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NSW Police Force
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SUBJECT:

“PEMULWAY PROJECT DEVELOPMENT”

Application No.: MP06_0101 MOD 1 & MP11_ 0093

The following submission in relation to the “Pemulway Project,” contains a detailed *Crime Prevention Through Environmental Design* (CPTED) report by Senior Constable Angela COOKE and additional comments by senior officers attached to the Redfern Local Area Command (LAC) in relation to the overall development. Commander Superintendent Luke FREUDENSTEIN and Senior Constable Georgina ISRAEL have also provided ongoing input, advice and analysis of the “Pemulway Project,” and their comments are also referred to in this submission and include reference to the site during demolition and the design of the mixed use development site.

Redfern Local Area Command Crime Prevention Officers have consulted with the Aboriginal Community and its leaders such as the CEO of Aboriginal Housing, Mr Mick MUNDINE, Property Manager at Aboriginal Housing, Mrs Lani TUITAVAKA, former resident of the site, Mr Shane PHILLIPS and property developer Mr Greg COLBRAN of “Dei Corp,” Development, on the design of the development and suitability to the Aboriginal and wider community of Redfern.

As the submitting officer of the following report I note that Mr COLBRAN, in consultation with Mr Mick MUNDINE has taken considerable time and effort to work with the Redfern Local Area Command to review, revise and consider the safety and crime prevention strategies designed into the plans and anticipate the success of “Pemulway,” in “bringing people together,” in successful housing and mixed use development. Commander FREUDESNTTEIN has recommended that CCTV be installed as a crime prevention initiative at the site, that student housing be opposed and parking be increased where possible and these issues are discussed further in this submission.

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CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN REPORT FOR THE “PEMULWAY PROJECT.”

During June 2010 a Safer by Design Evaluation was conducted on the Pemulway Project Modification of Concept Plan Approval No. 06_ 0101 consisting of Eveleigh, Vine, Louis, Caroline and Lawson Streets in Redfern.

In 2001 The NSW Minister for Planning introduced Crime Prevention Guidelines to Section 79C of the Environment Planning and Assessment Act 1979. These guidelines require consent authorities to ensure that development provides safety and security to users and the community.

“If a development presents a crime risk, the guidelines can be used to justify modification of the development to minimise crime risk, or, refusal of the development on the grounds that crime risk cannot be appropriately minimized.”

The guidelines contain two parts:

- Part A - details the need for a formal crime risk assessment (Safer by Design Evaluation) to be done in conjunction with trained police, and
- Part B outlines basic crime prevention through environmental design (CPTED) principals and strategies that can be used by consent authorities to justify the modification proposals to minimize risk.

Redfern LAC note that contained in the Pemulway DA Submission Public Domain and Landscape on page (12) the addressing of CPTED in discussion around SAFETY THROUGH SURVEILLANCE PRINCIPLES.

These are specifically referred to in the section entitles: Surveillance in the latter section of this submission.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

Crime Prevention Through Environmental Design (CPTED) is a crime prevention strategy that focuses on the planning, design and structure of cities and neighbourhoods. It reduces opportunities for crime by using design and place management principles that reduce the likelihood of essential crime ingredients from intersecting in time and space.

Predatory offenders often make cost – benefit assessments of potential victims and locations before committing crime. CPTED aims to create the reality (or perception) that the costs of committing crime are greater than the likely benefits. This is achieved by creating environmental and social conditions that:

- Maximise Risk to Offenders i.e.; increasing the likelihood of detection, challenge and apprehension.
- Maximise the effort the effort required to commit crime i.e. increasing the time, energy and resources required to commit crime.
- Minimise the actual and perceived benefits of crime i.e.; removing, minimizing or concealing attractors and rewards, and
- Minimise excuse making opportunities i.e.; removing conditions that encourage/ facilitate rationalisation of inappropriate behaviour.

