

Westlink Stage 2 SSDA

1030-1064 Mamre Road and 59-63 Abbots
Road, Kemps Creek

SSD-46983729

PREPARED FOR

ESR

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MECONE.COM.AU

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1 Introduction

This Crime Prevention Through Environmental Design (CPTED) accompanies an Environmental Impact Statement (EIS) pursuant to Part 4 of the Environmental Planning and Assessment Act 1979 (EP&A Act) in support of an application for a State Significant Development (SSD-46983729).

The SSDA is for the construction and operation of one warehouse building on the site, as well as subdivision, site preparation works, internal roads, stormwater works, trunk drainage and associated landscaping.

1.1 Report Structure

The structure of this report is as follows:

- Chapter 1 introduces the report
- Chapter 2 provides an overview of applicable CPTED legislation
- Chapter 3 provides an overview of the site's context
- Chapter 4 outlines the proposed masterplan
- Chapter 5 details the methodology used in this assessment
- Chapter 6 provides an overview of applicable CPTED policy
- Chapter 7 provides an overview of crime in the surrounding area
- Chapter 8 provides an assessment* of how the proposal promotes the development of a safe urban environment
- Chapter 9 concludes the report and provides CPTED recommendations

Additionally, an assessment against the NSW Police Force CPTED Checklist is provided at Appendix 1.

2 Legislative Requirements

Local and State Government organisations have an obligation to assess whether a development provides safety and security to users and the community. An overriding objective of the *Environmental Planning and Assessment Act 1979* (EP&A Act) is:

- (a) to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources,

Before a decision can be made on a Development Application (DA) in accordance with Part 4 of the EP&A Act, a consent authority (generally, a local council) must consider the application under section 4.15 of the EP&A Act. Included in Section 4.15 are a number of sub-sections requiring the consent authority to consider the following matters:

- (a) the provisions of—
- i. any environmental planning instrument, and
 - ii. any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Planning Secretary has notified the consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved), and



- iii. any development control plan, and
 - a. any planning agreement that has been entered into under section 7.4, or any draft planning agreement that a developer has offered to enter into under section 7.4, and
- iv. the regulations (to the extent that they prescribe matters for the purposes of this paragraph),
- v. (Repealed)

that apply to the land to which the development application relates,

- (b) the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality,
- (c) the suitability of the site for the development,
- (d) any submissions made in accordance with this Act or the regulations,
- (e) the public interest.

Crime prevention falls under the bold subsection above and is generally considered as a key matter for consideration, under Section 4.15.

The NSW Department of Planning and Environment (DP&E) has prepared guidelines under Section 4.15 of the EP&A Act entitled "Crime prevention and the assessment of DAs: Guidelines under Section 4.15 of the Environmental Planning and Assessment Act 1979" (the CPTED Guidelines). These guidelines aim to help councils consider and implement CPTED principles when assessing DAs.

Some Councils have also incorporated specific CPTED provisions within their Development Control Plans (DCPs) as a matter for consideration under Section 4.15.

As a matter of best practice, public authorities and governments usually consider the assessment of projects against the CPTED Guidelines as critical to the consideration of any matters likely to affect the environment.

A concept that has emerged more recently is that of Crime Prevention through Environmental Management (CPTEM). CPTED assessments now often consider, and make recommendations about, ongoing management arrangements. This is an important element of ensuring crime prevention is supported not only through the design process but also through on-going use of the development.

3 Site Analysis

3.1 Site Context

The site is located at 1030-1048 and 1050-1064 Mamre Road and 59-62 & 63 Abbotts Road, Kemps Creek as shown in **Figure 1** below.

The land is approximately 432,880m² in area and is irregular in shape. The site comprises five separate allotments, and is legally described as Lot 3 in DP250002, Lot 4 in DP250002, Lot 11 in DP253503, Lot 12 in DP253503, Lot 13 in DP253503 Only Lots 3 and 4 will be subject to this application.

The site is located on the eastern side of Mamre Road and forms part of the broader Mamre Road Industrial Precinct. The site currently comprises undulating rural land with a combination of residential dwellings, farm sheds, and miscellaneous agricultural greenhouses and structures, and has an approximate area of



432,880sqm. The site is located in the Western Sydney Employment Area, identified as being located in IN1 General industrial land.

Westlink Stage 1 (SSD-9138102) was approved by the Department of Planning and Environment on 21 April 2023. Earthworks are currently underway for the first stage of the development with an anticipated completion date of the first warehouse Q4 2024.

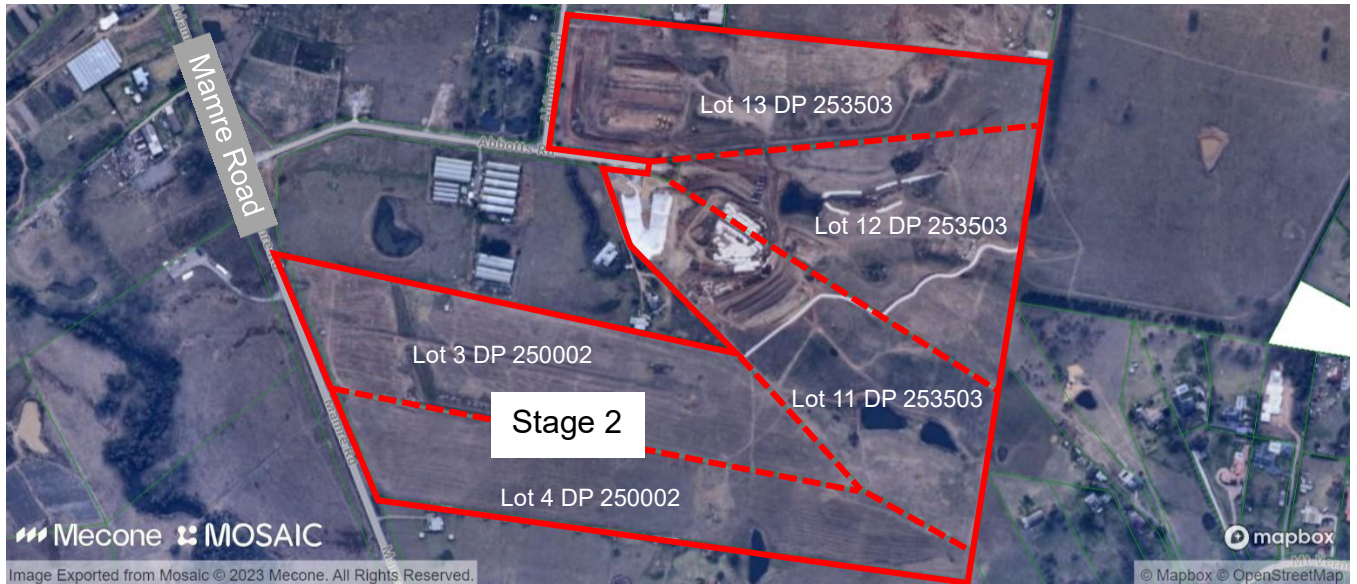


FIGURE 1: SITE AERIAL

Source: Ethos Urban, modified by Mecone

3.2 Key Features and Site Surrounds

The surrounding uses of the site:

- The immediate surrounding area of the site predominantly consists historical agricultural uses that are now zoned for industrial development.
- Lots within ESR Westlink estate are currently undergoing transition to industrial with earthworks as approved under Stage 1 SSDA.
- The immediate surrounding area consists of IN1 zoned land as well as further north. Mamre Road is located within SP2 zoned land. Further beyond towards the east and south, the area is C4 zoned land.
- To the west side of Mamre Road, there is RE1 zoned land that is located adjacent to and along Kemps Creek.

A map demonstrating the surrounding context is provided below.



