Maitland Development Control Plan 2025

Appendix F: CPTED Guidelines

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VERSION	DATE ADOPTED	CHANGES
1.0		New DCP Appendix

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Introduction

A CPTED (Crime Prevention Through Environmental Design) report/statement is an important study in the planning process, particularly for certain types of development. It assesses how the design and layout of a development can influence safety and reduce opportunities for crime or anti-social behaviour.

A CPTED report/statement is required in the Maitland Local Government Area if a proposed development falls within the scope of Section 3.7 Crime Prevention Through Environmental Design in Chapter 3: Site Requirements of the Maitland DCP 2025. This includes the following:

DEVELOPMENT TYPE	WHEN A CPTED REPORT/STATEMENT IS REQUIRED
Dwellings and accommodation	• Any form of residential development with 20 or more dwellings on the site • Boarding Houses, Group Homes, Manufactured Home Estates, Caravan Parks and Hostels
Social Infrastructure	• Educational Establishments • Centre-based Childcare Facilities • Community Facilities • Recreation (areas and facilities of any size or capacity) • Entertainment Facilities and Function Centres • Hospitals
Commercial and Industrial	• Service Stations • New Licensed Premises • Food and Drink Premises and Shops trading between 12:00am and 5:00am • Extension of Licensed Premises trading hours past 11:00pm
Other development	• Health Service Facilities • Carparks of any size or capacity • Amusement Centres of any size or capacity • Temporary Events with an expected attendance of 5,000 or more people

The following guidelines provide a series of recommendations for the design of development to ensure that principles of CPTED can be adequately addressed in design and application preparation before lodgement of a Development Application. The intent is for these recommendations to be referenced within a CPTED Report/Statement for a development that requires one to be prepared.

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CPTED Principles

There are four key principles of CPTED, which are as follows:

Surveillance

People feel safe in public areas when they can see and interact with others, particularly people connected with that space, such as shop owners or adjoining residents. Criminals are often deterred from committing crime in places that are well supervised. There are three main types of 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 – it 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.

Formal (or Organised) surveillance is achieved through the tactical positioning of guardians, such as security guards, to communicate active ongoing surveillance.

Access Control

Access control are treatments restrict, channel and encourage people and vehicles into, out of and around development. Wayfinding, 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. There are three main forms of access control:

Natural access control includes the tactical use of landforms and waterways features, design measures including building configuration; formal and informal pathways, landscaping, fencing and gardens.

Technical/Mechanical access control includes the employment of security hardware, such as CCTV or access-selective doors.

Formal (or Organised) access control includes on-site guardians such as employed security guards.

Space/Activity Management

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 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.

Territorial Re-enforcement

The concept of community ownership of public space sends positive signals to the community. Places that feel owned and cared for are likely to be used, enjoyed and revisited. People who have guardianship or ownership of areas are more likely to provide effective supervision and to intervene in crime than passing strangers and criminals rarely commit crime in areas where the risk of detection and challenge are high. Effective guardians are often ordinary people who are spatially 'connected' to a place and feel an association with, or responsibility for it.

Consequently, 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 and should not be and what activities are appropriate.

Objectives of this Guideline

O.1   To ensure that the four principles of Crime Prevention Through Environmental Design (CPTED), being Surveillance, Access Control, Territorial Reinforcement and Activity/Space Management are applied to development.

O.2   To ensure inhabitable buildings create natural surveillance of the space around it by occupants and users.

O.3   To assist in ensuring that building and communal areas are designed in a manner that creates a sense of ownership and responsibility from occupants and users.

O.4   To assist in limiting opportunities for unauthorised access to buildings and communal areas through the use of appropriate security measures.

O.5   To employ materials in buildings that limit the risk of vandalism.

O.6   To ensure entrances, exits, service areas, communal spaces, pathways, car parks, and other areas that are used after dark are adequately lit.

Building Design and Orientation

F.1. Building entrances should be located in prominent, street-facing positions whenever possible.

F.2.   Entrances should be designed to allow people to see inside before entering with the number of entry points being minimised as much as possible.

F.3.   Blank walls facing or adjacent to the street, especially in commercial or industrial developments, should be avoided.

F.4.   Entrances should be easily identifiable through design and clear signage.

F.5.   Dwelling entrances should face the street, or both streets if the property is on a corner.

F.6.   For medium-density residential developments, the primary dwelling(s) should face the street or both streets if on a corner. Other dwellings should face the access driveway, with entrances visible from the street, or at least visible from another dwelling if street visibility isn't possible.

F.7.   Rear lanes should not be the main access point for vehicles or pedestrians to residential or commercial properties.

F.8.   Habitable rooms should be positioned at the front of dwellings, or in medium-density developments, towards the access driveway to encourage passive surveillance.

F.9.   Windows, doors, and balconies should be arranged in a way that allows for surveillance while maintaining privacy, with offsets between them.

F.10.   In industrial developments, office and administration spaces should be placed at the front of the building, overlooking the street and parking areas.

F.11.   If separate staff entrances are needed, they should be positioned to benefit from passive street surveillance.

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F.12.   Stairwells should feature materials like glass, stainless steel, or open-panel designs.

F.13.   Pathways should be straightforward, with any barriers along them kept low or transparent (such as see-through fencing or landscaping).