SITE DESCRIPTION:

The proposed development is an integrated landscape and public domain plan for the Pemulwuy Project. The design was focused on acknowledging the social and cultural heritage of “The Block” and Aboriginal Community. The design area contains the area within Vine Street to the north towards Redfern Railway Station or Lawson Street, and encompasses Caroline Street and Eveleigh St and into Louis Street Redfern also.

The project also consists of an urban environment and a meeting place, at the heart of the original “Block area.” In design analysis of the Pemulwuy Project, the meeting place has accordingly become an urban identity within the Sydney landscape and acknowledgement of this location as a integral meeting place for the Aboriginal Community and wider community with a distinct identity has seen the vision develop of the “Pemulwuy,” design as a project initiative. This branding of this area with a view to future initiatives aimed at “bring people together,” is the first “Pemulwuy” initiative.

The architectural footprint and form (designed by Nordon Jago) was radically altered from the previous scheme submitted for approval. There are three buildings with a mix of functional uses, which together define the urban space, circulation patterns and environmental amenity. Active street interfaces are encouraged including residential, commercial, gallery, gymnasium and retail uses.

The architecture and public domain respond to the social plan and Safety Assessment Plan (2007). CEPTED principles have been employed to deliver a considered outcome that is intended for twenty four hour public access. The public domain plan retains ‘shared space’ between Lawson and Eveleigh Streets as a requirement of the Director General, allowing for 10km/h vehicular access and emergency vehicle egress.

SIGNIFICANCE OF THE “PEMULWAY SITE” AND REDFERN LAC CONSIDERATION OF THIS:

In viewing the “Pemulway Project,” Redfern LAC have respected that all recommendations made in this report are aimed at safer by design initiatives and crime prevention strategies recognised by police as minimising the effects of crime within a community.

Redfern Police also consider that although recommendations are made they are also affected by time and future developments as they arise independently. The recommendations made are applicable as of February 2012, and further crime prevention initiatives may become apparent or be requiring further consultation as the building process or mixed use development side of the plans is finalised.

This consultation with community, in this instance Aboriginal Housing and other stakeholders has been noted as effective in creating ownership of the area and impacting positively on its resulting management and future use.

The application of the Pemulwuy branding as an overlay on the ground plane presents a strong design theme that is unique to the project. Redfern LAC believes that this creates a central theme of pride and will also act as a public meeting place for the community. This is also complemented by the representation of aboriginal history and culture via the display of the flag on the gymnasium facade and a prominent ‘hands of reconciliation’ column; provide a deep sense of meaning and ‘spirit of place’.

Redfern Police view the of removal of the physical barrier at the top of the street as positive and creating increased natural surveillance. It is also a positive recognition of the integration of the location with the rest of the business and residential community. This key feature of Pemulwuy will be highly visible entry to Eveleigh Street and it’s adaptation into mixed use which therefore invites the rest of the community to use this space and facilities.

SIGNIFICANCE OF THE “PEMULWAY SITE” AND REDFERN LAC CONSIDERATION OF THIS cont.:

There have been discussions with Railcorp to investigate and seek ‘approval in principle’ for the Development Application. This is noted by Redfern LAC as part of the development application. This provides a ‘land bridge’ connection between the station and Pemulwuy site over the existing rail corridor to deliver an optimum urban design outcome. The existing solid masonry wall will be retained along Lawson Street returning along the rail corridor interface, except for the section of proposed ‘land bridge’ across the rail line. In this report Redfern LAC submit support for the change in street planning as an improvement to the area.

Police note that the architectural footprint and form (designed by Nordon Jago) was radically altered from the previous scheme submitted for approval. The three buildings will have a mix of functional uses, including child care centre, Aboriginal Houses residences, gallery space, gymnasium, parking and student housing as well as retail business space. Active street interfaces which offer high surveillance are noted onto the street and shared spacial area.

