

# CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

**PREPARED TO ACCOMPANY A  
PART 3A APPLICATION  
SUBMITTED TO THE NSW DEPARTMENT OF PLANNING**

Project Site Address

**1-9 ALLENGROVE CRESCENT,  
116A EPPING ROAD AND 259-263 LANE COVE ROAD, NORTH RYDE**

prepared on behalf of

**EGC Custodian Services**

prepared by

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## 1. SUMMARY

This Crime Prevention Through Environmental Design (CPTED) assessment has been prepared for the proponents, EGC Custodian Services, in response to Key Issue No. 2 of the Director General's Requirements (DGRs) for this development dated August 2010. The report forms part of the project application for a 4-11 storey residential development.

The development involves:

- The demolition of the existing 15 dwellings
- Excavation for three stepped basement levels
- The construction of 269 residential units in three blocks;
  - Block along Epping Road, 112 units, height varying from 5 to 11 stories
  - Middle Block, 108 units, height varying from 5 to 11 stories
  - Block along Allengrove Crescent, 49 units, height varying from 4 to 7 stories

As the proposal is at the concept stage it has not been possible to assess many crime prevention treatments and strategies which will not be finalised until the detailed design stage, occupation or long term management of the building.

The DGRs state the Environmental Assessment shall address the design quality with specific consideration of the massing, setbacks, building articulation, landscape setting and public domain, including an assessment against the CPTED principles.

The CPTED principles to be considered are;

- Surveillance
- Access control
- Territorial reinforcement
- Space management

The subject site is known as 116a-112b Epping Road, 259-263 Lane Cove Road and 1-9 Allengrove Crescent North Ryde. It is located on the south western corner of Epping and Lane Cove Roads and is adjacent to the Epping Road Overpass. It also has a western frontage to Allengrove Crescent, a cul-de-sac accessed directly from Lane Cove Road. It is irregularly shaped with a site area of 12,297sqm. It shares a south eastern side boundary with townhouses fronting Epping Road and a single dwelling fronting Allengrove Crescent. Immediately to the north of the site is a small public reserve; the wider locality contains numerous parkland reserves within 800m of the site. The site slopes up from north to south.

The site is located in the proximity of Macquarie Park Train Station and the high density corridor zoned for business and technology purposes to the north east of the site. Immediately to the south west and north are low rise detached houses interspersed with a number of town house and duplex developments.

The proposed residential development will contain 269 residential units consisting of 64 one bedroom, 167 two bedroom and 38 three bedroom units. There will be 13 lifts servicing the 3 residential blocks all connecting to the basement levels.

## 2. ASSESSMENT OF THE PROPOSAL

The intensification of uses on the site from the current 15 low rise residential dwellings may present some potential security risks. The residential development will attract a range of residents, visitors, couriers and contractors with increased numbers of people and activity. Potential negative aspects can be mitigated by a number of crime prevention strategies and treatments.

### - GENERAL SITE AND BUILDING LAYOUT

The residential development is divided up into 3 distinct blocks running parallel with Epping Road and Allengrove Road. The residential blocks have communal areas located between the blocks and adjacent to pedestrian paths.

The site is located on two major roads, therefore the development is separated from the pedestrian footpath and road via gabion walls or the like up to 1.5m in height, creating privacy and security from the busy streets.

The site has three street frontages and a number of pedestrian and vehicle access points along these frontages. The entries may be susceptible to unauthorised entry and a number of measures will be made to ensure access is only by legitimate occupants and users.

Lighting plays a key role in the perception of safety within and around a development. The lighting plan will consider the design, placements and lux levels for street lighting, entry/exit points and within the communal areas of the development. The lighting plan will assist safe movement of pedestrians through the various paths in the development. The lighting will be compliant with Australian Standards. The light fittings will be robust and replaceable which will reduce the opportunities for graffiti or vandalism.

### - ACCESS INTO THE DEVELOPMENT

Pedestrian access into the development will be via four main entries, one via Epping Road, two via Lane Cove Road and one via Allengrove Crescent with three secondary entries to individual blocks on Allengrove Crescent. Vehicular access will be from two points on Allengrove Crescent. Servicing will have its own independent entry with residential and visitor parking located in the basement.

The entry points will be visible to the pedestrian via walls that wrap into the development. These entry points will be covered and well lit with letterboxes outside of the gated entry points. Therefore there will be clear and safe entries separating the public zone to the private. The areas also have high level of natural surveillance with the use of splayed walls creating more open environments.

### - RESIDENTIAL LEVELS

The three residential blocks are broken up into smaller blocks with individual entries. The two residential blocks closest to Epping Road have five individual entries. These foyers serve 3 units per floor creating small foyer spaces that minimise the number of people using them and the security risk of long corridors and dead spaces. The design promotes visibility in stairwells and walkways through use of transparent materials such as glass, perforated screens and louvres.

The internal lighting will ensure internal foyers are adequately lit to provide residents with safe entry whilst preventing light spill into units. Video intercoms to main entry lobby will control visitor access.

### - COMMUNAL OPEN SPACE

The orientation of the residential units result in the main living areas and balconies fronting communal open spaces and Epping Road, which provides excellent surveillance to the communal areas and street. The rear of the residential units have bedrooms and kitchen areas facing communal open spaces and Allengrove Crescent again providing excellent surveillance to both communal areas and Allengrove Crescent.

The communal areas are also located along main pathways through the development increasing passive surveillance to the private communal areas.

– BASEMENT CAR PARK AND SERVICE LANE

Allengrove Crescent is a cul-de-sac with two way traffic in and will provide entry and exit points to the carpark and servicing lane. These points cross the public footpath and consideration will be made to the design and treatment of these areas to ensure pedestrian and cyclists have safe movement.

The layout of the parking spaces provides clear sightlines within basement levels. Signage and lighting will be required within parking areas to enable safe movement within the development and to direct people to the appropriate parking levels. This will include directional indicators, way finding signage, lift lobbies, disabled parking, emergency exits and the like.

There is direct access from the carpark lifts to the individual foyers of the residential development. This improves safety and allows for direct route from individual car spaces and apartment entry.

The basement parking will be painted a light colour with concrete floors, together with appropriate lighting these surfaces will increase the impact of the lighting in the car park.

The service lane will have restricted use only for emergency vehicles, garbage trucks and other service vehicles. There will be a gate at the entry point preventing unauthorised use.