



Crime Prevention through Environmental Design (CPTED)

For the site known as:

**5 Whiteside Street, and 14 and 16 David Avenue, North Ryde.**

Prepared for a Part 3A Application  
Submitted to the NSW Department of Planning

Prepared on behalf of:  
EGC Custodian Services Pty Ltd

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## 1 Summary

This Crime Prevention Through Environmental Design (CPTED) assessment has been prepared for the proponents, EGC Custodian Services Pty Ltd, in response to Key Issue No. 2 of the Director General's Requirements (DGRs) for this development dated 04.02.2011.

The report forms part of the project application for a 2-6 storey residential development.

The development involves:

- The demolition of one existing dwelling,
- Excavation for 2 basement levels,
- The construction of 163 residential units in 3 main blocks;

Building A adjacent to Epping Road, 119 apartments, which is 4 to 6 storeys high,

Building B, 40 apartments, 2 & 3 storeys in height, &

Building C and D to the south of the site parallel with parklands road include 4 terraces, each 2 storeys high.

As the proposal is at the concept stage it has not been possible to assess many crime prevention treatments and strategies required - these 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 and sightlines
- Access control
- Territorial reinforcement
- Space management
- Lighting
- Wayfinding

The subject site is known as 5 Whiteside Street, and 14 and 16 David Avenue, North Ryde. It is located on the Southern side of Epping Road with a western frontage to Whiteside Street and direct access of David Avenue. It is irregularly shaped with a site area of 13 960 sqm.

It shares a southern, eastern and western boundary with predominantly one and two storey dwellings. Immediately to the north of the site is a small public reserve which is currently owned by the RTA. Further beyond the reserve is Epping Road and the Macquarie Business Park.

The site is located in the proximity of the train stations to Macquarie Park and Macquarie University Train Stations and the high density corridor zoned for business and technology purposes to the north of the site.

The proposed residential development will contain 163 residential units consisting of 45 one bedroom, 103 two bedroom and 15 three bedroom apartments. There will be 6 cores servicing building A, with Buildings B, C/D being 'walk-up' design.

## 2 Assessment of the Proposal

The intensification of uses on the site from the current 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.

### **3 General site and building layout**

The residential development is divided up into 4 distinct buildings running parallel with Epping Road and the Roads to the rear of the site namely David Ave, Parklands Road and Whiteside Street. The communal area access will be via swipe card and intercom and security gates defining the boundary between public space and private space.

Between Buildings A and B, there is the integration of a shared way zone, which can be accessible by the public and accessed via well sighted routes from the proposed bus stop on Epping road and also the two main train stations to the west and the east of the site. This shared way will be accessed by low speed traffic, and will be heavily landscaped to encourage the usage of the space for public activities. This will also encourage surveillance to and from the apartments that directly front the shared way.

The community garden which is located on the western side of the site, will act as a gateway of activity upon entering the site from Whiteside Road, and provides additional passive surveillance to the Whiteside St entry point.

The site adjoins Epping Road to the North, with the development acting as a noise and visual screen from the traffic to this busy road, to create private and quiet spaces beyond for the residents (the atrium) and the public (the shared way) alike.

The site has three street frontages and a number of pedestrian and vehicle access points along these frontages. These 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. Where parts of the development are communal private spaces, these areas will only be accessed through a security gate with a swipe card entry.

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, with each fitting being robust and replaceable which will reduce the opportunities for graffiti or vandalism.

### **4 Access into the development**

Pedestrian access into the development will be via three main entries, one via Epping Road, from the proposed bus stop and the Macquarie Business Park, one via David Avenue, which will give the public direct access to the sharedway space between buildings A, B and C/D. The third point of entry is via Whiteside Street, which is both vehicular and pedestrian, the later providing a route to the Macquarie University Train station.

Servicing will be provided with access from either Whiteside Street or David Ave with the entry to the residential and visitor parking located in the basement to the western side of the site. This provides the opportunity to retain the bulk of vehicle movement one area of the site, allowing the remaining areas to be accessed by people of all ages at all times.

The entry points to Buildings A are via 6 distinct entry lobbies with good sight lines and surveillance from the surrounding apartments overlooking the spaces. There are proposed secondary entry points to the west and east of the two buildings, both of which will be sheltered to some degree by the surrounding buildings, and will be only accessed via swipe card and intercom. These gates will be of a semi opaque nature to again encourage constant surveillance, therefore creating a safe and clear entry point to each

building block. All main entry points will also have a high level of natural surveillance with the use of splayed walls creating more open environments. Letterboxes to each block will be located in close proximity to the main security gates to provide access for the residents and mail services alike.

## **5 Residential Buildings**

All public zones of the site, including the shared way, communal open space, communal garden and pathways are visible at all times from the surrounding apartments. This as well as sufficient street/path lighting will provide adequate passive surveillance of all areas.

All lighting to the lobbies & entries will ensure that the spaces are adequately lit to provide residents with safe entry to their apartments whilst preventing light spill into units. Video intercoms to main gated entries to each building block will control visitor access.

## **6 Communal open space**

The communal open space incorporated into the design of the development creates different Types of spaces that encourage use by the public and the occupants alike, including community gardens, a children's play area and a centrally located shared way providing an alternative to a road through the development. These spaces are split into smaller parcels of land that act as buffers from the neighbouring properties and also encourage the full use of the site by the residents and the public. Landscape design includes clearly legible system of pedestrian and cycle paths through the site, with three entry points into the site from the surrounding infrastructure. Pedestrians are encouraged by the design and landscape design to enter buildings A and B through a main entry point off the shared way. Each apartment to buildings A, B and C/D are orientated so that each balcony overlooks the main shared way space, increasing passive surveillance to the public shared way.

## **7 Basement car park and services area**

The basement car park has only one point of vehicular entry which is located at the western side of the site off Whiteside Street. The entry is configured as to avoid pedestrian and cyclists conflict and to ensure and encourage safe movement and access to all parts of the development. The layout of the parking spaces provides clear sightlines within basement levels, with the layouts designed to minimise opportunities for alcoves. Columns or walls do not obstruct sight lines and the car parks are generally open and security access will be provided. 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, and emergency exits. There is direct access from the car park lifts to the individual lobbies to buildings A and stairs connecting each of the stairwells to the entry lobbies of building B. 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.