



INTEGRAL

Sydney Metro

PITT STREET SOUTH OVER STATION DEVELOPMENT

CPTED Report

State Significant Development, Development Application (SSD DA)

Prepared for **Pitt Street Developer South Pty LTD**

16 May 2020

Revision A

Issue for Stage 2 SSD DA

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CONTENTS

| | | |
|-----------|---|-----------|
| 1 | EXECUTIVE SUMMARY | 7 |
| 2 | INTRODUCTION | 8 |
| 3 | REFERENCE DOCUMENTS | 14 |
| 4 | SUPPORTING DOCUMENTS | 15 |
| 5 | SITE VISIT | 16 |
| 6 | DEMOGRAPHICS | 18 |
| 7 | CRIME STATISTICS | 19 |
| 8 | CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN CRITERIA ASSESSMENT AND FINDINGS | 21 |
| 9 | FINDINGS | 29 |
| 10 | CONCLUSION AND RECOMMENDATIONS | 31 |



1 EXECUTIVE SUMMARY

This report has been prepared in response to the requirements contained within the Secretary's Environmental Assessment Requirements (SEARS) dated 28 October 2019. Specifically, this report has been prepared to respond to the SEARS requirements summarised in Table 1.

Table 1 – SEARs requirements

| Item | Description of requirements | Section reference |
|---------------------|-----------------------------|---|
| Plans and documents | CPTED assessment | Section 6 and Section 7 include formal CPTED assessment and recommendations |

This CPTED report has considered The City of Sydney Development Control Plan 2012 (Sydney DCP 2012) provisions for Crime Prevention Through Environmental Design and the NSW Police Safer by Design CPTED principles provided below.

This CPTED desktop assessment identifies and reports on potential issues associated with the proposed development. This report considers principles and issues such as accessibility, lighting, design, pedestrian safety, and impacts on local amenity. Where negative impacts are identified, prospective mitigation measures and recommendations are provided in accordance with professional standards and statutory obligations including;

- Integrated signage to show separation of public and private areas and assist with legibility of the site given mixed use nature;
- Integrated pedestrian circulation paths and laneways;
- Landscaping to deter malicious damage, protection and deterrence from Hostile Vehicle Mitigation (HVM), provide;
- Clear site lines around Bathurst and Pitt Streets and Bathurst building entrance;
- Lifts, escalators and stairs;
- Fire egress;
- Good coverage of CCTV; and
- Lighting to deter opportunistic crime and provide safety for residents and pedestrians at all times;

The design of the site already shows consideration has been given to:

- Maximising passive surveillance for residence and visitors and of the development;
- Safe and secure service access; and
- An integrated building frontage that's forms part of the overall OSD looking over the station precinct and public domain.
- No secondary entries
- Lighting to bike locker and surrounding outside areas;
- Use of glazing on entries to provide clear lines of site.

This CPTED report is to be agreed in detail with the OSD South design team to minimise their visual impact and pedestrian movement constraint at the entries while still meeting SSD DA requirements. It is recommended that the OSD South CPTED report is read in conjunction with the station CPTED report.



2 INTRODUCTION

THE SITE

The site is located within the Sydney CBD, on the corner of Bathurst Street and Pitt Street. It has two separate street frontages, Pitt Street to the west and Bathurst Street to the north. The area surrounding the site consists of predominantly residential high-density buildings and some commercial buildings, with finer grain and heritage buildings dispersed throughout.

The site has an approximate area of 1,710sqm and is now known as Lot 10 in DP 1255507. The street address is 125 Bathurst Street, Sydney.



Figure 1 Location Plan

2.0 SYDNEY METRO

Sydney Metro is Australia’s biggest public transport project. In 2024, Sydney will have 31 metro railway stations and a 66km standalone metro railway system – the biggest urban rail project in Australian history. The Sydney Metro Project is illustrated in the Figure 1 below

2.1 METRO WEST

Sydney Metro West is a new underground railway connecting Greater Parramatta and the Sydney CBD. This once-in-a-century infrastructure investment will transform Sydney for generations to come, doubling rail capacity between these two areas, linking new communities to rail services and supporting employment growth and housing supply between the two CBDs.

The locations of seven proposed metro stations have been confirmed at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock and The Bays.



The NSW Government is assessing an optional station at Pyrmont and further planning is underway to determine the location of a new metro station in the Sydney CBD.

2.2 PROJECT OVERVIEW

As part of the delivery of the Sydney Metro – City and Southwest program of works, the Pitt Street Integrated Station Development (PSISD) is marked as one of the key station locations on the Sydney Metro network.

Pitt Street Station is in the heart of Sydney’s Central Business District, comprising of two station entrance boxes connected by a cavern platform directly beneath Pitt St. The station will provide enhanced accessibility to business, education and residential communities via Station access and entry through the pedestrian plaza opening to Park and Bathurst streets.

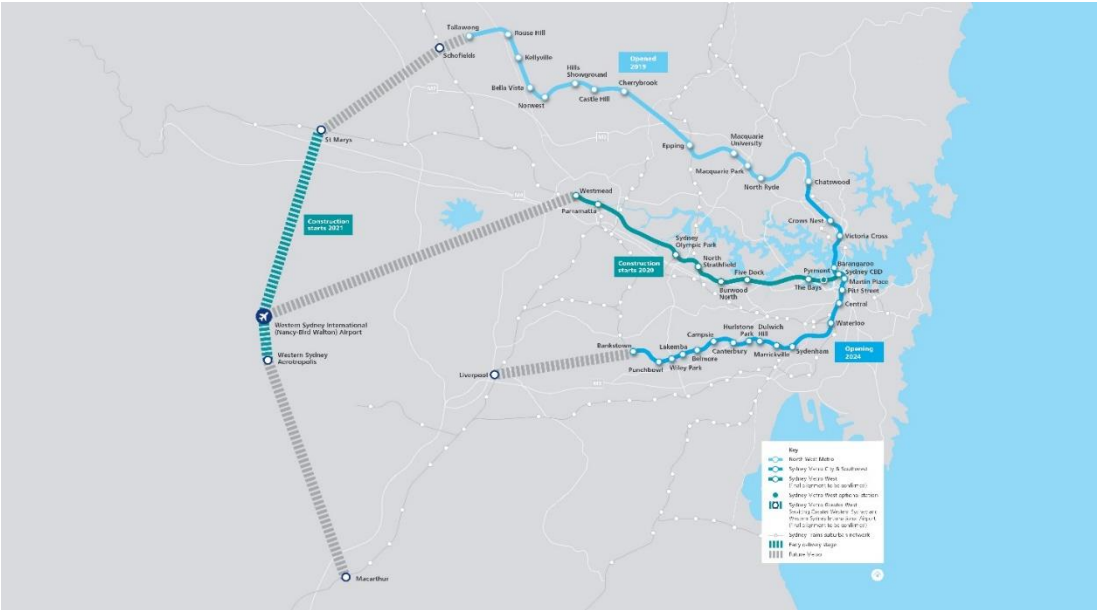


Figure 1 – Sydney Metro Alignment Map, Source: Sydney Metro

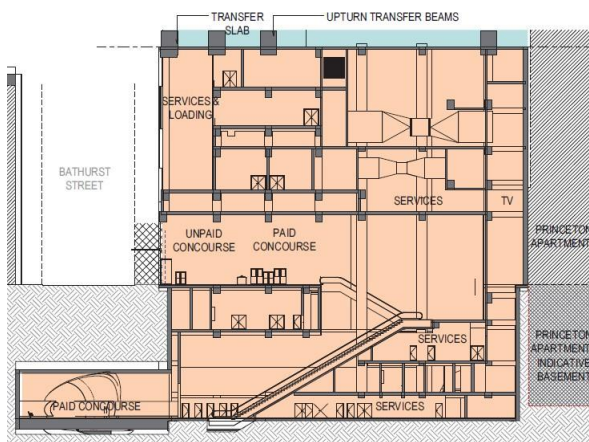
2.3 INTEGRATION OF CCSI APPROVAL AND SSDA

On 9 January 2017, the Minister for Planning approved the Sydney Metro City & Southwest - Chatswood to Sydenham project as a Critical State Significant Infrastructure project (reference SSI 15_7400) (CCSI Approval). The terms of the CCSI Approval includes all works required to construct the Sydney Metro Pitt Street Station, including the demolition of existing buildings and structures on both sites (North and South). The CCSI Approval also includes construction of below and above ground works within the metro station structure for appropriate integration with Over Station Developments.