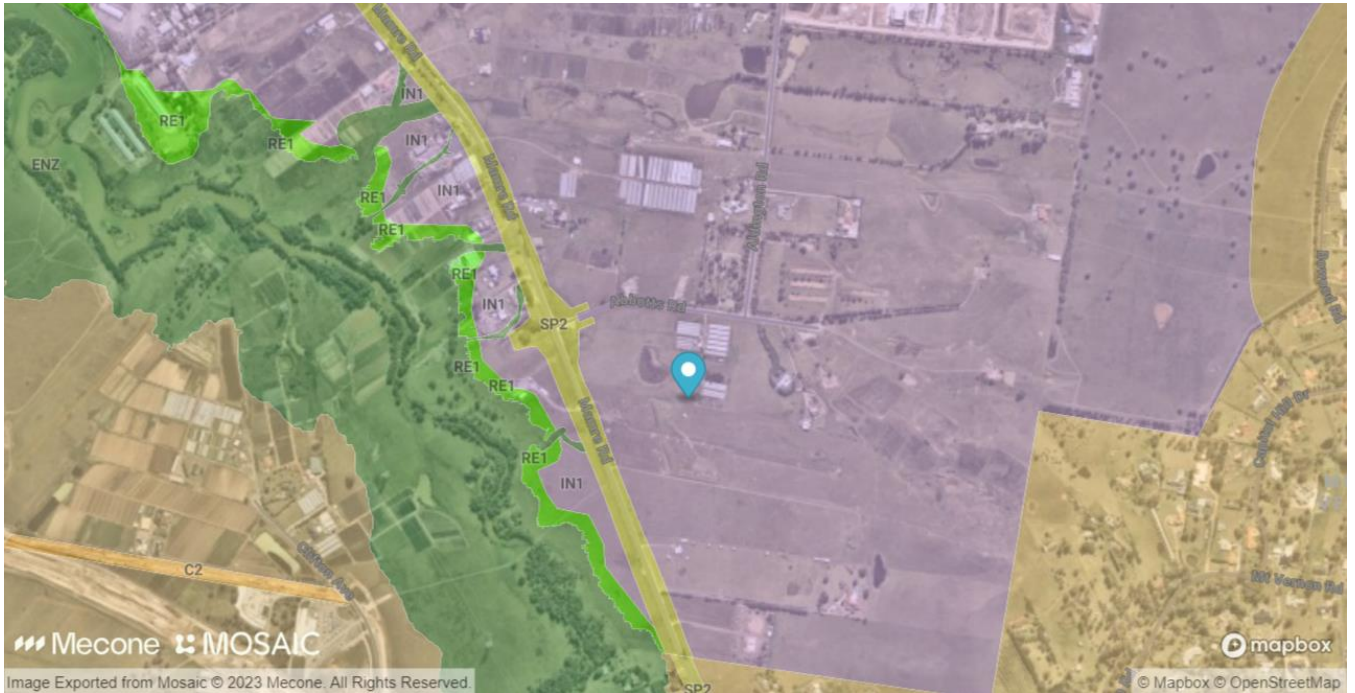


FIGURE 2: FUTURE DEVELOPMENT MAP

Source: Mecone Mosaic

4 Proposed Development

The SSDA seeks approval construction and use of the site for the purposes of a warehouse and distribution centre comprising the following works:

- Site preparation, earthworks and infrastructure works, including:
 - Demolition and clearing of all existing built form structures;
 - Clearing of all existing vegetation;
 - Site wide bulk earthworks including 'cut and fill' to create flat development platforms for the proposed buildings, and topsoiling, grassing and site stabilisation works;
 - Site wide roadworks and access infrastructure.
- Subdivision of the site into five individual lots, with two being residual lots for future development;
- Construction one industrial warehouse building with ancillary offices at the site over one allotment, with a total gross floor area of approximately 38,640m², comprising:
 - Warehouse: 34,640m²
 - Office 2A: 250m²
 - Office 2B: 650m²
 - Dock Office: 200m²
 - Hardstand areas for loading/unloading and vehicle manoeuvring; and
 - Car parking and on-lot landscaping works
- Construction of a new internal road layout including connection to Stage 1 road network;
- Stormwater and drainage works including a stormwater detention basin on a separate allotment, as well as stormwater lines and gross pollutant traps where necessary;
- Construction of trunk drainage channel on the northern boundary;
- Inter-allotment, road and boundary retaining walls where necessary;
- Lot and estate signage; and
- Hours of operation of 24 hours, 7 days a week.



Extracts of the architectural and landscape plans of the proposed development are provided below.



FIGURE 3: PROPOSED SITE PLAN
Source: Nettleton Tribe



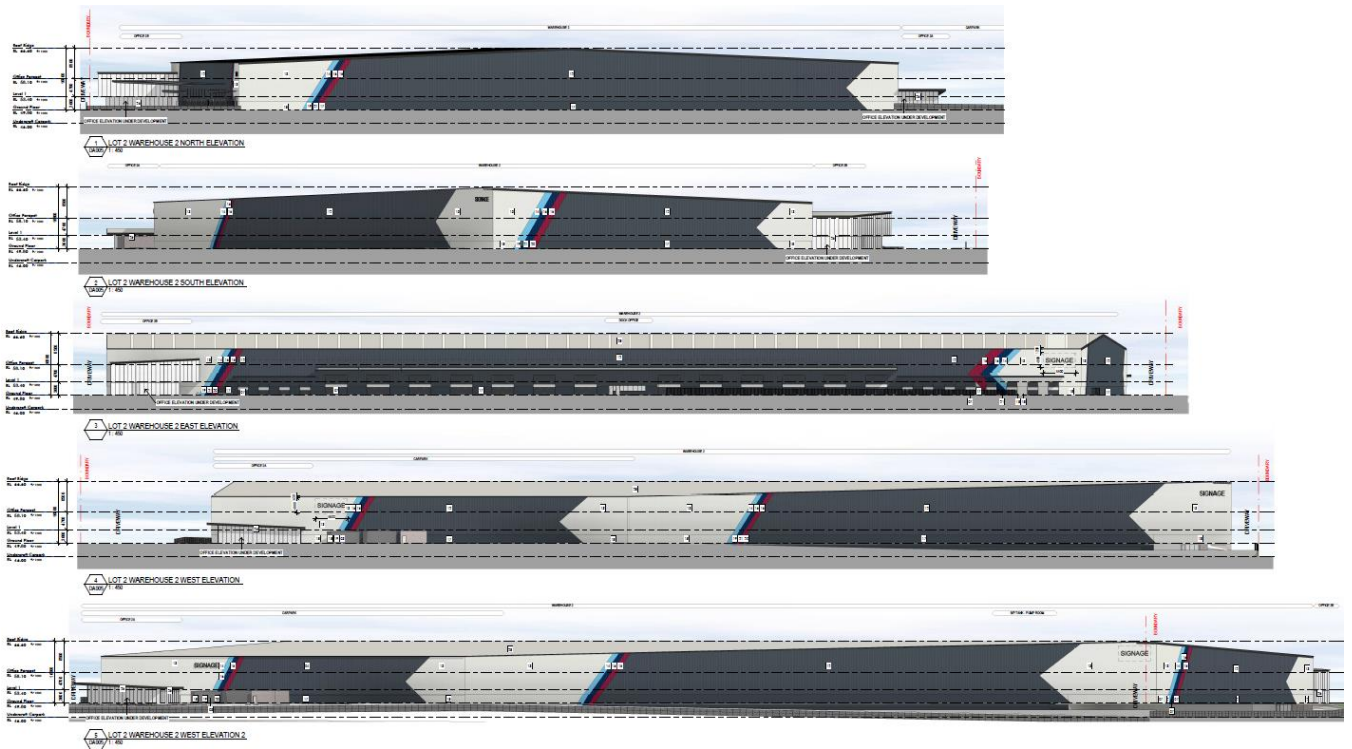


FIGURE 4: WAREHOUSE 2 ELEVATIONS

Source: Nettleton Tribe

5 Methodology

The following key tasks and stages have been undertaken as part of this CPTED assessment.