It is noted that student accommodation will be estimated at 154 beds and that the other Aboriginal Housing is also estimated at considerable numbers of occupants. At this time Redfern LAC raise the concern that there will be insufficient parking as marked on the plans to accommodate car parking for all residents of an equal standard to other developments, with respect to the possibility some occupiers of housing properties may own two vehicles, and that there is an expectation by residents that parking for them be essentially “untimed,” and allocated for 24 hour use at their premises, where it is unavailable on the street.

This is noted as lowering tension and stress between residents and users of the area.

Police are aware that parking not allocated may trigger ownership issues and can be the trigger factor for criminal offences to occur such as malicious damage to motor vehicles, assault or anti-social behaviour. Police are also aware that where parking provisions have been inadequate in other areas such as Redfern Housing, “tailgating,” to access parking space has become a consistent and concerning complaint to Housing and Police by residents resulting in Housing have to take action to tow vehicles at locations such as Redfern and Waterloo.

In recent developments within the Redfern LAC area such as Technology Park mixed use area, inadequate parking has meant users of the area have to park in residential areas, which disrupts residential parking patterns and expectations and results in ongoing complaints to business employers at the Technology Park and to Police from dissatisfied residents of the area. It is noted that the result causes stress and concern to both workers at the Park and residents, with associated damage often being done to vehicles by persons by objects and due to a lack of surveillance around some parking areas results in a lack of detection and ongoing issues. Redfern LAC raises concern that the area is not equipped to be utilised by cycle users as the access to the Railway would mean bikes have to be carried on and off trains up steep pedestrian stairs and likely to result in injury or accidents increasing at the Redfern Railway and that there is also insufficient evidence on the plans to support bike racks on the plans.

It is also expected that users of the childcare centre if from out of the area will drive to the location and require parking whilst children are taken to and from the centre. I believe that without adequate marked parking close to the centre issues will arise around illegal street parking. It is also noted that bollards nearby cyclists can be potentially fatal if a cyclist was to hit on during an accident and that the "Pemulway," signage also prides a sharp point of contact which may cause damage were someone to collide with it whilst cycling or if pushed against this during pedestrian traffic flow.

Police at this time would seek further time to discuss traffic concerns with the developers and also to look at parking provisions and allocation in the vicinity.

It is noted that recommendations by Redfern Commander, Superintendent Luke Freudenstein to have individual courtyards to properties in Aboriginal Housing is now contained in the plans for the Housing Precinct.

The public domain plan retains 'shared space' between Lawson and Eveleigh Streets as a requirement of the Director General, allowing for 10km/h vehicular access and emergency vehicle egress. Redfern LAC would also seek traffic RTA details of usage of Vine Street roundabout and access to NSW Fire Brigade trucks and ambulance / police parking at the site.

Redfern LAC acknowledge the usage of artwork and see this as supporting design features with the original space of the area and anticipate that it will become a busy urban area, with a radiant design background. The area also has good natural surveillance and due to its central location to Redfern Railway is anticipated to become a successful business and mixed use area for residents, users of facilities, visitors and from around Australia and worldwide.

SITE RISK RATING:

The NSW Police Safer by Design Evaluation process is based upon Australia and New Zealand Risk Management Standard ANZS4360:1999. It is contextually flexible, transparent process that identifies and quantifies crime hazards and location risk. Evaluation measures include crime likelihood (statistical probability,) consequence (crime outcome,) distributions of reported crime (hotspots analysis), socio-economic conditions, (relative disadvantage,) situational hazards and crime opportunity.

With this in mind the following Crime Prevention Through Environmental Design (CPTED) strategies should be considered for the following development in order to reduce opportunities for crime:

- Natural
- Technical
- Organised (LOW)
- At this time as the development is a comprehensive site for mixed use, both residential and commercial recommendations of individual sites will continue as individual developments and licences are applied for over the following year. Therefore site risk rating at this time is not comprehensive and hotspot analysis not able to be conducted as the site at this time is largely unoccupied.
- Close attention to potential situational hazards have been considered in this report with an insight that much crime is opportunistic and the CPTED advising made seek to minimise crime and increase public safety and satisfaction at this site.
- Discussion is also contained in this report to future management of crime prevention initiatives at the site with an understanding that Redfern Local Area Command have already begun this process during community consultation with Aboriginal Housing and the community. Redfern Local Area Command seeks to continue to work with Aboriginal Housing through to a successful completion of the “Pemulway Project.”

