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URBIS

# FINAL CPTED ASSESSMENT

TOGA Central

Gadigal Country

Prepared for  
**TOGA**  
19 July 2022

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# EXECUTIVE SUMMARY

This Crime Prevention Through Environmental Design (CPTED) assessment has been prepared by Urbis Pty Ltd (Urbis) on behalf of TOGA Development & Construction Pty Ltd (the Applicant) to inform a state significant development (SSD) development application (DA) for the mixed-use redevelopment proposal at TOGA Central, located at 2 & 2A Lee Street, Haymarket (the site). The site is legally described as Lot 30 in Deposited Plan 880518 and Lot 13 in Deposited Plan 1062447. The site is also described as 'Block C' within the Western Gateway sub-precinct at the Central Precinct.

This report has been prepared to address the Secretary's Environmental Assessment Requirements (SEARs) issued for the SSD DA (SSD 33258337).

Under Section 4.15 of the *Environmental and Planning Assessment Act 1979*, the likely impacts of a development are required to be considered and assessed as part of the planning process. This includes the impacts on the natural and built environments, as well as the social and economic impacts in the locality.

This CPTED assessment has been prepared in accordance with the objectives and provisions relating to Crime Prevention through Environmental Design in Section 3.3.1(6) of the Western Gateway Design Guide and Item 8 of the SEARs issued for this SSD DA. Additionally, whilst not specifically relevant to the site, the provisions of Sections 3.13.1 of the Sydney Development Control Plan have been considered.

## CPTED ASSESSMENT

A CPTED assessment is a specialist study undertaken to help reduce opportunities for crime by using design and place management principles. The NSW Police Safer by Design Guidelines direct that a CPTED assessment consider four key principles:

- Surveillance
- Access control
- Territorial reinforcement
- Space and activity management.

This report also identifies key assessment areas for the proposal, based on the intended site design and an analysis of local crime data. These key assessment areas are aligned with the four CPTED principles and include an assessment of each building level to assess the many different uses and areas included in the proposal.

## CONCLUSION

Urbis has undertaken a CPTED assessment for the proposed development against the four CPTED principles and has identified potential risk areas and recommendations to help reduce crime risk. The assessment has been informed by a review of relevant local and State policies, as well as demographic and crime data.

Overall, the current design plans support crime prevention in and around the building. This is evident by the following key observations:

- Inclusion of multiple compatible uses that will help activate the site at different times of the day and evening.
- Good space management of different uses at basement level one, lower ground level and ground level.
- Clear delineation of different uses throughout the building, with uses having their own lifts and lift lobbies.
- Well supervised entry points to hotel and commercial lobbies through passive (seating, glazed atrium) and organised (concierge desks) mechanisms.
- Inclusion of perimeter landscaping around the public domain areas to encourage public use and ownership over this space.

To further increase safety and reduce crime risk, recommendations are made in Section 6 of this report, some of which are to be considered for implementation during the detailed design phase or during operation of the building.

# 1. INTRODUCTION

This Crime Prevention Through Environmental Design (CPTED) assessment has been prepared by Urbis Pty Ltd (Urbis) on behalf of TOGA Development and Construction Pty Ltd (the Applicant) to inform a state significant development (SSD) development application (DA) at TOGA Central, located at 2 and 8A Lee Street, Haymarket. The SSD DA seeks consent for a mixed-use redevelopment proposal.

The Minister for Planning, or their delegate, is the consent authority for the SSD DA and this application is lodged with the NSW Department of Planning and Environment (DPE) for assessment.

The purpose of the SSD DA is to complete the restoration of the heritage-listed building on the site, delivery of new commercial floorspace and public realm improvements that will contribute to the realisation of the NSW Government's vision for an iconic technology precinct and transport gateway. The application seeks consent for the conservation, refurbishment and adaptive re-use of the Adina Hotel building (also referred to as the former Parcel Post building (fPPb)), construction of a 45-storey tower above and adjacent to the existing building and delivery of significant public domain improvements at street level, lower ground level and within Henry Deane Plaza.

This report has been prepared in response to the requirements contained within the Secretary's Environmental Assessment Requirements (SEARs) dated 17 December 2021 and issued for the SSD DA. Specifically, this report has been prepared to respond to the SEARs requirement issued below.

Table 1 SEARs request

Item	Description of requirement	Section reference (this report)
8. Public Space	▪ Address how Crime Prevention through Environmental Design (CPTED) principles are to be integrated into the development, in accordance with <i>Crime Prevention and the Assessment of Development Applications Guidelines</i> .	Section 6

Source: Issued SEARs 17/12/21

Under Section 4.15 of the *Environmental and Planning Assessment Act 1979*, the likely impacts of a development are required to be considered and assessed as part of the planning process. This includes the impacts on the natural and built environments, as well as the social and economic impacts in the locality.