Part 6: Policy Review

- NSW Government CPTED Guidelines
- Mamre Road Development Control Plan (MDCP) 2021

Part 7: Crime Profile

- Desktop site analysis – a safety audit was conducted to assess potential situational crime risks related to the proposed masterplan design, in accordance with the current NSW policy and practice. The analysis took into consideration the following regulation and assessment principles:
 - Surveillance
 - Lighting/technical supervision
 - Territorial reinforcement
 - Environmental maintenance
 - Activity and space management
 - Access control



- Review of crime data and statistics to identify potential crime issues - collection and analysis of local and NSW State crime statistics from the Bureau of Crime Statistics and Research (BOCSAR)

Part 8: CPTED Assessment and Recommendations

- Review and assessment of the proposed development and identification of potential crime risks associated with the proposed development
- Identification of potential mitigation measures.

6 Policy Review

6.1 NSW Government CPTED Guidelines

This report utilises the principles of CPTED, which are based on a situational approach to crime prevention, which seek to minimise the risks for possible crime offences to occur. This is achieved by:

- increasing the possibility of detection, challenge and capture;
- increasing the effort required to commit crime;
- reducing the potential rewards of crime by minimising, removing or concealing 'crime benefits'; and
- removing conditions that create confusion about required norms of behaviour.

Notwithstanding this, the report and approach acknowledges that any design strategy proposed cannot operate effectively in isolation and is one element of a broader approach to a crime prevention strategy that includes social and community inputs and complementary strategies.

There are four key CPTED principles laid out in the CPTED guidelines:

- Natural Surveillance;
- Access Control;
- Territorial Reinforcement; and
- Space Management.

These are discussed in greater detail below.

Natural Surveillance

NSW police defines natural surveillance as:

Natural surveillance is achieved when normal space users can see and be seen by others. This highlights the importance of building layout, orientation and location; the strategic use of design; landscaping and lighting – it is a by-product of well-planned, well-designed and well-used space.

It relates to keeping intruders under observation. Natural surveillance allows people to engage in their normal behaviour while providing maximum opportunities for observing the space around them.

This is achieved by:

- Orienting buildings, windows, entrances and exits, car parks, rubbish bins, walkways, landscape trees and shrubs, in a manner that will not obstruct opportunities for surveillance of public spaces;



- The placement of persons or activities to maximise surveillance possibilities; and
- Provide lighting for night-time illumination of car parks, walkways, entrances, exits and related areas to promote a safe environment.

Access Control

NSW Police defines access control as:

Access control treatments restrict, channel and encourage people and vehicles into, out of and around the development. Way-finding, desire-lines and formal/informal routes are important crime prevention considerations. Effective access control can be achieved by using physical and symbolic barriers that channel and group pedestrians into areas, therefore increasing the time and effort required for criminals to commit crime.

It relates to decreasing criminal accessibility. This is achieved by:

- Using footpaths, pavement, gates, lighting and landscaping to clearly guide the public to and from entrances and exits; and
- Using of gates, fences, walls, landscaping and lighting to prevent or discourage public access to or from dark or unmonitored areas.

Territorial Re-enforcement

NSW Police defines territorial re-enforcement as:

Territorial Re-enforcement uses actual and symbolic boundary markers, spatial legibility and environmental cues to 'connect' people with space, to encourage communal responsibility for public areas and facilities, and to communicate to people where they should/not be and what activities are appropriate.

It relates to clearly defining private space from semi-public and public spaces that creates a sense of ownership.

This is achieved by:

- Enhancing the feeling of legitimate ownership by reinforcing existing natural surveillance and natural access control strategies with additional symbolic or social ones;
- Design of space to allow for its continued use and intended purpose; and
- Use of landscaping and pavement finishes, art, screening and fences to define and outline ownership of space.

Space and Activity Management

NSW Police defines space/activity management as:

Space/Activity Management strategies are an important way to develop and maintain natural community control. Space management involves the formal supervision, control and care of the development. All space, even well planned and well-designed areas need to be effectively used and maintained to maximise community safety. Places that are infrequently used are commonly abused. There is a high correlation between urban decay, fear of crime and avoidance behaviour.

The placing activity where the individuals can engage in an activity becomes part of the natural surveillance is known as activity support. This is achieved by:

- Locating safe activities in areas that will discourage would be offenders;



- Locating activities that increase natural surveillance; and
- Locating activities that give the perception of safety for normal users, and the perception of risk for offenders.

6.2 Mamre Road Precinct DCP

The Mamre Road Development Control Plan (MDCP) provides CPTED provisions that must be considered for all applications. An assessment against these provisions has been undertaken in the table below.

TABLE 1: MAMRE ROAD DCP ASSESSMENT

Control	Assessment
4. General Requirements for Industrial Development	
4.2 Built form design controls	
Section 4.2.10 Lighting	
2) Lighting design should address the principles of CPTED where there is significant pedestrian activity, late night work-shifts or safety and security issues	<p>Complies</p> <p>Lighting is strategically located along the site that allows for visibility across the site. The carpark / driveway light poles are spaced to provide coverage, evenly to illuminate the access roads and driveways for access at night. Wall mounted lighting is provided along the outsides of warehouse 2. Underside awning lighting is provided in the staging areas of both warehouses. Lighting configured in this manner will allow for operation at night safely.</p>
Section 4.2.11 Fencing	
b) To ensure that the security needs of the development are satisfied in a manner which complements the surrounding landscape design and streetscape quality.	<p>Complies</p> <p>Fencing is proposed on the western side and on the eastern side of the site where access is achieved. Each entry and exit point is gated either by a swinging gate or sliding gate.</p>
Appendix B Lodgement Requirements	
<p>Crime Risk Assessment Report</p> <p>A Crime Risk Assessment Report must assess the crime risk relating to the proposed development application in the Mamre Precinct. This Crime Risk Assessment is to use qualitative and quantitative measures of the physical and social environment to analyse and minimise crime opportunity. The assessment is to review the proposed development against Crime Prevention Through Environmental Design (CPTED) principles and provides recommendations for the design, construction</p>	<p>Complies.</p> <p>This CPTED assessment has been prepared to support the SSDA application and has reviewed the design against adopted CPTED principles. Recommendations are provided in Section 8 of the report.</p>



and future management practices of the development.

7 Crime Profile

The proposed development is located in the suburb of Kemps Creek, in the Penrith Local Government Area (LGA).

The crime figures discussed in this section of the report are those crimes that have been recorded by NSW Police, and as such cannot be seen to necessarily be all crimes committed in the Penrith LGA.

Levels of reported crime are sensitive to a range of factors, including but not limited to the willingness or ability of people to report a criminal activity, the levels and nature of police activity, and actual levels of criminal activity in the area.

The consideration of recommendations included in this report are intended so that the proposed development does not become attractive to perpetrators of these types of crime.

7.1 Crime Trends

A review of the crime statistics indicates that when compared to the rest of NSW, the Burwood LGA has a lower rate of crime.

Table 2 provides the breakdown of the relative crime in Penrith LGA when compared to NSW over a two-year period, per 100,000 population:

TABLE 2: PENRITH LGA CRIME OVERVIEW – APRIL 2022 TO MARCH 2023

Offence Type	Penrith-to-NSW incident rate ratio
Murder	1.50:1
Assault – domestic violence related	1.20:1
Assault – non-domestic violence	1.21:1
Sexual assault	1.02:1
Sexual touching, sexual act and other sexual offences	1.04:1
Robbery	1.53:1
Break and enter dwelling	1.09:1
Break and enter non-dwelling	0.86:1
Motor vehicle theft	1.11:1
Steal from motor vehicle	1.35:1
Steal from retail store	1.29:1



Other stealing offences	0.96:1
Malicious damage to property	1.21:1

Note: NSW = Ratio of 1

In terms of trends, crime rates have been lower over the past 12 months (April 2022-March 2023).