The CCSI Approval included Indicative Interface Drawings for the below and above ground works at Pitt Street South Metro Station site. The delineation between the approved Sydney Metro works, generally described as within the “metro box”, and the Over Station Development (OSD) elements are illustrated below. The delineation line between the CCSI Approved works and the OSD envelope is generally described below or above the transfer slab level respectively.



Figure 4 Pitt Street Station (North-South Section)

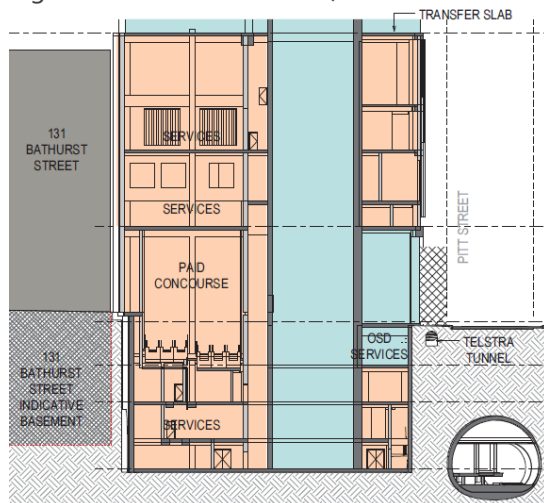


LEGEND

- METRO PROPERTY BOUNDARY
- OSD DEVELOPMENT - SUBJECT TO SEPARATE ASSESSMENT PROCESS
- STATION

Source: CSSI Preferred Infrastructure Report (TfNSW)

Figure 5 Pitt Street Station (East-West Section)



The Preferred Infrastructure Report (PIR) noted that the integration of the OSD elements and the metro station elements would be subject to the design resolution process, noting that the detailed design of the "metro box" may vary from the concept design assessed within the planning approval.

As such in summary:

- The CSSI Approval provides consent for the construction of all structures within the approved "metro box" envelope for Pitt Street South.
- The CSSI Approval provides consent for the fit out and use of all areas within the approved "metro box" envelope that relate to the ongoing use and operation of the Sydney Metro.
- The CSSI Approval provides consent for the embellishment of the public domain, and the architectural design of the "metro box" envelope as it relates to the approved Sydney Metro and the approved Pitt Street South Station Design & Precinct Plan.
- Separate development consent however is required to be issued by the NSW DPIE for the use and fit- out of space within the "metro box" envelope for areas related to the OSD, and notably the construction and use of the OSD itself.



As per the requirements of clause 7.20 of the *Sydney Local Environmental Plan 2012*, as the OSD exceeds a height of 55 metres above ground level (among other triggers), development consent is first required to be issued in a Concept (formerly known as Stage 1) DA. This is described below.

2.4 PITT STREET SOUTH OVER STATION DEVELOPMENT (OSD)

Development consent was granted on 25 June 2019 for the Concept Development Application (SSD 8876) for Pitt Street South OSD including:

- A maximum building envelope, including street wall and setbacks for the over station development.
- A maximum building height of RL171.6.
- Podium level car parking for a maximum of 34 parking spaces.
- Conceptual land use for either one of a residential or commercial scheme (not both). NO maximum Gross Floor Area was approved as part of SSD 8876.

The building envelope approved within the Concept SSD DA provides a numeric delineation between the CCSI Approval "metro box" envelope and the OSD building envelope. As illustrated in the figures below, the delineation line between the two projects is defined at RL 58.25 (Level 7).

For the purposes of the Detailed (Stage 2) SSD DA, it is noted that while there are two separate planning applications that apply to the site (CCSI and SSD DA), this CPTED addresses the full development across the site to provide contextual assessment.