This CPTED assessment has been prepared in accordance with the objectives and provisions in Section 3.3.1.(6) of the Western Gateway Design Guide and Item 8 of the SEARs issued for this SSD DA. Additionally, whilst not specifically relevant to the site, the provisions relating to Crime Prevention through Environmental Design in Section 3.13.1 of the Sydney Development Control Plan (SDCP 2012), have been considered.

## 1.1. AIM

A CPTED assessment is a specialist study undertaken to help reduce opportunities for crime by using design and place management principles. A CPTED assessment employs four key principles as shown in Figure 1.

Where CPTED risks are identified in the proposed design, recommendations are made within this report to help reduce the likelihood of the crime from occurring.

Figure 1 CPTED principles



## 1.2. METHODOLOGY

Our methodology for completing this CPTED has included three main stages.

Table 2 CPTED methodology

Local context analysis	Proposal analysis	Recommendations
<ul style="list-style-type: none"><li>▪ Review of surrounding land uses and site visit</li><li>▪ Review of relevant state and local policies to understand the strategic context and approach to crime and community safety</li><li>▪ Analysis of relevant data to understand the existing context and crime activity.</li></ul>	<ul style="list-style-type: none"><li>▪ Review of site plans and technical assessments</li><li>▪ Review of proposal against CPTED principles.</li></ul>	<ul style="list-style-type: none"><li>▪ Design recommendations</li><li>▪ Draft and final reporting.</li></ul>

## 2. PROPOSAL

The SSD DA seeks development consent for:

- Site establishment and removal of landscaping within Henry Deane Plaza.
- Demolition of contemporary additions to the fPPb and public domain elements within Henry Deane Plaza.
- Conservation work and alterations to the fPPb for retail premises, commercial premises, and hotel and motel accommodation. The adaptive reuse of the building will seek to accommodate:
  - Commercial lobby and hotel concierge facilities,
  - Retail tenancies including food and drink tenancies and convenience retail with back of house areas,
  - 4 levels of co-working space,
  - Function and conference area with access to level 7 outdoor rooftop space, and
  - Reinstatement of the original fPPb roof pitch form in a contemporary terracotta materiality.
- Provision of retail floor space including a supermarket tenancy, smaller retail tenancies, and back of house areas below Henry Deane Plaza (at basement level 1 (RL12.10) and lower ground (RL 16)).
- Construction of a 45-storey hotel and commercial office tower above and adjacent to the fPPb. The tower will have a maximum building height of RL 202.28m, and comprise:
  - 10 levels of hotel facilities between level 10 – level 19 of the tower including 204 hotel keys and 2 levels of amenities including a pool, gymnasium and day spa to operate ancillary to the hotel premises. A glazed atrium and hotel arrival is accommodated adjacent to the fPPb, accessible from Lee Street.
  - 22 levels of commercial office space between level 23 – level 44 of the tower accommodated within a connected floor plate with a consolidated side core.
  - Rooftop plant, lift overrun, servicing and BMU.
- Provision of vehicular access into the site via a shared basement, with connection points provided to both Block A (at RL 5) and Block B (at RL5.5) basements. Primary access will be accommodated from the adjacent Atlasian site at 8-10 Lee Street, Haymarket, into 4 basement levels in a split-level arrangement. The basement will accommodate:
  - Car parking for 106 vehicles, 4 car share spaces and 5 loading bays.
  - Hotel, commercial and retail and waste storage areas.
  - Plant, utilities and servicing.
- Provision of end of trip facilities and 165 employee bicycle spaces within the fPPb basement, and an additional 71 visitor bicycle spaces within the public realm.
- Delivery of a revitalised public realm across the site that is coordinated with adjacent development, including an improved public plaza linking Railway Square (Lee Street), and Block B (known as 'Central Place Sydney'). The proposal includes the delivery of a significant area of new publicly accessible open space at street level, lower ground level, and at Henry Deane Plaza, including the following proposed elements:
  - Provision of equitable access within Henry Deane Plaza including stairways, ramp access and a publicly accessible lift.
  - Construction of an elevated pavilion within Henry Deane Plaza at RL21.
  - Landscaping works within Henry Deane Plaza and along Lee Street.
- Utilities and service provision.
- Realignment of lot boundaries.



## 3. SITE CONTEXT

### 3.1. DESCRIPTION OF THE SITE

The site is located at 2 & 8A Lee Street, Haymarket and is legally described as Lot 30 in Deposited Plan 880518 and Lot 13 in Deposited Plan 1062447. The land that comprises the site under the Proponent's control (either wholly or limited in either height or depth) comprises a total area of approximately 4,159sqm.