The varying crime trends reinforce CPTED principles and deterrence factors.

7.2 Crime Hotspots

There is no meaningful data on trends at the suburb or Council level. Data is only provided for three offenses, being robbery, break and enter dwelling and motor vehicle theft. Whilst these incidents have decreased over the past two years, it cannot be determined if overall crime has increased or decreased over the previous two-year period due to a lack of data.

Whilst the Penrith LGA broadly displays average crime rates, it is important to note that the location of the proposed industrial development is not located within a designated “hotspot”.

As shown in the images below, BOSCAR data for Kemps Creek indicates that the site is not located in or near any hotspots, other than incidents of motor vehicle theft. With consideration of this incident type and the low likelihood and number of incidents across the LGA, the 2-year trend considers this as stable. There have been no other isolated incidents in the locality of the proposed warehouse.

Hotspots indicate areas of high crime density (number of incidents per 50m x 50m) relative to crime concentrations across NSW.

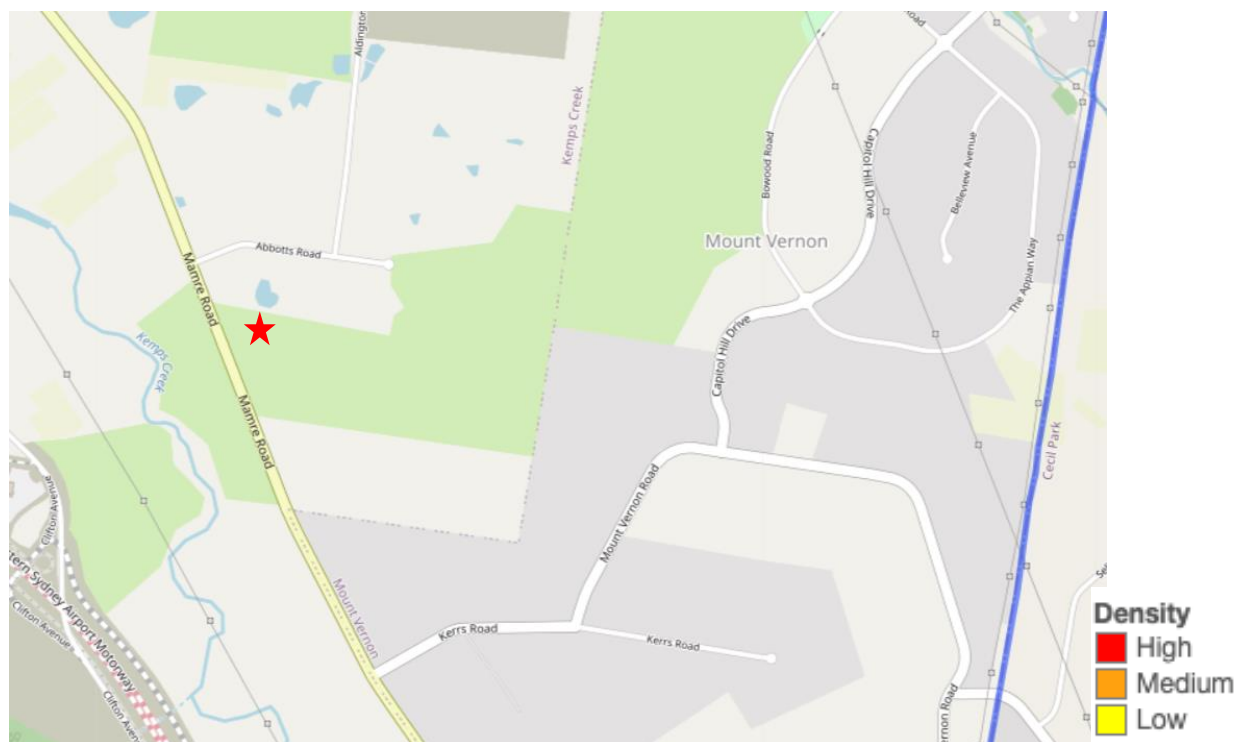


FIGURE 5: INCIDENTS OF DOMESTIC ASSAULT HOT SPOT MAP

Source: BOSCAR NSW



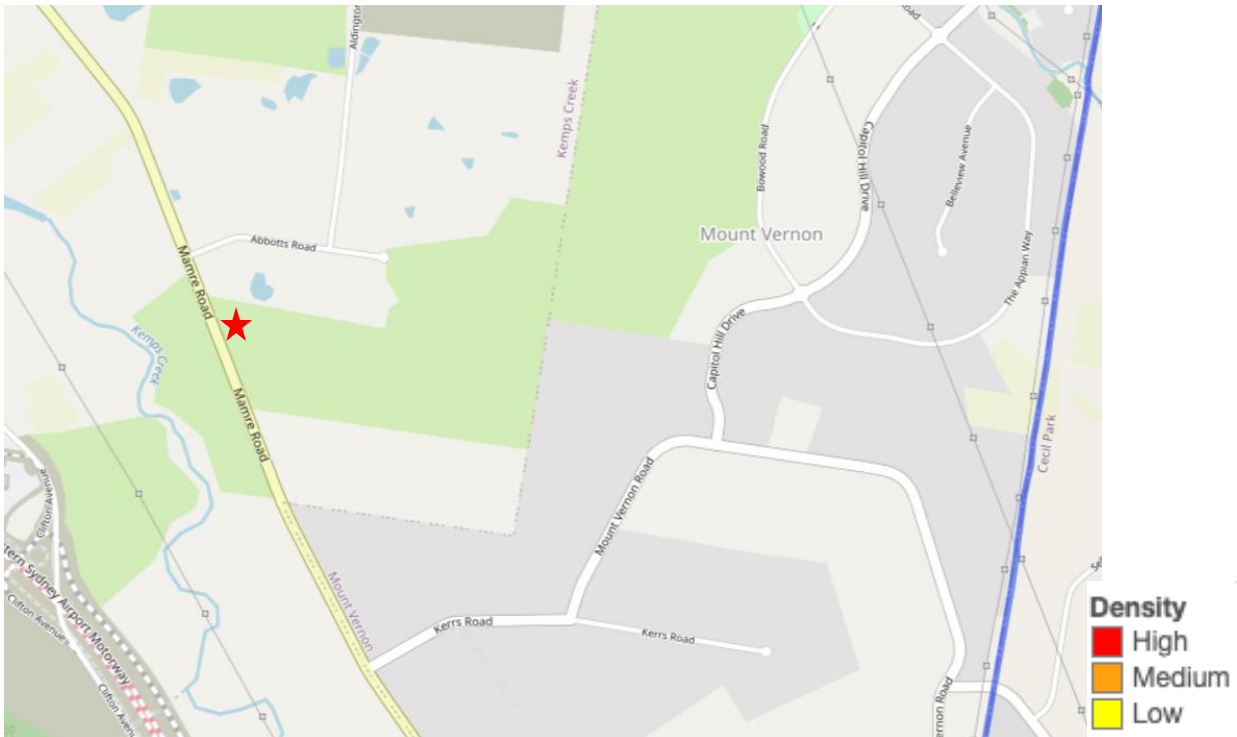


FIGURE 6: INCIDENTS OF NON-DOMESTIC ASSAULT HOT SPOT MAP
Source: BOSCAR NSW

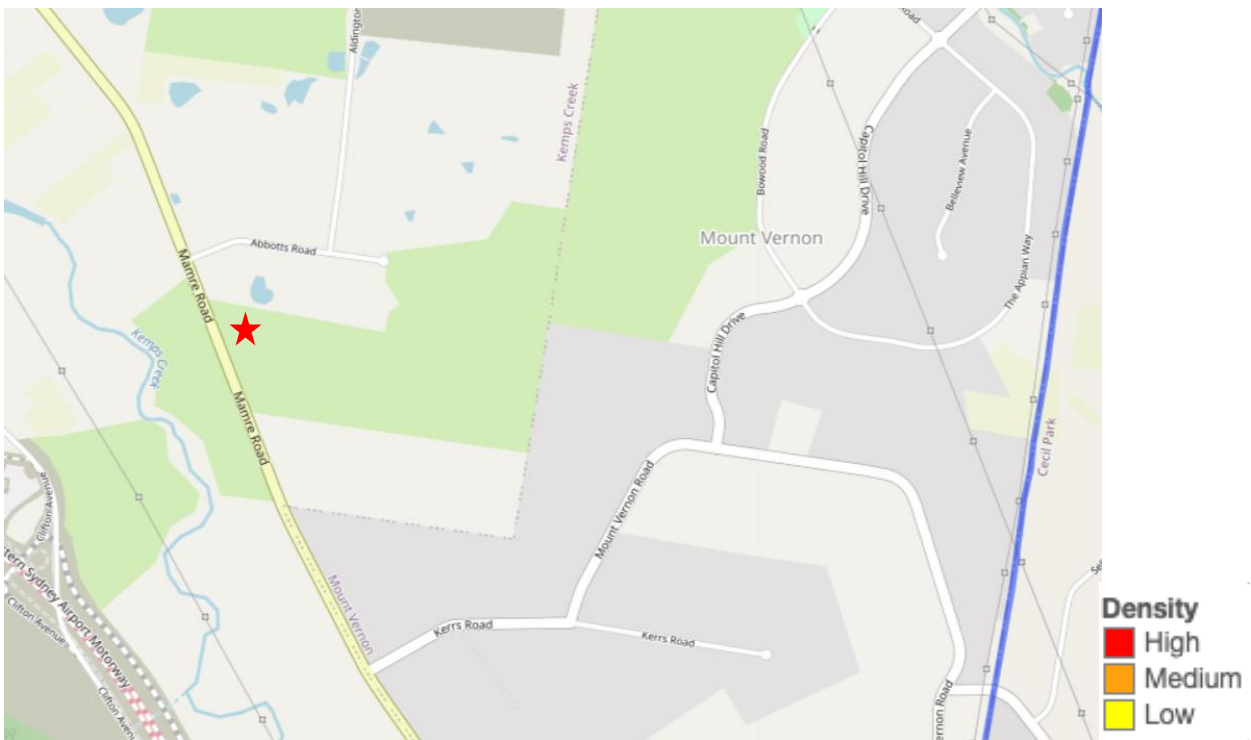


FIGURE 7: INCIDENTS OF ROBBERY (STEAL FROM DWELLING) HOT SPOT MAP
Source: BOSCAR NSW

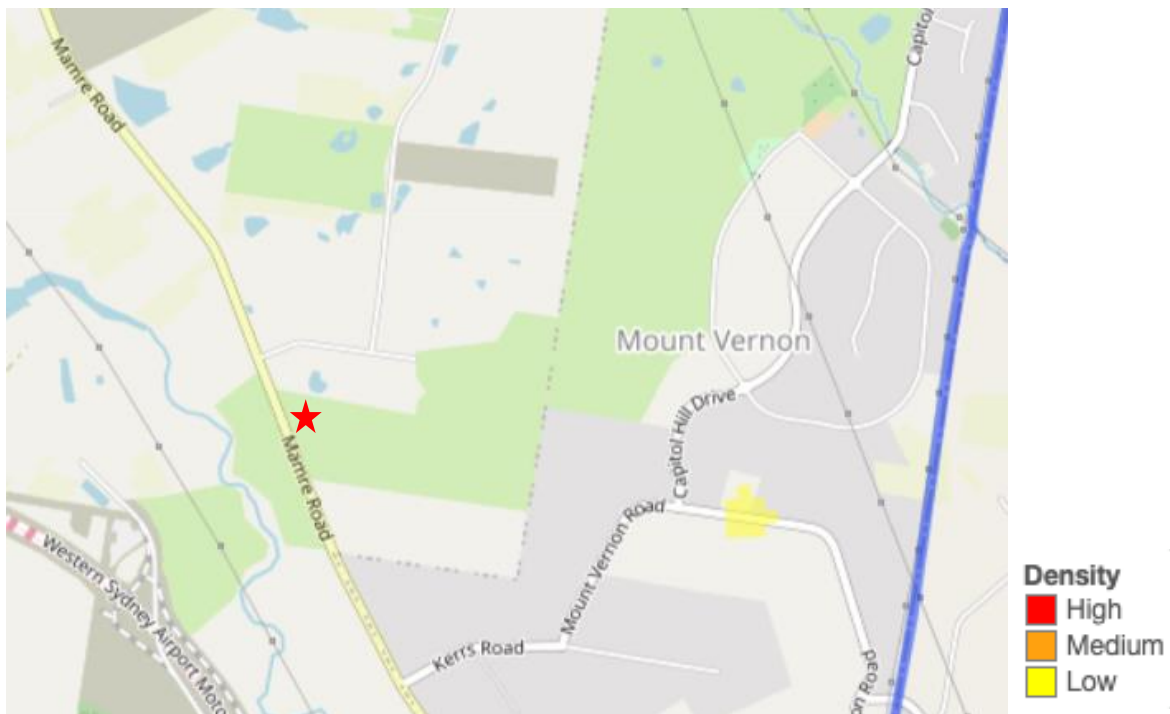


FIGURE 8: INCIDENTS OF THEFT (BREAK AND ENTER DWELLING) HOT SPOT MAP
Source: BOSCAR NSW

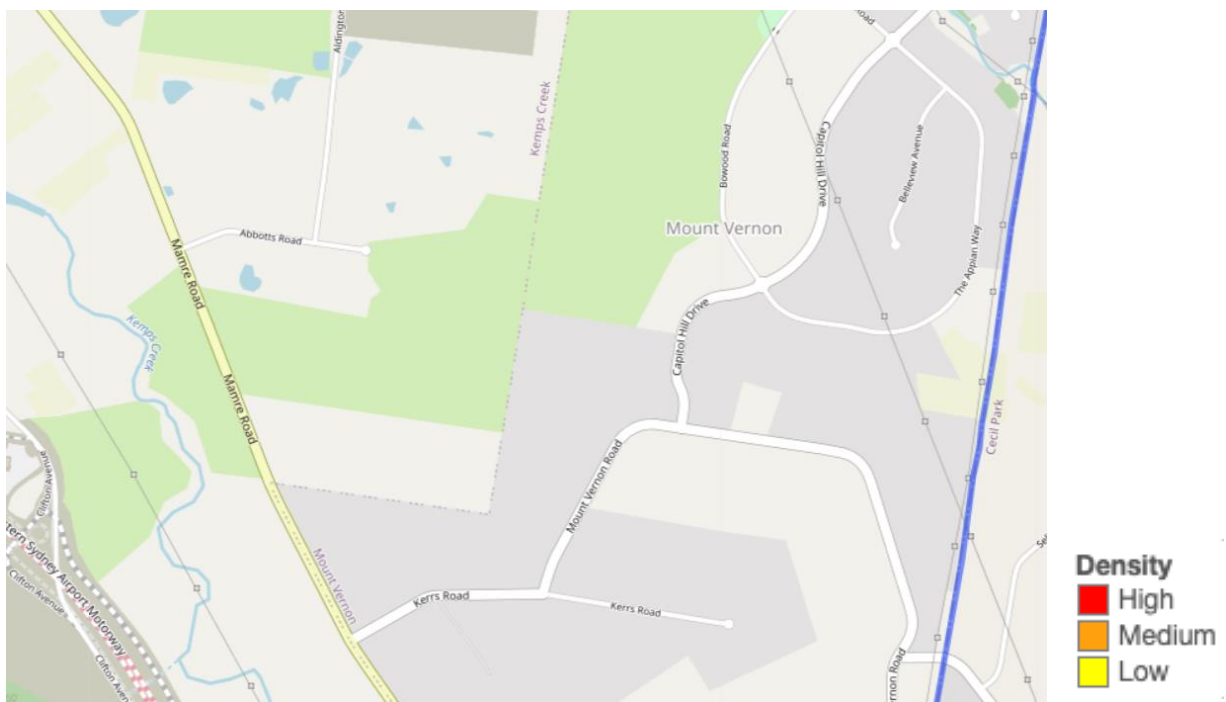


FIGURE 9: INCIDENTS OF THEFT (BREAK AND ENTER NON-DWELLING) HOT SPOT MAP
Source: BOSCAR NSW



FIGURE 10: INCIDENTS OF THEFT (MOTOR VEHICLE THEFT) HOT SPOT MAP

Source: BOSCAR NSW

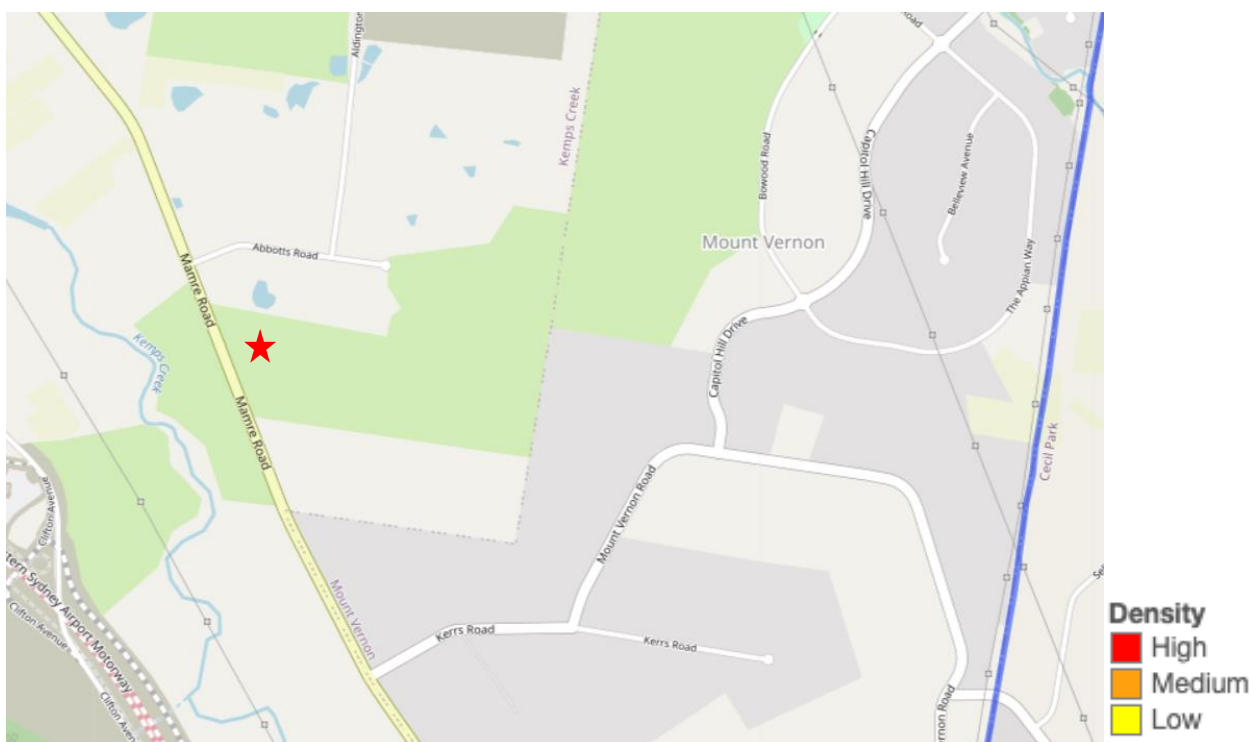


FIGURE 11: INCIDENTS OF THEFT (STEAL FROM MOTOR VEHICLE) HOT SPOT MAP

Source: BOSCAR NSW

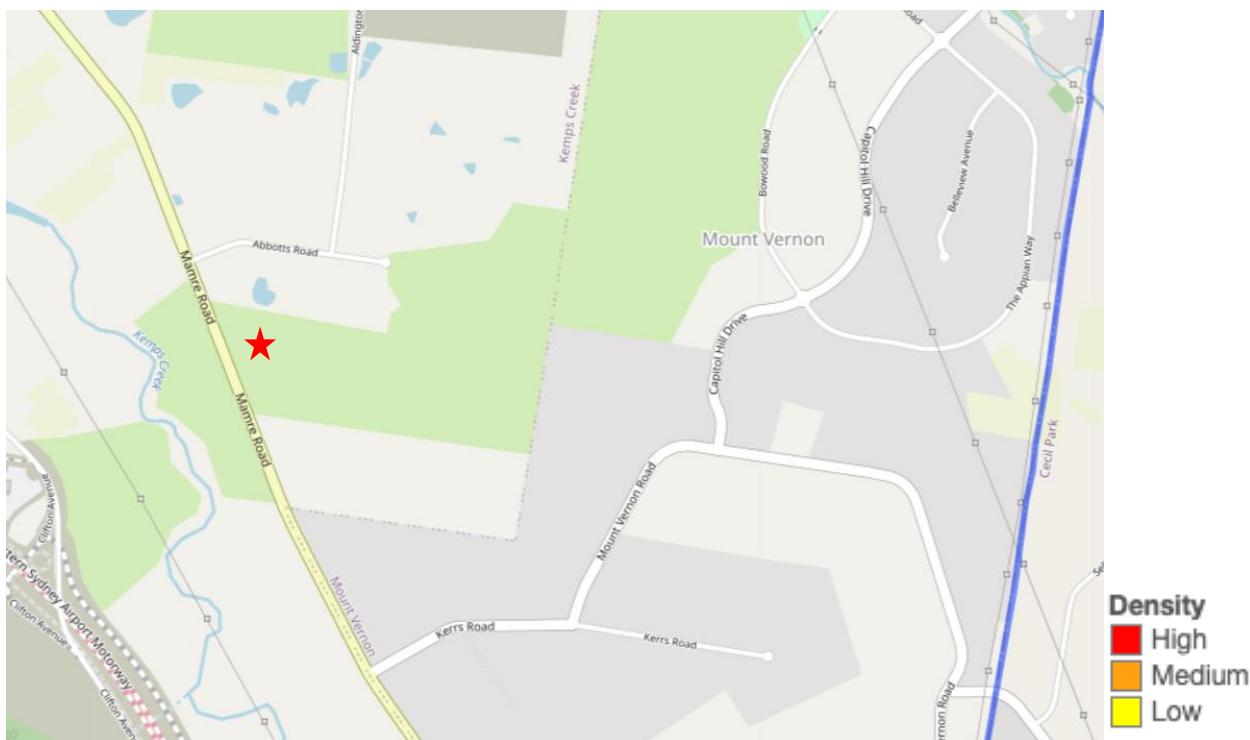


FIGURE 12: INCIDENTS OF THEFT (STEAL FROM DWELLING) HOT SPOT MAP

Source: BOSCAR NSW

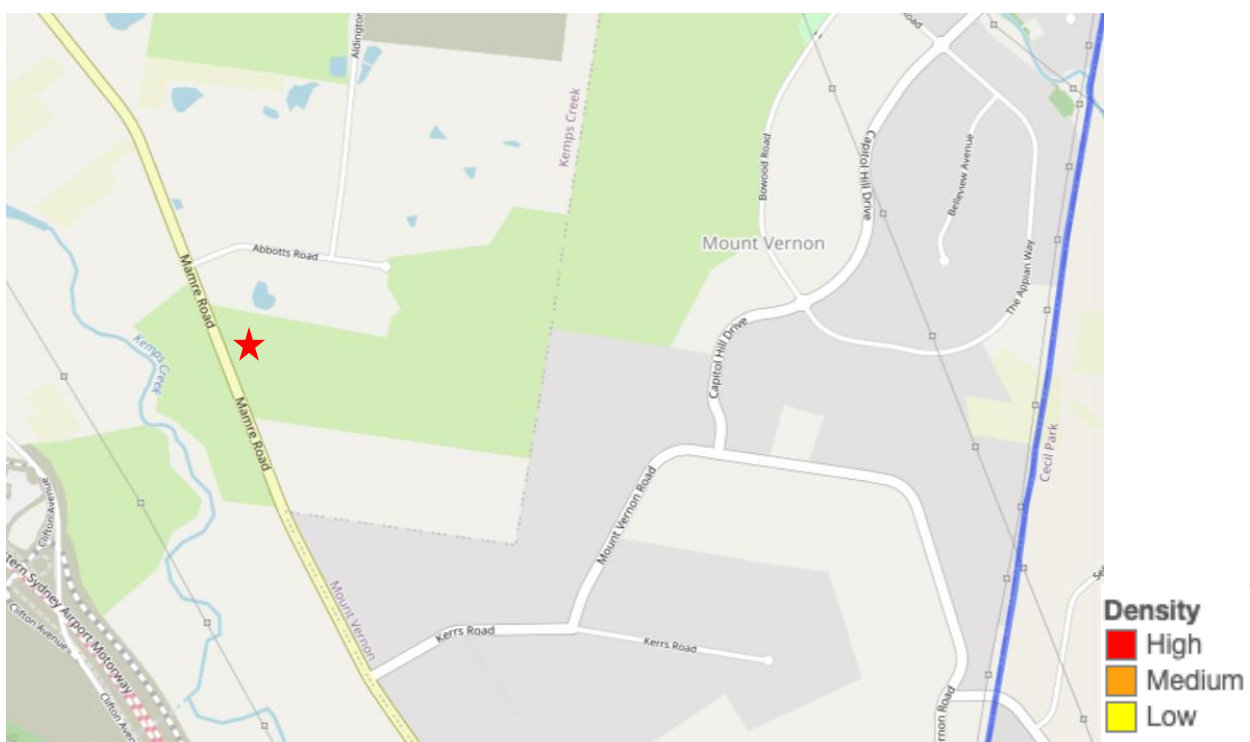


FIGURE 13: INCIDENTS OF THEFT (STEAL FROM PERSON) HOT SPOT MAP

Source: BOSCAR NSW

8 Overview of Design Response