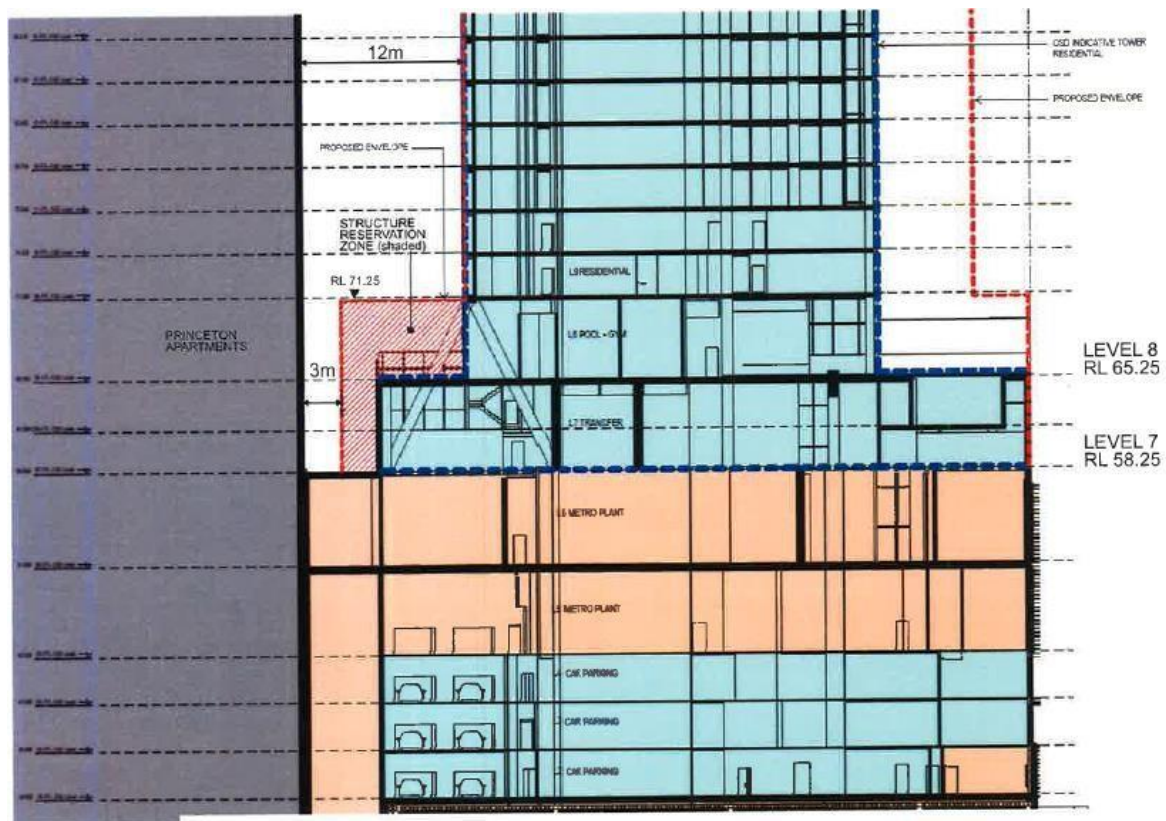


Figure 6 Pitt Street South Concept SSD DA - Building Section



Figure 7 – Pitt Street South Concept SSD DA – North South Section

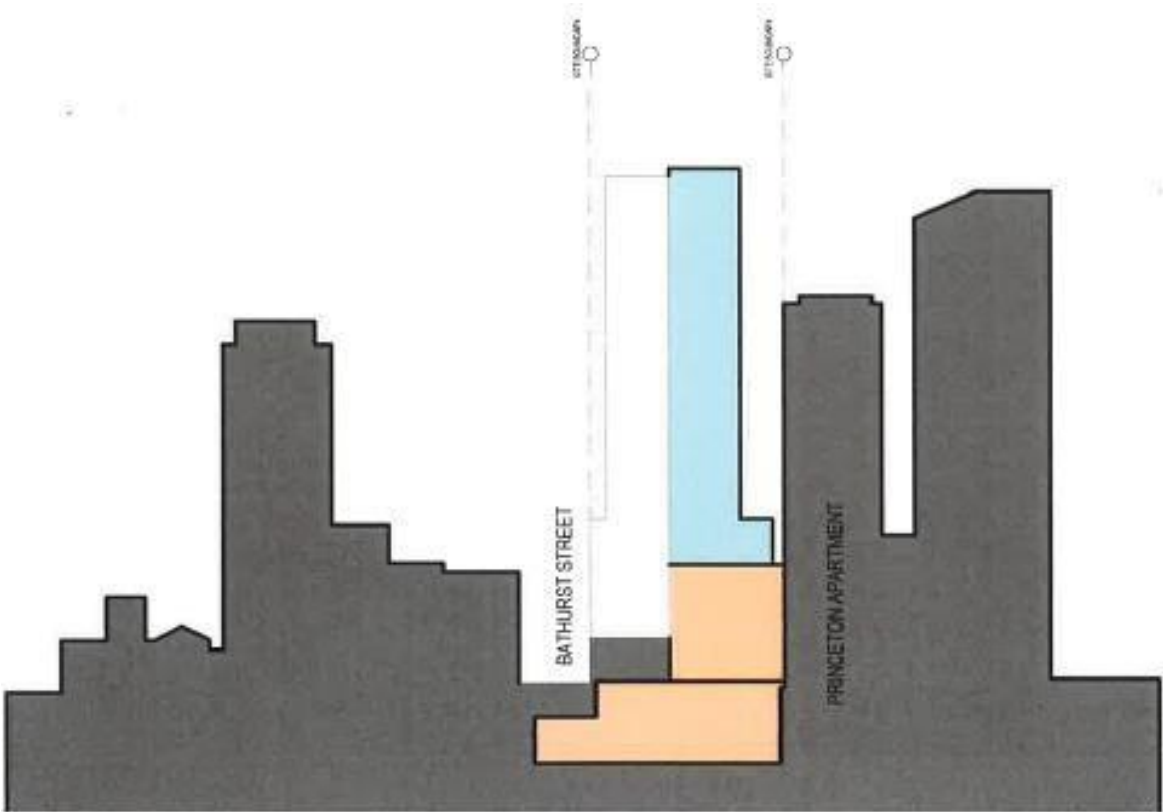


Figure 8 – Pitt Street South Concept SSD DA – East West Section

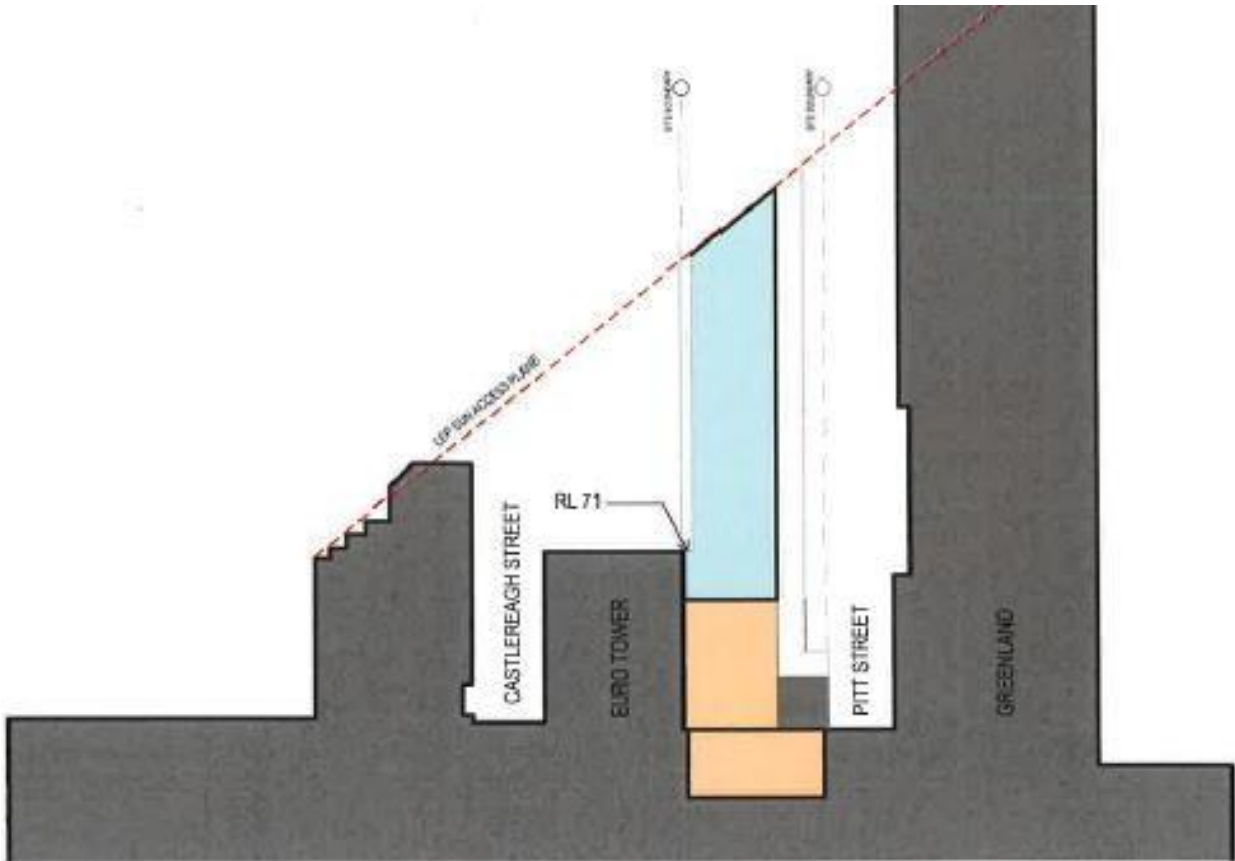


Figure 9–Photomontage of Pitt St South



Source: Bates Smart



3 REFERENCE DOCUMENTS

This section provides a review of relevant safety and crime prevention documents. Documents reviewed include:

- Pitt Street Station early design briefs and drawings;
- NSW BOCSAR Crime Statistics;
- Sydney Metro City & Southwest Appendix B12 Security Engineering and Cyber Security;
- Crime Prevention through Environmental Design, City Of Sydney Development Control Plan; and
- Site and Urban Design for Security – FEMA 430.