The site is located within the City of Sydney Local Government Area (LGA), 1.5km south of the Sydney CBD and 6.9km north-east of the Sydney International Airport.

The site currently contains the following existing development:

- **Adina Hotel building:** the north-western lot within the Western Gateway sub-precinct accommodates a heritage-listed building which was originally developed as the Parcels Post Office building. The building has been adaptively re-used and is currently occupied by the Adina Hotel Sydney Central. The eight-storey building provides 98 short-stay visitor apartments and studio rooms with ancillary facilities including a swimming pool and outdoor seating at the rear of the site.
- **Henry Deane Plaza:** the central lot within the Western Gateway sub-precinct adjoins Lot 30 to the south. It accommodates 22 specialty food and beverage, convenience retail and commercial service tenancies. The lot also includes publicly accessible space which is used for pop-up events and a pedestrian thoroughfare from Central Station via the Devonshire Street Tunnel. At the entrance to Devonshire Street Tunnel is a large public sculpture and a glazed structure covers the walkway leading into Railway Square. This area forms part of the busy pedestrian connection from Central Station to Railway Square and on to George and Pitt Streets, and pedestrian subways.

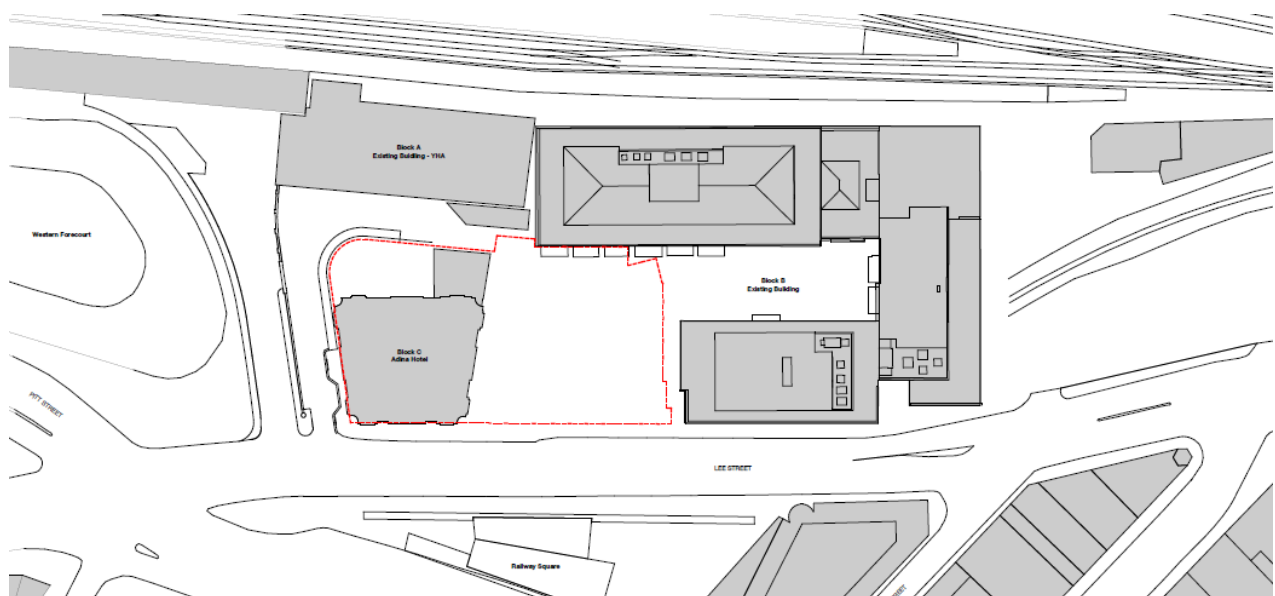
The site is listed as an item of local significance under Schedule 5 of the *Sydney Local Environmental Plan 2012* 'Former Parcels Post Office including retaining wall, early lamp post and building interior', Item 855.

The site is also included within the Central Railway Station State heritage listing. This is listed on the State Heritage Register 'Sydney Terminal and Central Railway Station Group', Item SHR 01255, and in Schedule 5 of the *Sydney Local Environmental Plan 2012* 'Central Railway Station group including buildings, station yard, viaducts and building interiors' Item 824.

The site is not listed independently on the State Heritage Register. There are an array of built forms that constitute Central Station, with the Main Terminal Building (particularly the western frontage) and associated clocktower being key components in the visual setting of the Parcel Post building.

The location of the TOGA Central site is illustrated in Figure 2.