SURVEILLANCE:

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. Natural surveillance is a by-product of well-planned, well designed and well used space. Technical/mechanical surveillance is achieved through mechanical/electronic measures such as CCTV, help points and mirrored building panels. Technical/mechanical surveillance is commonly used as a “patch,” to supervise isolated, higher risk locations. Formal or (organised surveillance is achieved through the tactical positioning of guardians. At this time CCTV is not part of the design however as buildings are finalised and where the need arises Redfern LAC will advise accordingly as to locations and necessity.

An uninterrupted view corridor has been maintained, connecting Redfern Railway Station with the Redfern Community Centre, and provides a greater level of safety through passive surveillance. The low speed, shared vehicular and pedestrian zone, further activates the space, allowing car movement from Lawson Street through to Eveleigh Street, Redfern and beyond.

A section of space bridging the existing rail corridor is to be claimed as new public area, in order to resolve the existing ‘bottle neck’ entry to the site, optimise the arrival experience and to enhance the connection with Redfern Railway Station.

The solid 1.8m high brick wall that currently runs along Lawson Street towards the entrance to Pemulwuy, will be replaced with a permeable wall, thus changing the dynamic of an existing visual barrier into a positive visual connection into the site. Police commend this opening of the entry to the Pemulwuy site and appreciate that it will not only remove the historical perception of the “Block,” being an area enclosed and with no natural surveillance into but view it as indeed, “bringing people together,” and welcoming the community. An Aboriginal artwork depicting a family of travelling turtles will be added to the new wall, enticing visitors into the Pemulwuy space and telling a story of movement towards a better future.

This proposed, “Land bridge across the rail line,” will serve for pedestrian thoroughfare and act as a funnelling feature for pedestrian along the outer clear wall enclosure over the railway line and into “Pemulwuy.”

The lowering of the watermain along Lawson Street Railway Bridge has been investigated with Sydney Water and can be accommodated in the forward planning of the public domain. Redfern LAC notes this and makes no further comment on this.

SPECIFIC DESIGN COMMENTS / TRAFFIC MANAGEMENT / CYCLE AND VEHICULAR ACCESS AND PEDESTRIAN CIRCULATION AND OVERALL SAFETY:

Redfern LAC note the shared zone is 10km/hr speed limited and on advising from Redfern LAC Traffic Section, Senior Constable Matthew NOYEN, speed limited in this shared zone to 10km/hr.

It is noted after examination of plans that pedestrian traffic will be sectioned and separated by extending railway bridge and bollard placement funnelling walking flow into Pemulway towards restaurant fronts and gallery space. It is also noted from the plans that there is a different colouring in the paving surface to differentiate as shared zone as well as council signage to go into location of shared zone for 10km/hr area.

Pemulwuy is designed to give pedestrians priority over vehicles. The entry approach over the railway corridor forms a strong connection to Redfern Railway Station pedestrian traffic flow and note that upgrading the streetscape will be upgraded with street tree amenity and pavement systems as defined by the City of Sydney for Louis, Vine and Eveleigh Streets. The proposed 'triangular' cover over the rail corridor (being negotiated with Railcorp) and modification of the existing visual barrier imposed by the 1.8m masonry wall to Lawson St | Eveleigh St corner is a significant investment in visually and physical connectivity of the Pemulwuy Project to Redfern Station. Redfern Police are aware that when an area changes in relation to Road/Street design it is often during this stage that accidents occur with residents and users following on learnt travel routes which may be significantly different in rule and regulation. To avoid serious accidents to pedestrians or traffic users Redfern LAC would seek for increased signage of the shared zone being 10km/hr and inquire as to community consultation prior to road changes.