This report utilises the principles of CPTED, which are based on a situational approach to crime prevention that seeks to minimise the risks for possible crime offences to occur. This is achieved by:

- Increasing the possibility of detection, challenge and capture;
- Increasing the effort required to commit crime;
- Reducing the potential rewards of crime by minimising, removing or concealing 'crime benefits'; and
- Removing conditions that create confusion about required norms of behaviour.

Notwithstanding, this report and approach acknowledge that any design strategy cannot operate effectively in isolation and is just one element of a broader approach to a crime prevention strategy that includes social and community inputs and complementary strategies.

There are four key CPTED principles laid out in the CPTED guidelines:

- Natural surveillance;
- Access control;
- Territorial re-enforcement; and
- Space management.

The following subsections discuss these principles in greater detail in the context of the proposed development. Additionally, an assessment against the NSW Police Force CPTED Checklist is provided at Appendix 1.

8.1 Natural Surveillance

NSW Police defines natural surveillance as follows:

Natural surveillance is achieved when normal space users can see and be seen by others. This highlights the importance of building layout, orientation and location; the strategic use of design; landscaping and lighting – it is a by-product of well-planned, well-designed and well-used space.

Natural surveillance is achieved by:

- Orienting buildings, windows, entrances and exits, car parks, rubbish bins, walkways, landscape trees and shrubs, in a manner that will not obstruct opportunities for surveillance of public spaces;
- Placing persons or activities to maximise surveillance possibilities; and
- Providing lighting for night-time illumination of car parks, walkways, entrances, exits and related areas to promote a safe environment.

8.1.1 Evaluation

Our review of the plans indicates the following in relation to natural surveillance:



- Entry to offices 2a and 2b are achieved via an access road that travels around the site. At grade parking is available on the western side of the warehouse and an under-croft carpark to the south of the site. The under-croft car park receives natural surveillance as there is no wall to its exterior. The openness provides ongoing natural and passive surveillance of the site, from the offices due to its elevation;