Figure 2 Site context



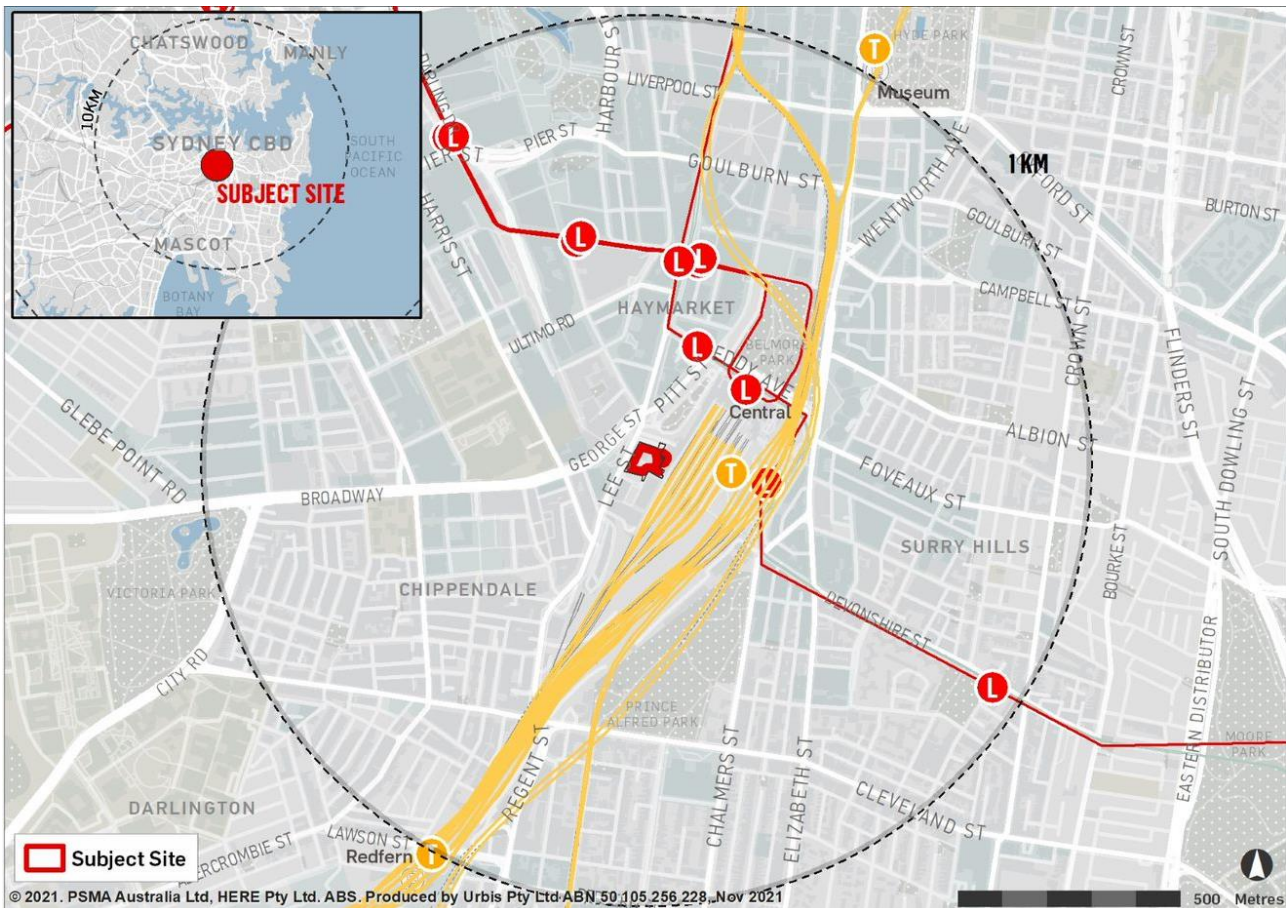
Source: Bates Smart

## 3.2. SURROUNDING CONTEXT

The site is located within the Western Gateway sub-precinct, an area of approximately 1.65ha that is located immediately west of Central Station within Haymarket on the southern fringe of the Sydney CBD. Immediately north of Central Station is Belmore Park and to the west is Haymarket (including the University of Technology, Sydney and Chinatown). To the south and south-east are rail lines and associated services and Prince Alfred Park, while to the east are Elizabeth Street and Surry Hills.

Central Station is a public landmark, heritage building, and the largest transport interchange in NSW. With regional and suburban train services, connections to light rail, bus networks and Sydney International Airport, the area around Central Station is one of the most connected destinations in Australia.