4 SUPPORTING DOCUMENTS

In addition to the preparation of a CPTED assessment, the SEARs also requested the proposal provide:

- Details of how design quality of the building material and public realm will address risk associated with terrorism i.e. blast mitigation, hostile vehicle barrier etc.
- Preparation of a Security Risk Assessment delivered by a suitability qualified and licensed security consultant with consideration to the requirements of the NSW Security Industry Act 1997.

A specialist Blast Vulnerability Assessment (prepared by Karagozian & Case) and Security Risk Assessment (prepared by Integral) have been prepared to support these requirements and to inform the Stage 2 SSD DA. These studies have assessed the likelihood and severity of higher-order risks which the proposal may be susceptible to and has provided strategies and recommendations to help reduce and mitigate these.

This CPTED assessment supports these studies in informing the overall design and management of the proposal to enable a safe environment.



5 SITE VISIT

A site visit was conducted by Integral Group (David Novak) on Wednesday 29 April 2020, site photos below. The site visit involved an overview of the site (no internal site visit) and surrounding buildings, observation of key adjoining tenants, buildings that could be specific to a CPTED report i.e. hotels. Other adjacent buildings, pedestrian movements and any additional surrounding crime mitigation was noticed.

A summary of the site visit observations is provided below:

- Very high pedestrian and vehicular activity on Bathurst and Pitt Streets
- Construction sites observed on both Bathurst and Pitt Streets with scaffolding and changed pedestrian conditions, although temporary.
- Existing CCTV cameras located at the Edinburgh Castle Hotel as per Liquor and Gaming regulations.
- Key entry/exit point for the Edinburgh Castle Hotel is located at the corner of Bathurst and Pitt Streets, with a smaller entrance located on Bathurst Street and a VIP Gaming entrance located on Pitt Street



Figure 10 – Site Visit Photos



Photo 2 Edinburgh Castle hotel, has CCTV coverage.



Photo 3 – Corner Pitt and Bathurst Streets shows construction of residential building which will have pedestrian ambience to neighbourhood.



Photo 4 Corner Pitt and Bathurst Streets towards town Hall.



Photo 5 Princeton Apartments on Pitt street adjacent to development



6 DEMOGRAPHICS

6.1 DEMOGRAPHIC PROFILES

The Sydney Central Business District (CBD) is the main commercial centre of Sydney, the state capital of New South Wales and the most populous city in Australia. The Sydney CBD is to a large degree coterminous with Sydney's city centre, or Sydney City, and the two terms are used interchangeably. The CBD or city centre is often referred to simply as "Town" or "the City". The Sydney city centre extends southwards for about 3 km (2 mi) from Sydney Cove.

Geographically, its north–south axis runs from Circular Quay in the north to Central railway station in the south. Its east–west axis runs from a chain of parkland that includes Hyde Park, The Domain, Royal Botanic Gardens and Farm Cove on Sydney Harbour in the east; to Darling Harbour and the Western Distributor in the west. At the 2016 Australian Census, the City recorded a population of 17,252.

The Sydney City is Australia's main financial and economic centre, as well as a leading hub of economic activity for the Asia-Pacific region. The city centre and areas immediately around it employ approximately 22% of the Sydney region's workforce. The City has the largest gathering of workers in the whole of Sydney. Most of them are white collar office workers in the finance and professional service industries. In 2012, the number of workers operating in the City was 226,972. Based on industry mix and relative occupational wage levels it is estimated that economic activity (GDP) generated in the city in 2015/16 was approximately \$118 billion. Culturally, the city centre is Sydney's focal point for nightlife and entertainment. It is also home to some of the city's most significant buildings and structures.



7 CRIME STATISTICS

7.1 RECORDED CRIME STATISTICS

7.1.1 General

Crime statistics, for the relevant Local Government Area's (LGA's) within which the Pitt Street OSD South assets are located, have been sourced from the NSW Bureau of Crime Statistics and Research. Copies of these crime statistics are attached in the Appendices.

The 2018 crime statistics are the most recently recorded statistics available and have been used. The crime statistics for the following LGA's have been analysed in relation to Pitt Street OSD South.

7.1.2 Applicable Local Government Areas

The Local Government Area (LGA) applicable to Pitt Street Station is the Sydney Local Government area.

7.1.3 Most Prevalent Crimes

It should be noted that a great deal of crime is not reported to Police, therefore official crime statistics tend to understate the 'real' level of crime.

The following is a list of the most prevalent recorded offences to occur in the Sydney Local Government area that are relevant to Pitt Street OSD South. Also listed are the total offences for each offence type and the rank (out of 141) compared to the other LGA's (the statistics below are ranked as incidents): Please note: initial data have not ranked in LGA rankings for latest statistics, as data population under 3000 people in a LGA are not ranked.

- Malicious damage to property (2717 offences);
- Murder (4 offences);
- Domestic violence related assault (1006)
- Sexual assault (258)
- Robbery without a weapon (206)
- Robbery with firearm (7)
- Robbery with a weapon not a firearm (70)
- Break and enter non-dwelling (501 offences)
- Steal from person (1160)
- Transport regulatory offences (9167 offences);
- Fraud (4331 offences);
- Steal from motor vehicle (1295 offences);
- Assault – indecent and sexual assault (453 offences);
- Assault – non-domestic violence related (3215 offences);
- Steal from retail store (2755 offences);
- Steal from dwelling (1101 offences);



- Motor vehicle theft (398 offences); and
- Break and enter dwelling (757 offences),

* Of the major offences listed "transport regulatory offences" is the offence with the largest increase over a 60-month period

A point to note, the adjacent establishment Edinburgh Castle Hotel is currently not listed by NSW Liquor and Gaming as a Violent Venue.



8 CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN CRITERIA ASSESSMENT AND FINDINGS

8.1 GENERAL

The site itself and available plans of the proposed development at Pitt Street OSD South, including the Stage 2 drawings, have been assessed in accordance with CPTED principles and the appropriate regulations adopted as recommended by Sydney Metro, NSW Police and NSW Development Application recommendations. Areas that require specific attention to ensure maximum safety within the proposed development have been identified and recommendations proposed to mitigate any issues that are tabled in the findings within Section 10 of this document.

It should be noted that design is only one component to ensure a safe and secure environment. The level of actual or perceived crime is determined through the combination of design principles and ongoing management of the development including OSD perspective tenants and residence involvement. The design should support and accommodate good management practices. A security risk assessment will be completed to complement the CPTED report and should be read in conjunction.

Overall, the proposed development includes considerations for CPTED principles within its design. However, a number of measures can be undertaken to further improve safety across the development.

8.2 TERRITORIALITY

Territoriality utilises multiple measures to clearly define an area, both physically and psychologically. The intent is to create an environment with a sense of ownership by the users, where abnormal behaviour such as unusual loitering or other unauthorised activities, is easily recognised. For example, a clean, well-lit, attractive area will present an environment that encourages intended site users to feel safe and tolerate only acceptable behaviour. This same environment has the opposite effect on criminals, as it is easy to observe, identify, and report abnormal behaviour. This means intended users are more likely to notice and report suspicious or nefarious behaviour.

A major component of territoriality is wayfinding, which is a concept where architectural and landscape features are designed with visual clues and signage to direct people or allow them to easily identify where they are and where they should go.