Redfern LAC would seek the information contained about in relation to access of emergency vehicles to sites and also of loading zone area for usage such as the gallery space.

It is noted as positive by Redfern LAC that no parking of vehicles in the shared zone will occur as it is prohibited in this area and see this as a necessary safety measure for pedestrian traffic especially that of children, who will be drawn to the area with family and due to the impressive surface designs of public art.

DISABILITY ACCESS OF THE PEMULWAY SITE

Current gradients on the site do not comply with DDA requirements. Pemulwuy is designed to address these issues by complying with maximum crossfall gradients and disability access into buildings. Redfern LAC submits that plans for “Pemulwuy,” show an improved recognition of disability access to areas such as restaurants and housing location. Redfern LAC note that the car park has two lifts and note that no toilets for public amenity are referred to on the plans. Redfern LAC would seek for further information on amenity for visitor’s to the site as it is anticipated that as the area is mixed use it will at times attract a large number of persons there on occasions.

BOLLARD SAFETY / ROAD SURFACE SAFETY

This is discussed above in the examination of the widening of the bridge and usage of strategically placed bollards, which also act as a crime prevention measure to prevent ram raiding to building frontages.

The bitumen road surface is in contrast to the concrete paved area, providing visual reinforcement that the area is a shared zone for users. Police also discussed the usage of Vine Street Redfern as the main entry / exit access for vehicular usage by Aboriginal Housing and other users to the area. In relation to road damage, which can sometimes be a contributing factor to pedestrian and vehicular accidents it is noted that the plans refer to systems of management for road / paved surfaces top include sealing to minimise maintenance.

PEMULWAY HOUSING SITE ACCESS

This primary vehicular car park access to the residential car park is nominated on Vine Street and seeks to therefore minimise car movement through the urban plaza space, maximising pedestrian safety. The usage of “No Parking,” signage anywhere in the Plaza space also is viewed as positive towards safety and crime prevention such as damage to motor vehicles or Steal from motor vehicles which is sometimes an issue in urban shared areas.

Redfern LAC has noted the traffic engineer’s Report which contains mention of this information.

Pemulway site Aboriginal Housing has car parking however with the density of student numbers in the proposed student housing, and other users of the site Redfern Police would seek that parking is a focus to the success and satisfaction of residents’ standard of living and seek that parking numbers be increased where possible at the location. A cursory view of the site prior to building shows the streets are lined with up to one hundred cars nearby and this is current, without the addition of students or residents to the area, which is currently desolate.

Redfern LAC are aware that a parking site was proposed initially for the gallery space building and seek further information as to why this sustainable option for the site was not maintained and replaced by Council as a site for student accommodation. The site would provide employment in the form of security, and associated staff from the community and be financially viable as sustainable in an area so close to the inner city with noted parking shortages. Jobs pertaining to the gallery, such as curators, management, collection security staff, concierge, function and gallery education, restoration, catering and cleaning could be provided as opportunities for employment from within the community and be sustainable with respect to the gallery. The gallery parking could also be used for inner city parking which is much needed in the area as well as surrounding locations also being developed simultaneously. In respect to dignatories and other persons visiting the site which is anticipated due to its significance, such as the historic Prince William visit, it is expected that any gallery or museum of Australian significance have security and secure parking. It is also credible that the gallery space may grow over time as collection occurs and to have occupied student housing may limit its potential. Redfern Police would seek further information around the significance and potential of this gallery and seek that student housing would not be beneficial to the future potential of this space or its usage in the Pemulway and Sydney Community. The addition of parking which is additional at

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this site which is able to be allocated to both employees from businesses at Pemulway, Aboriginal Housing Company Employees and staff and additional usage would be increasing ownership within the area and therefore contributing to crime prevention of the location. Redfern Police would seek that the importance of this gallery is not underestimated at this time, and where possible support recognition of this through the development process and by government.

