at the ground floor plane is intended to be publicly accessible.
- **Secondary** – access to semi-public or private areas. This includes the internal lobbies and common areas within future commercial or residential buildings.

Access control within the reference masterplan has been considered at a high level and demonstrates that it has been well considered by the location and quantity of access points proposed. The spatial layout of the public domain, including both pedestrian and vehicle connections have been considered to manage and direct traffic both in and outside of the development. However, it is recommended that bollards or other safety and security devices be considered at key points into the precinct and within areas that may attract large congregations or points of important access. Suggested design guidelines in respect of access control are provided in **Section 8.0**.

5.7 Design, Definition and Designation

The design of the masterplan indicative reference scheme reflects its purpose, and while perpetrators will often exploit areas with unclear spatial definition, the masterplan design (in its current state) generally addresses multiple principles of CPTED. To further convey definition and designation of the place, wayfinding signage indicating access to differing uses across the site, as well as bollards and other safety devices installed in key access locations are recommended as part of any future detailed design. Clear wayfinding signage and strategic location of bollards should be incorporated throughout public domain to regulate pedestrian and vehicle flow, particularly at key points such as the eastern arrival park and the Wilson Street public plaza entrance.

The reference masterplan primarily designates ground floor retail, commercial and community uses at the frontages of each building where they are clearly visible, easily accessible and overlooked by neighbouring development, maximising opportunities for natural surveillance through the provision of clear sightlines. However, it is advised that appropriate technical surveillance should be considered throughout the interior and exterior of the development and should form part of a wider CCTV network. Suggested design guidelines are provided in **Section 8.0**.

6.0 Considering the needs of ‘vulnerable people’

Demographic analysis undertaken as part of the Social Infrastructure Study and Health Impact Assessment for the Paint Shop Sub-Precinct has confirmed several social and health related equity issues in the locality. Relevant authorities (including the City of Sydney, Sydney Local Health District, South Eastern Sydney Local Health District, and Central Eastern Sydney Primary Health Network) have identified a number of priority groups which may require focused support, such as:

- Aboriginal and Torres Strait Islander communities,
- culturally and linguistically diverse (CALD) communities – including refugees and international students,
- older people,
- children in their early years (prenatal to five years of age),
- young people,
- people living with a disability,
- people experiencing homelessness,
- LGBTQ+ communities,
- people experiencing domestic violence.

The safety of these vulnerable groups will need to be considered in the more detailed design, planning and delivery of the Redfern North Eveleigh Precinct. Measures which may increase the safety of these groups will need to be considered as part of any future detailed development application, which may consider the suggested measures below:

- adequate lighting designed and planned by a qualified spatial lighting engineer, particularly for places that may experience pedestrian flow but may not be activated by retail, including the Little Eveleigh arrival concourse or the southern interface to the railway line where car parking is proposed.
- comprehensive and inclusive wayfinding strategy that incorporates communications that cater to people with a vision impairment or persons who speak a language other than English,
- landscaped elements that cater to persons experiencing a disability or persons experiencing homelessness so that inclusive seating opportunities, water drinking fountains (and the like) are provided in convenient locations that are afforded a high level of surveillance and visibility to points of ingress and egress,
- making available free Wi-Fi connectivity locations and hotspots, and
- other digital connectivity mechanisms (e.g., mobile phone or laptop charging stations integrated into landscaped elements such as outdoor tables or seating).

Other considerations include the diversification of night-time activities – allowing for longer opening hours for community facilities, cultural spaces, retail, and other venues, along with traditional night-time venues, will increase levels of safety for vulnerable groups by facilitating higher levels of activation. These venues can also offer equitable and/or family-friendly spaces which are not typically accessible after business hours.

For CALD groups and people living with a disability, wayfinding and signage will be crucial to their safety. The establishment of signage catering to a number of languages and abilities will increase the comfort of these people in their surroundings and enable independent wayfinding. Digital wayfinding technologies could be explored to further enhance this safety measure and meet more diverse needs.

7.0 Crime Risk Rating and Recommendation

The Crime Risk Rating considers the reference masterplan prepared by Bates Smart and Turf within the site's environment and in the context of the wider precincts. 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 masterplan in its current form is rated within the 'moderate' category.

A safety and security assessment of the masterplan using the CPTED principles has found that the design as proposed by the reference masterplan would still result in the Paint Shop Sub-Precinct to remain within the 'moderate' category. We note that this is a product of the dense urban environment and the scale of the development proposed within the Paint Shop Sub-Precinct itself, rather than the high quality design of the reference masterplan. It is noted the reference masterplan design is considered capable of complying with the principles of CPTED. Crime will continue to exist outside of the proposal as is typical of a highly urbanised setting that is close to high frequency public transport and other intensified land uses, however the masterplan has the opportunity to improve the 24/7 safety and security via the recommendations/draft design guidelines below.