The design team have considered the incorporate the following items into the design to support territoriality:

- Provide a defined boundary around the Pitt Street OSD South development. A formidable barrier is not required but the boundary should provide visual cues as to what is and what is not Pitt Street OSD South property;
- Select pavement patterns, vegetation, low walls, or site features to form physical or psychological separation of areas;
- Use signage to reinforce or establish territoriality and to support wayfinding, such as:
 - Provide signage stating that the area is under constant CCTV surveillance;



- Provide waste bins in areas of intended pedestrian use to encourage a clean and kept environment;
- Provide a constant lighting pattern through, including the whole of the perimeter line; and
- Apply demarcation from front of house and back of house of the OSD South.

8.3 NATURAL SURVEILLANCE

Natural Surveillance supports good visibility in and around the buildings to limit concealment of criminal activities. The concept is to see and be seen; criminals do not like to be seen and patrons feel safer that clear lines of sight are around their space. A compartmentalised station with many small out-of-the-way places or obscure corners combined with a lack of windows greatly inhibits the ability for people to see and identify abnormal behaviour, which increases the intended users' sense of fear, especially at night. Coordination of interior design, adits, corridors, platforms, windows and doors with the layouts of walkway can all support natural surveillance through good design practices.

The design team has considered the following design strategies and techniques:

- Orientate travel ways perpendicular to buildings;
- Develop pedestrian pathways and corridors with clear lines of sight;
- The street paving and landscape architecture that supports security requires a design that integrates natural surveillance, video surveillance, and natural access control. Site furnishing selection should meet the following functional requirements:
 - Maintain surveillance and access control corridors;
 - Control access to critical and sensitive areas;
 - Consider the 10-year growth canopies in public area facing Pitt and Bathurst Streets pruning of trees to avoid conflicts with lighting and CCTV cameras;
 - Establish maintenance schedules to provide clear lines of sight and limit hiding places;
 - Footpaths should have a clear space on either side to provide clear lines of sight and reaction time;
 - Light coloured surfaces provide better light reflection for enhanced visual and video surveillance;
- Avoid constructing large blank walls that limit visibility and can become targets for graffiti; instead encourage the use of walls with windows and architectural details;
- Place facility personnel where they have clear lines of sight of open spaces and walkways, via windows and doors;
- Avoid dead-end corridors, isolated stairwells, dog leg corridors, and open areas under stairs; and
- Include intended gathering areas where practical to increase legitimate use of corridors and lobbies, thereby increasing natural surveillance.



8.4 NATURAL ACCESS CONTROL

Natural Access Control entails utilising layout and design elements to passively direct site users in an orderly fashion from one location to another, while simultaneously reinforcing territoriality and aiding natural surveillance. By denying access to targets and creating a perception of risk for offenders this concept decreases the opportunity for criminal activity.

The mainstay of natural access control is limiting the number of intended access points to the greatest extent possible without negatively affecting operations; as well as guiding people through a space by strategic design. This aids natural surveillance by increasing traffic flow at each of those locations therefore increasing the opportunities for surveillance. The required intent and design of Pitt Street South OSD, channelling all users through a limited number of entrances increases the ability to see and be seen, as well as reducing the number of access-controlled points and security cameras required. A reduced number of entrances also makes it more difficult for criminals to avoid detection or escape and in Pitt Street South OSD's case, easier to shut the building off after hours.

Thus, the Pitt Street South OSD design has maintained the Stage 2 design and has limited the number of pedestrian and vehicle entrances. These entrances use symbolic visuals, easily recognised as the intended entrances.

8.5 SITE PLANNING AND DESIGN

It is important to identifying and implementing crucial asset protection measures while considering land use, site selection, orientation of buildings, integration of vehicle access control points, physical barriers, landscaping, parking, and the protection of utilities to mitigate threats.

To achieve the optimal balance of the above considerations the design team has considered the integration of security requirements early in the design process when mitigation is the least costly and most effective.

Building Placement

The ideal building placement from a security standpoint incorporates the following CPTED principles:

- The placement of the building provides territorial reinforcement of the ownership by creating a distinction between the public domain and that of the building. This can be accomplished through the use of clear space to separate the two entities;
- The building has been oriented as per the Stage 2 design in order to minimise, areas that casual observers cannot see; and
- Provides layers of security.

8.6 VEHICULAR MOVEMENT

Control of vehicular movement throughout the site is essential in mitigating vehicle-associated threats. Local traffic patterns, sight distances, and the vehicle type is limited to delivery and service vehicles only as there is no onsite residential parking.

Primary objectives for on-site circulation are to separate vehicles from critical assets and pedestrians, control vehicle speed and approach, provide wayfinding, design safe road and parking area configurations, and provide adequate emergency access. The design team have considered the following performance criteria into the site design:



- Limit number of vehicular entrances to the building (one per for OSD South):
- Utilise symbolic site features to distinguish entrances and establish territoriality;
- Clearly delineate service vehicles parking and delivery spaces in the respective loading docks;
- Implement Hostile Vehicle Mitigation (HVM) practices for the public domain; and

8.7 PEDESTRIAN MOVEMENT

Pitt Street South OSD pedestrian safety is dependent on strategic circulation design. The objectives are to concentrate activity to assist surveillance and minimise traffic crossings.

The design team has considered the following when designing the pedestrian circulation:

In accordance to the Sydney City Council - SCC interface agreement provide a drop-off area near to the main entrance to buildings;

- Provide unobstructed views of pedestrian travel by avoiding hiding places along pedestrian routes and around outdoor spaces intended for pedestrian use;
- Provide smart pole lighting as per the SCC interface agreement :
- Provide minimum smart poles illumination for effective operation of security cameras;
- Provide appropriate signage for warnings and wayfinding (site entry, delivery traffic and drop-off);
- Consider using specialty pavement techniques to enhance territoriality and wayfinding; and
- Funnel pedestrian walkways directly to main entries as a means of supporting natural access control.

8.8 SITE FURNISHINGS – HOSTILE VEHICLE MITIGATION

Through urban design, practitioners seek to create vibrant, inviting, and functional facilities for people to live, learn, work, and play. Security considerations are a necessary aspect of these facilities, protecting people and property while reducing liability.

Hostile vehicle consideration must be an important part of any place of mass gathering. People must feel safe when using a facility or they will not frequent it, which defeats the purpose of creating the facility. Low usage can then compound anti-social issues, attracting criminal behaviour due to the lack of persons enforcing territorial control.





Figure 6 – Pitt Street South approaches and site landscaping on Bathurst Street entrance

Source: Bates Smart

The design team has considered the following points for the Pitt Street Station development:

- S measures not to impede access to public entrances or pedestrian flow on adjacent footpath;
- Trees planted along the street kerb line serve dual aesthetic and act as a deterrent for HVM purposes;
- The design of bollards, light posts, and other streetscape/landscape elements to form an urban ensemble that helps to create a sense of unity and character;
- Design and locate HVM to establish consistent, rhythmic patterns along the street, particularly where a number of elements are used in combination to reduce visual street clutter;
- Locate bicycle parking in observable locations;
- Locate exterior seating in observable locations;
- Securely anchor all external site furnishings to avoid movement; and

8.9 SIGNAGE & WAYFINDING

Wayfinding is an important function of design that illustrates the importance of coordination among practitioners and community planning, public works, transportation, law enforcement, and fire-rescue organisations. Navigating an unfamiliar environment is important for its success on a day-to-day basis but becomes critical in an emergency.



In addition to overt prompts such as landmarks, architectural elements, and clear, consistent signage and maps, users will subconsciously rely on cues from their surroundings to help them select a path to safety. Similarly, emergency personnel will depend in part on these design elements in order to navigate the site.