Locations of student housing contrast highly with residential housing locations as students have little ownership of the area, are prone to sublet to friends and family for extended periods, and police would anticipate a high turnover of unknown residents, which significantly impact upon the cultural dynamics of such a location, resulting in public usage of space of cultural significance where English is the second language. As the Pemulway plans show there has been extensive and well organised artwork, and public display of the Aboriginal Culture and significance to the site and to contrast this effort with student housing which would be anticipated to source the nearby overseas tertiary colleges students' would show indifference and under recognition to this factor. Redfern LAC recognise that the Pemulway site will attract many persons to it due to its potential and significance and would seek that the personal satisfaction of residents, workers and employees at the area is of importance to its success and there may also be importance in allowing the space near the gallery to develop as community awareness of the site develops.

Redfern LAC also recognise that around any sub culture of students the dynamics of the area occupied are affected by the needs of the community there. To develop a substantial part of Pemulway for overseas students may represent publicly an incongruity to the rest of the development site and under represent its status to the community, as mixed high density accommodation as most other areas such as nearby Regent and Gibbons Street with student housing are becoming.

It is also observed and recognised at the locations in Redfern where students from overseas study such as at the TNT Tower 2, in Lawson Street Redfern, that the majority of persons who use the space at the front of the building are not speaking English, as most are in fact studying this, and there appears to be little or no interaction with the local Aboriginal or wider community allowing persons studying or visiting the area to often possess an historical fear of the area as a "no go zone," or high crime area. This may be in part be due to past negative media however policing and Aboriginal leadership in working together to contribute to recent dramatic decreases in crime, drug issues, street drinking and anti-social behaviour at the location have challenged this community perception. The Aboriginal Community and Redfern residents have allowed a public recognition of pride and hope for the future to develop from the potential vision of the site and its future use and Redfern LAC would seek that persons housed at the location do not possess any "historical fear of crime," with respect to the location. At this time students expected to be housed are persons who ordinarily demonstrate little or no interaction with the community and therefore it is not expected that this would change if they were housed there.

Any community developing internally within the broader Aboriginal Housing Community which is the key purpose of the success of “Pemulway,” would potentially cause future conflict over ownership and usage of the area.

Additionally, any used gallery space at “Pemulway,” would be highly valuable to the Australian community and the housing of persons of potential unknown background, from other diverse cultures would increase the security risk of the site.

Locations of national significance such as the “Pemulway,” Gallery as proposed are comparable to other significant artistic collections in Australia , such as the “NSW Art Gallery,” and National Gallery in Canberra. These sites are highly identifiable and as such subject to increased levels of security to ensure their preservation, from any internal or overseas threat. Most comparable sites have designated security plans involving secure parking, CCTV and security staff and management. These sites are both member and government funded with an emphasis on collection, education, preservation and Australian and world recognition. Redfern LAC recognises the significance of the Pemulway site and seeks that this gallery space, be recognised as of equal comparison as other state and national gallery space.

Redfern LAC note that at this time such sites are often targeted during any potential conflict to national security and the housing of students at a largely non – secure site attached to high profile gallery space may potentially be considered poor insight to future public safety and risk management of the area. The recognition of the Redfern Rail corridor above which the site is positioned is also considered as a critical infrastructure site of the area and to house students from overseas with minimal or volunteered identity increases the risk factor of this location.

RECOMMENDED CONDITIONS OF CONSENT; LIGHTING PLANS FOR PEMULWAY DEVELOPMENT:

There is a proven correlation between poor lighting, fear of crime, the avoidance of public places and crime opportunity (Painter, 1997). Good lighting can assist in increasing the usage of area lighting should be designed to the Australian and New Zealand Lighting Standards.

- A lighting maintenance policy needs to be established for the development to ensure lights are always working and resistant to malicious damage as they also are a necessary requirement with effective CCTV monitoring of property and public areas.