- The building is aligned and set back to the street frontage of Mamre Road, which affords opportunities for passive and natural surveillance along the western side of the site;
- Whilst both staging areas contain roof panelling, there are still sight lines from the offices to the east and Mamre Road to the west;
- The two-storey offices are located at higher points of the site in relation to the surrounding warehouses, providing views and overlooking opportunities across the site and broader public domain;
- The location of the lighting has been proposed in areas that will allow visibility and surveillance at night. Lighting at the driveways, access roads and car park allow for surveillance:
- Landscaping utilises grassed areas that allow for sightlines at eye-level and to minimise opportunities for hiding, particularly where level changes are significant; and
- The front setback will contribute to the creation of an attractive streetscape in an industrial setting that will not detract pedestrian activity and help create natural community policing.

8.1.2 Recommendation

- Entries and the car park should be illuminated during night-time in accordance with the relevant standards;
- All areas intended to be used at night should allow for appropriate levels of visibility;
- CCTV at entries, car park and southern, western, and eastern facades should be considered; and
- Particular consideration of surveillance should be made between the car park footpath and access to the office at night-time.

8.2 Territorial Reinforcement

NSW Police defines territorial re-enforcement as follows:

Territorial re-enforcement uses actual and symbolic boundary markers, spatial legibility and environmental cues to 'connect' people with space, to encourage communal responsibility for public areas and facilities, and to communicate to people where they should/not be and what activities are appropriate.

Territorial enforcement is achieved by:

- Enhancing the feeling of legitimate ownership by reinforcing existing natural surveillance and natural access control strategies with additional symbolic or social ones;
- Designing space to allow for its continued use and intended purpose; and
- Using landscaping, pavement finishes, art, screening and fences to define and outline ownership of space.



8.2.1 Evaluation