The design team has considered the following points for the Pitt Street South OSD development:

- Provide signs at entrances.
- Clearly post the building address for emergency response;
- Post signs at building entrances stating, "All persons entering this facility are under video surveillance"; and
- Locate signs to provide the least obstruction to lines of sight for security personnel and video views.

8.10 SPACE PLANNING & DESIGN

8.10.1 General

The protection of the building interior focuses on the functional layout of spaces. Separating public areas (lobby, loading docks, mailrooms, retail areas, etc.) from private areas of the facility (residence, utilities, plant) enhances security by defining areas and consolidating user groups. This separation is achieved by creating internal "hard lines" or buffer zones, using secondary stairwells, elevator shafts, corridors, and storage areas between public and private areas.

The design team has considered the following design measures when laying out interior spaces:

- Defined main entries;
- Limiting the number of secondary entries to one;
- Align interior corridors;
- Limited recessed or hidden areas;
- Clearly define public and private spaces;
- Group spaces with similar activities together;
- Provide open interior design;
- Promote natural surveillance by providing opportunities for surveillance through the use balconies and window in living areas;
- Use interior barriers to differentiate levels of security within the facility;



8.11 BUILDING CRITERIA

8.11.1 Areas Internal to the Building

The protection of the building interior focuses on the functional layout of spaces. Achieve this separation by creating internal "hard lines" or buffer zones, using secondary stairwells, elevator shafts, corridors, and storage areas between public and private areas. The space is to be used and well cared for, including rapidly addressing graffiti and maintenance issues that affect the general feel and look of the station.

The design team have considered the following design measures when designing the interior spaces:

- Limit secondary entrances i.e. main station and retail entrance areas from back of house deliveries;
- Lighting installed at site entrances;
- Building manager to be employed;
- Clearly define public and private spaces;
- Group spaces with similar activities together, i.e. eating spaces and bar areas;
- Promote natural surveillance by providing opportunities for surveillance through the use balconies and window in living areas;
- Provide open interior design specifically to the ground floors and public areas;
- Promote good natural surveillance by providing opportunities for surveillance.



Figure 7 – Proposed Pitt St South entrance where high visibility and landscaping can be achieved

Source: Bates Smart





Figure 8 – Pitt Street South Residential Entrance

Source : Bates Smart

8.12 URBAN DESIGN

Numerous urban design elements present opportunities to provide security. The scale of the public space should be appropriate to its primary use, and it can be manipulated to increase the comfort level of desired users while creating a less inviting atmosphere for users with malicious intent.

However, even at the pedestrian scale, certain operational requirements should be accommodated. For example, although efficient pedestrian and vehicle circulation systems are important for day-to-day activity, they are also critical for emergency response, evacuation, and egress. Furthermore, it is critical to maintain the maximum standoff distance possible between vehicles and structures where achievable. The design team has considered the following when designing the outdoor areas surrounding the Pitt Street Station's building:

- Security measures must not impede access to public entrances or pedestrian flow on adjacent footpaths;
- Trees potted along the inside edge of a public sidewalk and adjacent to pedestrian and vehicular paths can serve dual aesthetic and barrier purposes;
- The design of bollards light posts, and other streetscape and landscape elements should form an urban ensemble that helps to create a sense of unity and character;
- Security devices must be designed and located to establish consistent, rhythmic patterns along the street, particularly where a number of elements are used in combination to reduce visual street clutter;
- Glazed entrance providing clear lines of site from inside.



9 FINDINGS

9.1 PITT STREET SOUTH BATHURST STREET ENTRANCE – METRO ENTRY

Bathurst St entrance is the main entrance into the Metro for accessing platforms south of the development. The current design shows it being a clear open space with good natural surveillance, natural access control and territorial reinforcement. The proposed retail outlets will provide an increase in natural and casual surveillance.



Figure 10 – Bathurst Street Station Entrance

Source : Bates Smart

| Positives | Negatives |
|--|--|
| <ul style="list-style-type: none"> • Good Natural Surveillance and Natural Access Control throughout the street due to clear open spaces. • A building is centrally located with neat entry and providing natural surveillance from patrons. • Clear and open space in front of the building entrance promoting Natural Surveillance. | <ul style="list-style-type: none"> • Afterhours will have station shutters down, potentially inviting unwanted congregation of homeless people against shutters. • Close location to hotel, could cause issue from intoxicated patrons |



9.2 PITT STREET SOUTH OSD – PITT STREET RESIDENTIAL ENTRANCE



Figure 11 – Park Street Entrance

Source : Bates Smart

| Positives | Negatives |
|--|---|
| <ul style="list-style-type: none">• Good Natural Surveillance and Natural Access Control through the street due to clear open spaces.• Area covered by CCTV.• Glazed lifts provide observation into the lift and to adjacent areas from within (i.e. looking out over entrance).• Use of glazing gives clear line of site.• Ideal areas for residence to gather informally.• HVM.• Trees planted on pedestrian route provide barriers. | <ul style="list-style-type: none">• Afterhours will have station shutters down, potentially inviting unwanted congregation of homelessness.• Close location to Edinburg Castle Hotel, could cause issue from intoxicated patrons |



10 CONCLUSION AND RECOMMENDATIONS

This assessment has been assessed against the CPTED principles, relevant crime and safety controls in the Sydney DCP 2012 and Stage 2 CPTED design drawings.

To improve the safety and potential crime outcomes for residents, tenants, visitors and the broader community, recommendations have been made below to ensure that appropriate measures are included and/or considered in the further detailed design development of the architectural and landscape plans.

The proposed development has incorporated design details that are consistent with CPTED principles.

The plans include good opportunities for passive surveillance in tenant areas, good legibility and a high standard of amenity for a diverse demographic that will access and use the development.

There are a number of key recommendations in this report to assist in design development. These recommendations should be considered and implemented where possible in the final architectural plans and as part of the overall security management of the proposed development. In particular; it will be important to include:

- Integrated signage to show separation of public and private areas and assist with legibility of the site given mixed use nature;
- Integrated pedestrian circulation paths and laneways;
- Landscaping including trees adjacent to kerb line to deter malicious damage, protection or deterrence from a HVM perspective;
- Concierge management as added security;
- Clear site lines around between Bathurst and Pitt Street including Pitt St residence entrance;
- Clear site lines around Bathurst and Pitt Street building entrance
- Good coverage of CCTV; and
- Additional CCTV from Edinburg Castle Hotel
- Lighting to entrances, lift lobbies and stairwells;

The design of the site already shows consideration has been given to:

- Maximising passive surveillance for residence and visitors;
- Safe and secure service access; and
- An integrated building frontage that's forms part of the overall OSD looking over the station precinct and public domain.
- No secondary station entries
- Bollards and Vehicle protection measures integrated with seating and landscaping including trees.