Australia and New Zealand Lighting Standard 1158.1 – Pedestrian, requires lighting engineers and designers to consider crime risk and fear when selecting lamps and lighting levels. All lighting plans have been considered as appropriate for the mixed use area and Redfern Police are satisfied that lighting would be satisfactory to ensure safe movement of pedestrian traffic around the mixed use area. The nightscape pictures demonstrate that lighting will be emitted from buildings and also gallery and restaurant areas.

LANDSCAPING PLANS AND GENERAL COMMENTS FOR PEMULWAY DEVELOPMENT:

Landscaping can be used to enhance the appearance of the development and assist in reducing opportunities for vandalism and break and enter offences. Landscaping can therefore provide concealment or entrapment areas for people involved in criminal behaviour.

- A landscaping plan has been submitted and this plan shows a positive adherence to Safer by Design guidelines by the implementation of planting species and design features enhancing natural surveillance.
- This is noted by Police in assessing the plans and it is also recognised that species have been chosen for shade potential with recognition that this will benefit pedestrians and also it is noted that this is only occurring on the western side of the street providing afternoon shade to pedestrians. It is also noted that all tree species are per guidelines according to the City of Sydney Street Tree Master plan.
- An overview of the plans for the planting guidelines shows that all species chosen are recommended in CPTED guidelines as they provide no cover for offenders for the provision of hiding and therefore opportunistic crime such as robbery or steal from person offences.
- Some predatory offenders, such as sexual assault offenders, seek pockets and enclosures created by vegetation/ landscaping. When selecting and maintaining vegetation, consideration should be given to the possibility of areas becoming entrapment sites in the future. This has been carefully managed in the plans and Redfern LAC Police therefore raise no concern with the landscape plans submitted as part of “Pemulway.”
- Due to restrictions of street planting and the width of the street where planting is occurring, there is not multiple layering of plants and therefore stepped back in height to maximise sightlines.
- Also it is recommended that lower tree limbs should be clipped below average height. Shrubs should also be kept low, no higher than 90cm to minimize concealment possibilities. Trees chosen provide no lower concealment concerns.
- Landscaping close to the building should be regularly maintained to ensure branches cannot act as a natural ladder to gain access to higher parts of the building. Redfern Police will liaise with Aboriginal Housing, businesses and facility owners to ensure maintenance around tree safety occurs.
- *Redfern LAC also submit that during the demolition and the building process all trees removed, trimmed or other rubbish or rubble are removed to avoid these items being used by persons to commit offences such as assault or malicious damage. Redfern LAC will liaise with site controllers at time of such development phases.*

TERRITORIAL RE-ENFORCEMENT:

Criminals rarely commit crime in areas where the risk of detection and challenge are high. People who have guardianship or ownership of areas are more likely to provide a cue to people where they should/ should not go. Information on the development plans refers to Precincts and ownership of these areas and Redfern LAC would seek to work closely with Aboriginal Housing and “Pemulway,” Project managers as building occurs to ensure all crime preventions measures are considered in relation to building equipment and securing of site as this process occurs.

This may mean that signage as to ownership of area may need to be installed in certain areas as they are built to avoid trespass offences and associated malicious damage, break and enter or theft from the site of development.

Redfern LAC Crime Prevention Officers will liaise with builders and site managers as this process begins.

One effective way this is established during this process is signage and cordoning off of sites also to prevent pedestrian injury as the surrounding streets are still accessible.

Redfern LAC Crime Prevention Officers will also liaise with site staff to ensure all measures are taken to prevent theft of personal products, tools or damage to property whilst building and fit out occur.

CCTV PLANS:

At this time the site does not have a CCTV management system as part of the Development Application. Lighting systems were discussed in prior section in respect to CCTV. Redfern LAC note that similar large scale development plans contain incorporating mixed use have CCTV plans and would seek to further discuss CCTV with management of the development application at this time.

This is based on the notion that it is anticipated that this development seeks to include crime preventative strategies and monitoring of protection to property and users *at the same standard of other residential sites and not of a lesser standard.*

Redfern LAC also acknowledge the significance of the site as facing Redfern Railway Station and recognise that CCTV is incorporated into rail management and protection and seek that the “Pemulway,” site is not of lesser security standard due to its proximity to the Railway Station, multiple platforms and Sydney Rail Tunnel System.