Overall, it is considered that the design of the masterplan in its current form will facilitate a renewed high density mix of uses that will improve the 24/7 safety and security of the local area. The assessment contained in **Section 5.0** of this statement has found generally that the design of the masterplan design is consistent with the relevant CPTED principles in the existing context of its urban fabric and further surrounding environment.

In informing the proposed planning framework for the Paint Shop Sub-Precinct, recommended planning controls with regards to safety and security are detailed in **Section 8.0**.

8.0 Recommended Planning Controls

To inform the proposed planning framework for the Paint Shop Sub-Precinct, a set of recommended planning objective and controls have been prepared to enable the 24/7 safety and security of future users of the Paint Shop Sub-Precinct. These are intended to form part of the site-specific Design Guideline which will be used to guide future detailed development proposals in the Paint Shop Sub-Precinct. The recommended planning controls are outlined below.

Objectives

1. Reduce crime risk and minimise opportunities for crime.
2. Encourage the consideration and application of crime prevention principles when designing and siting buildings and spaces.
3. Encourage dwelling layouts that facilitate safety and encourage interaction and recognition between residents.
4. Ensure pedestrian and vehicle safety.

General controls

1. The design of development is to incorporate the seven (7) principles of CPTED: natural surveillance, lighting and technical supervision, territorial reinforcement, environmental maintenance, activity and space management, access control and design, definition and designation of place (refer to the following sections).
2. Development is to be designed to incorporate and/or enhance opportunities for effective natural surveillance by providing clear sight lines between public and private places, installation of effective lighting, and the appropriate landscaping of communal/public areas.

Surveillance controls

- Active spaces and windows of habitable rooms within buildings are to be located to maximise casual surveillance of streets, laneways, parking areas, public open spaces and key points of access into the sub-precinct
- 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.
- Use of clear glazing where possible in common areas of the property such as retail facades, enclosed lift lobbies (when eventually proposed as part of detailed design documentation) or other corridors.
- Ensure that landscape architecture elements proposed within the masterplan, including those spaces adjacent to the rail corridor, are unobstructed by large structures, to remove opportunities for concealment and ensure that pedestrians can move freely with clear sightlines of their surrounds.
- Wayfinding signage should be provided to ensure that users understand how and where to enter, exit and find assistance.
- Ensure that landscaping plans proposed at the perimeters of the site, including at the Wilson Street frontage, within the Plaza, Public Square and the East Garden include species that are able to maintain sightlines to and from, and within the development.

Lighting and Technical Supervision controls

- A CCTV network is essential for the communal areas, basement, 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.
- A lighting strategy should be developed by or in consultation with a suitably qualified and experienced lighting expert for the Plaza, the Public Square, the East Garden and surrounding pedestrian connections. All lighting should have a minimum Colour Rendering Index (CRI) of 60.
- In any basements, back of house or plant areas proposed, lighting should have 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.

Territorial Reinforcement controls

- Where possible, the design of building entrances should remain free of clutter to ensure entry points are highly visible from the street and public domain frontages.
- Where CCTV is proposed on site, display CCTV security notice signs to convey that the site is under constant surveillance.
- Ensure that pathways within lobbies and corridors are designed to be unobstructed at all times to avoid blind spots.

Environmental Maintenance controls

- When development on site is operational, prepare a rapid removal of graffiti and rubbish plan to ensure the timely repair of any items that may be damaged through vandalism and environmental degrade.
- Where possible, ensure that high-quality surface materials are incorporated to lessen the likelihood of damage and decay.
- When development on site is operational, a Plan of Management (PoM) should be prepared to ensure that there are standard policies and procedures in place to ensure the ongoing maintenance of the Paint Shop building, the proposed public domain areas (including the ground floor plane adjacent to the railway corridor) and other arcades, streets, through-site links and landscaped areas.

Activity and Space Management

- Provide a wayfinding signage strategy that encompasses the public domain spaces at the Plaza, the Public Square, the East Garden and southern ground floor plane adjacent to the railway corridor, as well as internal building areas that are intended to be publicly accessible, to direct pedestrian movements, deter loitering and reinforce perceptions of safety and legibility and clearly define the uses of the building. Future wayfinding devices and communications should include measures that cater to people with a vision impairment or persons who speak a language other than English.
- Maximise the inclusion of glazed facades with anti-graffiti coatings wherever possible to maximise lines of sight and mitigate the risk of damage, particularly to the retail tenancies that have a northern outlook to the public domain (i.e. streets, through-site link and arcades).
- Prepare a PoM where multiple retail tenancies are proposed under a strata scheme 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.

Access Control

- Ensure access to restricted areas is not created by environmental conditions (i.e. tall trees, climbable seating, fencing or bollards).
- Ensure that the fire egresses are alarmed.

Design, Definition and Designation

- Appropriately designed bollards should be included within the landscaped design and situated at key entrances into the sub-precinct at Wilson Street and Little Eveleigh Street, as well as within the Public Plaza, the Public Square and the East Garden, and also at key building entrances to prevent incidents that may involve a vehicle.