APPENDIX A CRIME STATISTICS



NSW Recorded Crime Statistics 2014 - 2018

[Definitions and explanations](#)

Number of recorded incidents and rate per 100,000 population, 24-month and 60-month trend and Local Government Areas rankings (for 2018)

Sydney Local Government Area

| Offence group | Offence type | Jan-Dec 2014 | | Jan-Dec 2015 | | Jan-Dec 2016 | | Jan-Dec 2017 | | Jan-Dec 2018 | | 24-month trend^^ | 60-month trend^^ | 2018 LGA Rank* |
|--|--|---------------------|-----------------------------|---------------------|-----------------------------|---------------------|-----------------------------|---------------------|-----------------------------|---------------------|-----------------------------|------------------|------------------|----------------|
| | | Number of incidents | Rate per 100,000 population | Number of incidents | Rate per 100,000 population | Number of incidents | Rate per 100,000 population | Number of incidents | Rate per 100,000 population | Number of incidents | Rate per 100,000 population | | | |
| 17 major offences | Murder^ | 3 | 1.5 | 3 | 1.4 | 3 | 1.3 | 1 | 0.4 | 4 | 1.7 | nc** | nc** | |
| | Domestic violence related assault | 1,019 | 498.2 | 993 | 463.9 | 964 | 432.8 | 1,014 | 435.3 | 1,006 | 431.9 | Stable | Stable | |
| | Non-domestic violence related assault | 3,164 | 1,547.1 | 3,156 | 1,474.5 | 3,288 | 1,476.3 | 3,226 | 1,385.0 | 3,215 | 1,380.3 | Stable | Stable | |
| | Sexual assault | 172 | 84.1 | 193 | 90.2 | 208 | 93.4 | 247 | 106.0 | 258 | 110.8 | Stable | 10.7% | |
| | Indecent assault, act of indecency and other sexual offences | 343 | 167.7 | 327 | 152.8 | 355 | 159.4 | 499 | 214.2 | 453 | 194.5 | Stable | 7.2% | |
| | Robbery without a weapon | 275 | 134.5 | 230 | 107.5 | 189 | 84.9 | 188 | 80.7 | 206 | 88.4 | Stable | -7.0% | |
| | Robbery with a firearm | 14 | 6.8 | 13 | 6.1 | 9 | 4.0 | 8 | 3.4 | 7 | 3.0 | nc** | nc** | |
| | Robbery with a weapon not a firearm | 95 | 46.5 | 97 | 45.3 | 65 | 29.2 | 79 | 33.9 | 70 | 30.1 | Stable | -7.4% | |
| | Break and enter dwelling | 905 | 442.5 | 853 | 398.5 | 802 | 360.1 | 707 | 303.5 | 757 | 325.0 | Stable | -4.4% | |
| | Break and enter non-dwelling | 590 | 288.5 | 451 | 210.7 | 600 | 269.4 | 583 | 250.3 | 501 | 215.1 | Stable | Stable | |
| | Motor vehicle theft | 410 | 200.5 | 364 | 170.1 | 313 | 140.5 | 334 | 143.4 | 398 | 170.9 | Stable | Stable | |
| | Steal from motor vehicle | 2,167 | 1,059.6 | 1,696 | 792.4 | 1,630 | 731.9 | 1,164 | 499.7 | 1,295 | 556.0 | 11.3% | -12.1% | |
| | Steal from retail store | 2,322 | 1,135.4 | 2,201 | 1,028.3 | 2,631 | 1,181.3 | 3,109 | 1,334.8 | 2,755 | 1,182.8 | -11.4% | 4.4% | |
| | Steal from dwelling | 1,237 | 604.8 | 1,242 | 580.3 | 1,058 | 475.0 | 1,003 | 430.6 | 1,101 | 472.7 | Stable | -2.9% | |
| | Steal from person | 1,891 | 924.6 | 1,671 | 780.7 | 1,405 | 630.8 | 1,216 | 522.1 | 1,160 | 498.0 | Stable | -11.5% | |
| | Fraud | 6,852 | 3,350.3 | 6,534 | 3,052.7 | 5,644 | 2,534.2 | 4,663 | 2,001.9 | 4,331 | 1,859.4 | Stable | -10.8% | |
| | Malicious damage to property | 2,878 | 1,407.2 | 2,714 | 1,268.0 | 2,747 | 1,233.4 | 2,490 | 1,069.0 | 2,717 | 1,166.5 | Stable | -1.4% | |
| Other Homicide | Attempted murder | 2 | 1.0 | 1 | 0.5 | 1 | 0.4 | 1 | 0.4 | 0 | 0.0 | nc** | nc** | |
| | Murder accessory, conspiracy | 0 | 0.0 | 2 | 0.9 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | nc** | nc** | |
| | Manslaughter ^ | 0 | 0.0 | 0 | 0.0 | 1 | 0.4 | 1 | 0.4 | 0 | 0.0 | nc** | nc** | |
| Other Assault | Assault Police | 303 | 148.2 | 315 | 147.2 | 308 | 138.3 | 278 | 119.4 | 313 | 134.4 | Stable | Stable | |
| Abduction and kidnapping | | 12 | 5.9 | 7 | 3.3 | 9 | 4.0 | 7 | 3.0 | 9 | 3.9 | nc** | nc** | |
| Blackmail and extortion | | 12 | 5.9 | 10 | 4.7 | 9 | 4.0 | 11 | 4.7 | 6 | 2.6 | nc** | nc** | |
| Harassment, threatening behaviour and private nuisance | | 957 | 467.9 | 948 | 442.9 | 1,112 | 499.3 | 1,123 | 482.1 | 1,155 | 495.9 | Stable | 4.8% | |
| Other offences against the person | | 53 | 25.9 | 71 | 33.2 | 57 | 25.6 | 30 | 12.9 | 50 | 21.5 | Stable | -1.4% | |
| Other Theft | Receiving or handling stolen goods | 1,242 | 607.3 | 1,272 | 594.3 | 1,252 | 562.1 | 1,035 | 444.3 | 1,101 | 472.7 | Stable | -3.0% | |
| | Stock theft | 0 | 0.0 | 2 | 0.9 | 2 | 0.9 | 0 | 0.0 | 0 | 0.0 | nc** | nc** | |
| | Other theft | 4,701 | 2,298.6 | 3,962 | 1,851.1 | 3,926 | 1,762.8 | 3,538 | 1,518.9 | 3,524 | 1,512.9 | Stable | -7.0% | |

NSW Recorded Crime Statistics 2014 - 2018

Definitions and explanations

Number of recorded incidents and rate per 100,000 population, 24-month and 60-month trend and Local Government Areas rankings (for 2018)