FIRE SAFETY:

On completion of all buildings, Redfern LAC will ensure:

- Signage also needs to be provided on the Fire Exit Doors warning intruders that they will be prosecuted and to assist users.
- Signage on Fire Exit Doors also needs to explain to users that they are to be used for emergency purposes only.
- Fire Safety audits will be conducted on properties at the completion of the project and building phase, inclusive of working alarms and fire exits with fire plan signage also in areas for resident viewing.
- In comparative development applications in close proximity Redfern LAC has also made recommendations that all areas used for residential, retail, mixed use and office space are alarmed and monitored and further recommend that such properties practice a non smoking policy to further maximise fire safety and health issues for users.

CAROLINE LANE CHANGES AND ALCOHOL FREE AREAS:

Redfern LAC has historically experienced usage issues which were anti-social and crime related to the current outlay of Caroline Lane. Changes to Caroline Lane which will see it utilised only by private residents for access to property at this time are anticipated to be received as positive to the ownership of these properties and also controlling of traffic flow along the main Caroline Street for maximised surveillance.

As the area is an access/ exit for vehicles and residents of this area its usage by pedestrians is not encouraged due to inadequate surveillance and lack of pedestrian safety measures at the location. Increased guardianship of the location is anticipated to increase with the road changes and decrease the usage of the area as a thoroughfare for persons avoiding the main highly surveilled streets.

Alcohol Free Areas have been successful at the site in removing issues of street drinking and anti-social behaviour. Redfern Police seek that this is at this time continued to maximise safety, recognise the area as a place of significance and value, especially with the development of the new gallery space and gymnasium.

The area will also encourage pedestrian traffic and having street drinking in such areas makes users feel unsafe.

ENVIRONMENTAL MAINTENANCE:

All space, even well planned and well designed areas also 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.

There is some information on the development plan as to the maintenance policy for the development.

GRAFITTI MANAGEMENT:

As Malicious Damage is often an offence committed on both residential and commercial premises strong consideration should be given to the use of graffiti resistant materials. The areas such materials would be appropriately used would be the exterior walls on the ground floor of residences and commercial property.

Redfern Police Crime Prevention has been informed that graffiti proof material is being used at the development and graffiti management will include removal of graffiti where and when it occurs within 24hrs. This costly but effective usage is effective in reducing the incidence of graffiti when used at sites.

Redfern Police have recommended to the property developers that locks be installed into windows to prevent them opening and any person falling from/ or through them. I believe that Council recommendations at this time do not allow the opening of windows in new developments to allow a child or person to fall through.

Of note brick working contains earthquake resistant materials, and this is also recognised as costly but effective in managing the safety of residents and other users of the site in the event of an occurrence as of equal importance to the Rail corridor safety.

Finally, the NSW Police have interest in ensuring the safety of the members of the Community and their safety. The recommendations have been made according to (CPTED) guidelines and are advised in the hope of reducing crime in and around the proposed development. Certain risk assessment measures have also been discussed in this report.

Should you have any questions, please contact Senior Constable Angela COOKE, the Crime Prevention Officer at Redfern Police to speak about the matter.

MIXED USE DEVELOPMENT:

The opening hours of restaurants/ galleries / gymnasium are considerations for the safe management of the area as mixed use and residential.

ATMs installed at location have guidelines to enhance safety at the locations they are installed into. Redfern Police seeks all applications for ATMs as they are applied for.

Redfern Police are aware that facilities open later often require additional safety measures and security to ensure safety of employees and users of the facility or business. Redfern Police will continue to be involved in individual applications for site ownership and usage and seek that they continue to utilise CPTED guidelines.

Yours Sincerely,
Angela COOKE
Senior Constable
Crime Prevention Officer
Redfern Local Area Command
7 March 2012-03-14
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