Our review of the plans indicates the following in relation to territorial re-enforcement:

- The development has been designed for specific purposes with large warehouses, dedicated on-site parking, loading bays and outdoor recreation areas;
- The outdoor recreation areas are well located allowing sight lines to the truck entries, that is gated to still recognise its connection to the warehouse;
- The separation of the truck entry and car entry is well considered in context of the warehouse's function and assists with navigation on the site grounds;
- The separation will assist with legibility between staff and deliveries and avoid unnecessary access or confusion through the site grounds;
- The proposed colour scheme of the building is clearly delineated in relation to the desired industrial corridor on Mamre Road. The general landscape embellishments respond to the various conditions on the site boundaries and are suitably incorporated into the overall site design;
- The building entries have regard to existing site topography, interfaces and are located and designed to be easily identifiable;
- The proposed office and warehouse entries are in close proximity to the overall site entry from the access road;
- It is anticipated that building entries will be marked with appropriate wayfinding signage, this is particularly important given the site's location within a broader industrial precinct; and
- The development's materials and finishes will distinguish the development from the surrounding public domain.

8.2.2 Recommendations

- Appropriate signage and wayfinding should be provided in semi-public areas including the car park and outdoor staff area;
- Outdoor seating areas should be located in the outdoor recreation area to encourage use; and
- The use of signage and transition cues should be carefully considered primarily around the two vehicle access points to avoid confusion of this space.

8.3 Access Control

NSW Police defines access control as follows:

Access control treatments restrict, channel and encourage people and vehicles into, out of and around the development. Way-finding, desire-lines and formal/informal routes are important crime prevention considerations. Effective access control can be achieved by using physical and symbolic barriers that channel and group pedestrians into areas, therefore increasing the time and effort required for criminals to commit crime.