F.14.   Mirrors should be placed to help users see ahead and around corners.

F.15.   Street numbers should be made from durable materials, ideally reflective or luminous, and positioned in a way that prevents obstruction by plants or foliage.

F.16.   Every building should prominently display its street number.

F.17.   Street numbers should be at least 150mm in height and placed between 600mm and 1.5m above ground level on the street-facing side.

Shared and Communal Spaces

F.18.   Open spaces should be clearly defined and placed where they can be easily observed by passersby. Parks and playgrounds should be situated in front of buildings, shopping centres, etc., facing streets rather than rear lanes.

F.19.   Facilities like toilets should be located near activated areas and should not be hidden by vegetation or any other obstruction.

F.20.   Active spaces and living areas should be positioned so that their windows overlook communal and public areas.

F.21.   Pathways should be direct and follow natural pedestrian movement. Blind corners should be avoided.

F.22.   Different spaces should be separated by physical or psychological boundaries, such as low fences, gardens, lawn strips, or different textured surfaces.

F.23.   Seating should be placed in convenient, visible locations.

F.24.   The frequent use of open spaces and public areas should be encouraged by including amenities such as seating, shade, play equipment, landscaping and barbecues.

F.25.   Barriers along pathways should be low or transparent (e.g., see-through), including landscaping and fences.

F.26.   Communal areas and utility spaces, like laundries and waste collection points, should be well-lit and easily visible.

F.27.   If lifts and stairwells are included, they should feature an open design with transparent materials (where fire safety regulations permit).

Lighting

F.28.   Brighter lights should be used in areas with high foot traffic.

F.29.   Lights should be aimed at access and exit routes to illuminate and discourage potential offenders, rather than being directed at buildings or observation points.

F.30.   Pathways and entrances to open spaces and public areas should be well-lit.

F.31.   Lighting should provide a broad beam of light that extends to the next light source or covers the entire length of any pathway or perimeter being monitored.

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Security and Anti-Vandalism

F.33.   High-quality locks should be fitted on all external windows and doors.

F.34.   Intruder alarm systems, security screens, locks for doors and windows, and materials resistant to intrusion must meet the relevant Australian Standards.

F.35.   Main entrances to multi-occupancy buildings should be equipped with intercoms, code or card access systems.

F.36.   Dwellings should have viewers installed on entry doors so residents can identify visitors.

F.37.   External storage areas and yards should be secure and well-lit.

F.38.   Security grilles and doors should be see-through, allowing visibility.

F.39.   Skylights and roof tiles should be designed to prevent easy removal or opening from the outside.

F.40.   Lockable gates should be installed on side and rear access paths.

F.41.   External lighting should be vandal-proof, installed at a high point, or shielded to prevent damage.

F.42.   Large blank walls should be screened with planting or other feature materials to prevent vandalism.

F.43.   The risk of vandalism should be minimised by using durable materials such as tough, wear-resistant laminates, glazed ceramics, treated masonry, stainless steel, anti-graffiti paints, or clear protective coatings.

F.44.   Communal or street furniture should be constructed from tough, vandal-resistant materials and secured with strong anchor points or removed after hours.

Shopfronts

F.45.   Adequate lighting should be provided under awnings to ensure proper illumination of the footpath and shopfront.

F.46.   Merchandise should not be displayed on the footpath if it could obstruct visibility between the shop and the street.

F.47.   Shopfronts should use toughened or laminated glass instead of roller shutters or security grilles to prevent creating a fortress-like atmosphere.

F.48.   Clear sightlines between shop premises should be maintained, such as by limiting promotional materials on or in shop windows, to ensure effective surveillance.

F.49.   If roller shutters are necessary, they should be designed as open-style grilles or made of transparent materials.

F.50.   Blank walls along the footpath should be avoided to promote surveillance and discourage graffiti.

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Public Facilities and Carparks

F.52.   Directional signage should be provided to guide the public to key services and landmarks like railway stations, taxi ranks, and libraries.

F.53.   ATMs should include mirrors or reflective materials to allow users to see if anyone is behind them.

F.54.   Public facilities should be situated in well-lit, highly visible areas, ideally near places with extended trading hours like restaurants and convenience stores.

F.55.   Toilets and parents' rooms should be located near active areas or places that are regularly staffed, such as reception desks or building entrances.

F.56.   Public facilities should not be placed in recessed or hidden areas.

F.57.   Car parks should be designed in a way that allows them to be observed from adjacent areas.

F.58.   The number of entry and exit points should be minimised wherever possible.

F.59.   Staff parking areas should be separated and secured, with lighting designed to avoid glare or dark shadows.

F.60.   Large, uninterrupted car park areas should be avoided. If they are necessary, surveillance features like security cameras should be installed.

F.61.   Entry and exit points should be located near each other and close to adjacent active spaces such as shops, cafes, and other uses.

F.62.   Lighting in open car parks must adhere to the Australian Standard AS/NZS 1158.3.1:1999 for road lighting and pedestrian area lighting.

F.63.   Concealed recesses that could hide intruders or create areas where users are out of sight should be avoided.

F.64.   Lift access, stairwells, and pedestrian pathways should be easily visible.

F.65.   Car park lighting should be bright enough to allow users to see into the rear seat of their car before getting in.

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