Sydney Local Government Area

| Offence group | Offence type | Jan-Dec 2014 | | Jan-Dec 2015 | | Jan-Dec 2016 | | Jan-Dec 2017 | | Jan-Dec 2018 | | 24-month trend^^ | 60-month trend^^ | 2018 LGA Rank* |
|---|---------------------------------------|---------------------|-----------------------------|---------------------|-----------------------------|---------------------|-----------------------------|---------------------|-----------------------------|---------------------|-----------------------------|------------------|------------------|----------------|
| | | Number of incidents | Rate per 100,000 population | Number of incidents | Rate per 100,000 population | Number of incidents | Rate per 100,000 population | Number of incidents | Rate per 100,000 population | Number of incidents | Rate per 100,000 population | | | |
| Arson | | 54 | 26.4 | 61 | 28.5 | 46 | 20.7 | 54 | 23.2 | 49 | 21.0 | Stable | Stable | |
| Drug offences | Possession and/or use of cocaine | 292 | 142.8 | 408 | 190.6 | 457 | 205.2 | 625 | 268.3 | 867 | 372.2 | 38.7% | 31.3% | |
| | Possession and/or use of narcotics | 218 | 106.6 | 233 | 108.9 | 240 | 107.8 | 223 | 95.7 | 227 | 97.5 | Stable | Stable | |
| | Possession and/or use of cannabis | 1,788 | 874.3 | 1,988 | 928.8 | 1,930 | 866.6 | 1,751 | 751.7 | 1,648 | 707.5 | Stable | -2.0% | |
| | Possession and/or use of amphetamines | 827 | 404.4 | 894 | 417.7 | 826 | 370.9 | 723 | 310.4 | 718 | 308.3 | Stable | -3.5% | |
| | Possession and/or use of ecstasy | 667 | 326.1 | 709 | 331.3 | 856 | 384.3 | 802 | 344.3 | 991 | 425.5 | Stable | Stable | |
| | Possession and/or use of other drugs | 524 | 256.2 | 537 | 250.9 | 658 | 295.4 | 655 | 281.2 | 748 | 321.1 | Stable | 9.3% | |
| | Dealing, trafficking in cocaine | 81 | 39.6 | 150 | 70.1 | 179 | 80.4 | 366 | 157.1 | 283 | 121.5 | Stable | 36.7% | |
| | Dealing, trafficking in narcotics | 130 | 63.6 | 142 | 66.3 | 175 | 78.6 | 163 | 70.0 | 53 | 22.8 | -67.5% | -20.1% | |
| | Dealing, trafficking in cannabis | 38 | 18.6 | 42 | 19.6 | 30 | 13.5 | 35 | 15.0 | 74 | 31.8 | Stable | Stable | |
| | Dealing, trafficking in amphetamines | 251 | 122.7 | 246 | 114.9 | 241 | 108.2 | 382 | 164.0 | 280 | 120.2 | Stable | Stable | |
| | Dealing, trafficking in ecstasy | 168 | 82.1 | 179 | 83.6 | 201 | 90.2 | 208 | 89.3 | 175 | 75.1 | Stable | Stable | |
| | Dealing, trafficking in other drugs | 61 | 29.8 | 73 | 34.1 | 81 | 36.4 | 109 | 46.8 | 91 | 39.1 | Stable | Stable | |
| | Cultivating cannabis | 7 | 3.4 | 7 | 3.3 | 9 | 4.0 | 6 | 2.6 | 2 | 0.9 | nc** | nc** | |
| | Manufacture drug | 4 | 2.0 | 4 | 1.9 | 2 | 0.9 | 0 | 0.0 | 1 | 0.4 | nc** | nc** | |
| | Importing drugs | 2 | 1.0 | 3 | 1.4 | 11 | 4.9 | 25 | 10.7 | 5 | 2.1 | nc** | nc** | |
| | Other drug offences | 730 | 356.9 | 771 | 360.2 | 887 | 398.3 | 851 | 365.4 | 1,150 | 493.7 | 35.1% | 12.0% | |
| Prohibited and regulated weapons offences | | 649 | 317.3 | 715 | 334.1 | 691 | 310.3 | 724 | 310.8 | 724 | 310.8 | Stable | Stable | |
| Disorderly conduct | Trespass | 505 | 246.9 | 506 | 236.4 | 649 | 291.4 | 686 | 294.5 | 662 | 284.2 | Stable | 7.0% | |
| | Offensive conduct | 1,329 | 649.8 | 1,147 | 535.9 | 1,089 | 489.0 | 956 | 410.4 | 947 | 406.6 | Stable | -8.1% | |
| | Offensive language | 388 | 189.7 | 295 | 137.8 | 309 | 138.7 | 274 | 117.6 | 249 | 106.9 | Stable | -10.5% | |
| | Criminal intent | 214 | 104.6 | 214 | 100.0 | 200 | 89.8 | 183 | 78.6 | 183 | 78.6 | Stable | -3.8% | |
| Betting and gaming offences | | 37 | 18.1 | 13 | 6.1 | 37 | 16.6 | 9 | 3.9 | 9 | 3.9 | nc** | nc** | |
| Liquor offences | | 2,911 | 1,423.4 | 2,853 | 1,332.9 | 2,926 | 1,313.8 | 2,748 | 1,179.8 | 2,949 | 1,266.1 | Stable | Stable | |

NSW Recorded Crime Statistics 2014 - 2018

Definitions and explanations

Number of recorded incidents and rate per 100,000 population, 24-month and 60-month trend and Local Government Areas rankings (for 2018)

Sydney Local Government Area

| Offence group | Offence type | Jan-Dec 2014 | | Jan-Dec 2015 | | Jan-Dec 2016 | | Jan-Dec 2017 | | Jan-Dec 2018 | | 24-month trend^^ | 60-month trend^^ | 2018 LGA Rank* |
|-------------------------------|---|---------------------|-----------------------------|---------------------|-----------------------------|---------------------|-----------------------------|---------------------|-----------------------------|---------------------|-----------------------------|------------------|------------------|----------------|
| | | Number of incidents | Rate per 100,000 population | Number of incidents | Rate per 100,000 population | Number of incidents | Rate per 100,000 population | Number of incidents | Rate per 100,000 population | Number of incidents | Rate per 100,000 population | | | |
| Pornography offences | | 22 | 10.8 | 22 | 10.3 | 20 | 9.0 | 20 | 8.6 | 20 | 8.6 | Stable | Stable | |
| Prostitution offences | | 246 | 120.3 | 110 | 51.4 | 42 | 18.9 | 57 | 24.5 | 19 | 8.2 | nc** | nc** | |
| Against justice procedures | Escape custody | 10 | 4.9 | 13 | 6.1 | 16 | 7.2 | 19 | 8.2 | 7 | 3.0 | nc** | nc** | |
| | Breach Apprehended Violence Order | 421 | 205.9 | 390 | 182.2 | 467 | 209.7 | 409 | 175.6 | 412 | 176.9 | Stable | Stable | |
| | Breach bail conditions | 2,843 | 1,390.1 | 2,715 | 1,268.5 | 3,155 | 1,416.6 | 2,862 | 1,228.7 | 2,916 | 1,251.9 | Stable | Stable | |
| | Fail to appear | 106 | 51.8 | 107 | 50.0 | 102 | 45.8 | 67 | 28.8 | 66 | 28.3 | Stable | -11.2% | |
| | Resist or hinder officer | 830 | 405.8 | 810 | 378.4 | 799 | 358.8 | 698 | 299.7 | 782 | 335.7 | Stable | Stable | |
| | Other offences against justice procedures | 53 | 25.9 | 65 | 30.4 | 67 | 30.1 | 75 | 32.2 | 64 | 27.5 | Stable | Stable | |
| Transport regulatory offences | | 4,139 | 2,023.8 | 8,957 | 4,184.8 | 15,623 | 7,014.7 | 12,563 | 5,393.6 | 9,167 | 3,935.6 | -27.0% | 22.0% | |
| Other offences | | 1,059 | 517.8 | 1,252 | 584.9 | 1,491 | 669.5 | 1,239 | 531.9 | 1,254 | 538.4 | Stable | Stable | |

[^] For murder and manslaughter, the data are counts of recorded victims, not criminal incidents.

^{^^} The trend test used was a two-tailed Kendall's rank-order correlation test with a 0.05 level of significance .

For the 24-month trend the annual percentage change is provided if the trend was significant.

For the 60-month trend the average annual percentage change is provided if the trend was significant.

* Ranks are only calculated for Local Government Areas (LGAs) with populations greater than 3000 people (n=141).

Rates are only calculated for the major offences. Ranks are not calculated for murder due to the low number of recorded victims per LGA.

The robbery and sex offence categories are combined because the numbers are too small within the individual categories to calculate reliable rate estimates.

** Trend information is not calculated (nc) if at least one 12-month period in the selected timeframe had less than 20 incidents.

NOTE: Data sourced from the NSW Bureau of Crime Statistics and Research must be acknowledged in any document (electronic or otherwise) containing that data.

The acknowledgement should take the form of **Source: NSW Bureau of Crime Statistics and Research**