Access control is achieved by:

- Using footpaths, pavement, lighting and landscaping to clearly guide the public to and from entrances and exits; and



- Using of gates, fences, walls, landscaping and lighting to prevent or discourage public access to or from dark or unmonitored areas.

8.3.1 Evaluation

Our review of the plans indicates the following in relation to access control:

- The site currently provides one dedicated pedestrian entries, one at the south of the site (next to the 2b office);
- Footpaths around the carpark allow for safe access from the carpark to both warehouses and offices;
- Limited vehicle entry points and fit-for-purpose fencing will create a safe and secure site;
- Pathways contain the necessary lighting that allow for a clear and safe path of travel from the carpark to the buildings as well as in between both warehouses;
- The building entries are positioned to allow clear and direct access to the surrounding pedestrian network, car park and access road;
- The consolidated driveway, car park and loading bay formalise vehicular and pedestrian movements into and out of the site; and
- It is anticipated that appropriate signage will direct pedestrians to the entries.

8.3.2 Recommendations

- Noting the warehouse will be operational 24/7, the warehouse facilities should be locked and only be accessible (where practical) via a security key outside of peak operation hours as defined in the EIS;
- Appropriate signage should be implemented that delineates the car entry and vehicle entry driveway. This should be particularly considered at the site frontage to Mamre Road;
- Consideration should be made as to how the future road dedication will be secured or activated;
- While there are pedestrian pathways available internally, A dedicated pedestrian path should be provided between the site and street;
- Fire exit doors should be fitted with measures to restrict unauthorised access from the outside; and
- All areas should be fitted with doors that comply with relevant Australian Standards.

8.4 Space/Activity Management

NSW Police defines space/activity management as follows:

Space/Activity Management strategies are an important way to develop and maintain natural community control. Space management involves the formal supervision, control and care of the development. All space, even well planned and well-designed areas need to be effectively used and maintained to maximise community safety. Places that are infrequently used are commonly abused. There is a high correlation between urban decay, fear of crime and avoidance behaviour.

Space/activity management is achieved by:

- Ensuring premises are well maintained and cared for; and



- Ensuring rapid repair of vandalism and replacement of lighting.

8.4.1 Evaluation

Our review of the plans indicates the following in relation to space/activity management:

- The building has been designed for specific purposes and will be owned and maintained by an experienced industrial estate manager; and
- It is anticipated that a management plan/strategy will be put into place to ensure proper building maintenance.

8.4.2 Recommendations

- Consideration should be given to the use of graffiti-resistance materials;
- Graffiti management measures should be incorporated into the maintenance plan/strategy for the building. Research has shown that the most effective strategy for reducing graffiti attacks is the quick removal of graffiti within a 48-hour period;
- The building maintenance plan/strategy should provide information within the building on how to report maintenance or vandalism;
- The building maintenance plan/strategy should also maintain landscaping to ensure the site displays strong ownership; and
- The design should incorporate a robust material palette, particularly for outdoor spaces in order to reduce susceptibility to vandalism and wear and tear.

9 Conclusion

This CPTED report supports an SSDA submitted to the DPE for the proposed warehouse development at 1030 -1064 Mamre Road and 59-63 Abbots Road, Kemps Creek.

The proposed development has been evaluated in the context of the four key principles of CPTED and relevant data from BOSCAR.

Section 5 of this report outlines measures that will enable the design and ongoing use of the development to align with those CPTED principles to reduce opportunities for crime.

The recommendations identified are minor in scope and can be achieved by means of conditions of consent or otherwise detailed in the Construction Certificate drawings.

This CPTED report demonstrates that the proposed new warehouse will promote casual surveillance of Mamre Road the proposed access road, further activating the Mamre Road Precinct and provide appropriate security measures to ensure the safety of workers and broader public.

Given the above, we conclude that the development is acceptable from a crime risk perspective.



Appendices

NSW Police CPTED Guideline Assessment

STANDARD	PROVISIONS	COMPLIANCE
Natural Surveillance	Openings in buildings are located and designed to overlook public places to maximize casual surveillance.	Entry points are visible and clearly distinguishable.
	The main entry to a building should face the street.	The main entry path to the site is from the future extension of Aldington Road.
	An external entry path and the foyer to a building must be direct to avoid potential hiding places.	Main entry path to the site is direct line of sight into the building and provides not opportunity for potential hiding places and
	Entry lobby areas to and from car parking areas should be transparent allowing viewing into and from these areas.	Entrances to carparking areas are clearly defined and transparent.
	Landscaping must not conceal the front door to a building when viewed from the street	The proposed landscaping design will not unnecessarily conceal building entries when viewed from the street.
	Pedestrian access should be well lit and maximize sight lines.	Able to be implemented. It is recommended that future pedestrian access paths are to provide appropriate lighting.
	Landscaping should not inhibit sight lines.	The proposed landscaping design will not unnecessarily inhibit site lines. Landscaping shall be maintained to not inhibit site lines or conceal building entries.
	ATM design and location is within direct view of pedestrian paths so that they can be overlooked from vantage points.	No ATMs are proposed.
	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.	Able to be implemented, if required.



	Landscaping should be designed to maximise sight lines.	Landscaping proposes low ground covers and canopy trees, maintaining sight lines.
Measures/security devices	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.	Able to be implemented. Robust materials shall be used which are suitable for a residential environment.
	A security alarm system must be installed in a building.	Able to be implemented. The implementation of CCTV and appropriate alarm systems shall be considered as part of the ongoing management of the site.
	Unless impracticable, access to an outdoor car park must be closed to the public outside of business hours via a lockable gate.	Able to be implemented. The carpark will feature a security controlled gate preventing access to the general public.
	CCTV system must cover all high-risk areas and including all entry areas.	Able to be implemented. The implementation of CCTV and appropriate alarm systems shall be considered as part of the ongoing management of the site.
Access Control	Loading docks in the vicinity of main entry areas are secured outside of business hours.	The proposed warehouse and loading docks will be operational 24 hours, 7 days a week. Surveillance of the dock areas will be provided at all times.
	Access to a loading dock, or other restricted area in a building must only be accessible to tenants via a security door, intercom, code or other mechanism	Loading docks will be accessed by trucks via the site entry. Loading docks will be secured by roller doors as illustrated on the plans.
	Clear signage should be erected indicating loading docks and other areas which cannot be accessed by the general public.	Clear signage will be provided as illustrated on the plans. A loading dock management plan will include the required signage for safety of the general public.
Territoriality/ownership	Site planning provides a clear definition of territory and	The site and design make a clear distinction between private and public areas. The entry is



	ownership of all private, semi-public and public places.	formalised which clearly identifies entry to the site.
Lighting	Both natural and artificial lighting is used to reduce poorly lit or dark areas and therefore deterring crime and vandalism.	Natural and artificial light will improve visibility of the development, the semi-public spaces and the street.
	<p>Lighting must be provided to the following areas of a building to promote safety and security and night;</p> <p>A – an external entry path, foyer, driveway and car park to a building</p> <p>b- shopfront. This may be in the form of motion sensitive lighting or timer lighting</p> <p>c – the underside of an awning.</p>	Able to be implemented – refer to recommendations in Part 8.
	Lift access to a car park that are intended for night use must be well lit using a vandal resistant, high mounted light fixture.	Able to be implemented.
	The lighting in a car park must confirm to Australian Standards 1158.1, 2890.1.	Able to be implemented – refer to recommendations in Part 8.
	The use of lighting fixtures, and vandal resistant, high mounted light fixtures, which are less susceptible to damage in the car park and laneway areas.	Able to be implemented – refer to recommendations in Part 8.
	Car parking areas should be painted in light colours which will increase levels of illumination.	Able to be implemented – refer to recommendations in Part 8.
Vandalism and graffiti	Development minimises blank walls along all street frontages.	The layout of the development is oriented to the street frontage of Aldington Road and has presence to Mamre Road to the west, minimising opportunities for blank walls to public street frontages.