Figure 3 Surrounding context



Source: Urbis

### 3.3. SITE VISIT OBSERVATIONS

A site visit was conducted by Urbis on 20 April 2022 in the afternoon. The site visit was used to understand the existing activity around the site and the interface between surrounding land uses.

The site visit found that:

- The site has an active street frontage facing the Henry Deane Plaza, occupied by commercial and retail tenants at the ground floor (picture 3).
- The site is situated on Lee Street, which has high levels of pedestrian and vehicular traffic, providing opportunities for natural surveillance of the site.
- The site is in proximity to key public transport interchanges (Central Station, Railway Square and Chinatown light rail) and other highly visited sites including the University of Technology Sydney and Broadway Shopping Centre.
- Neighbouring buildings consist of backpacker accommodation (on the Atlassian site), and commercial and residential buildings, with ground floor retail uses.
- The Devonshire Street pedestrian tunnels connecting Surry Hills, Central Station, Henry Deane Plaza and Railway Square has high levels of pedestrian activity, are well lit and have clear sightlines (picture 1 and 2).
- Henry Deane Plaza has several vacant premises (picture 4 and 5), reducing opportunities for natural surveillance.
- There are changes in level across the site, with the existing Lee Street Tunnel and tenancies at lower ground level, below Henry Deane Plaza.
- Evidence of graffiti on the escalator leading to Railway Square demonstrates that vandalism and crime is present in the area (picture 6).



Figure 4 Site visit photos



Picture 1 View of site from Railway Square.



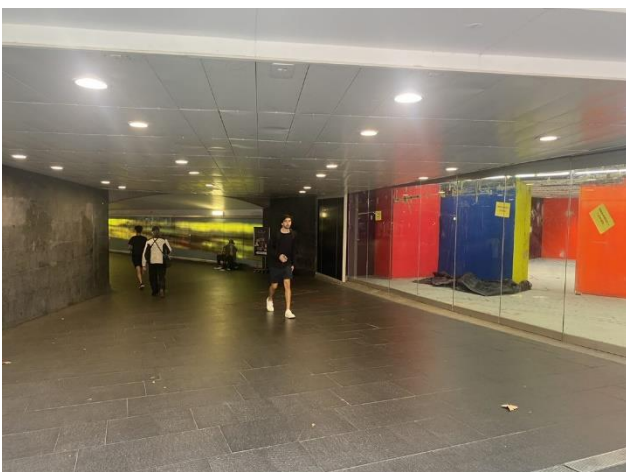
Picture 2 View of the corner of Lee Street and Ambulance Avenue (corner of the site) from Railway Square, featuring YHA and Central Station.



Picture 3 View of north end of the Henry Deane Plaza from the south end of the Henry Deane Plaza.



Picture 4 View of south end of the Henry Deane Plaza from the north end of the Henry Deane Plaza.



Picture 5 View of west end of Devonshire Street Tunnel from Henry Deane Plaza.



Picture 6 View of escalator leading to Railway Square from Lee Street Tunnel.

Source: Urbis

## 4. POLICY CONTEXT

The following section provides a summary of relevant state and local policies in relation to crime and safety.

### **NSW Crime Prevention and Assessment of Development Applications (2001)**

In April 2001, the NSW Department of Infrastructure, Planning and Natural Resources (now the Department of Planning and Environment) introduced the Crime Prevention Legislative Guidelines (the Guidelines) to Section 4.15 (formerly Section 79C) of the *Environmental Planning and Assessment Act 1979*. These guidelines require consent authorities to ensure that development provides safety and security to users and the community.

The Guidelines introduce the four CPTED principles introduced in Section 1. These are: surveillance, access control, territorial reinforcement and space management.

The Guidelines aim to help councils implement and consider the CPTED principles. CPTED assessments seek to influence the design of buildings and places by:

- Increasing the perception of risk to criminals by increasing the possibility of detection, challenge and capture
- Increasing the effort required to commit crime by increasing the time, energy or resources which need to be expended
- Reducing the potential rewards of crime by minimising, removing or concealing 'crime benefits'
- Removing conditions that create confusion about required norms of behaviour.

### **City of Sydney, Sustainable Sydney 2030: Community Strategic Plan (2017)**

Sustainable Sydney 2030 outlines the City of Sydney community's vision and priorities to 2030 and beyond.

The community would like a safe place to live with good access to facilities in the City of Sydney. Providing a safe and secure place to visit and do business, particularly in the City Centre, is a key objective identified in the plan.

### **City of Sydney, Sustainable Sydney 2030-2050 (2021)**

Sustainable Sydney 2030-2050 consolidated the City of Sydney's Community Strategic Plan findings into a 30-year strategic plan underpinned by the vision for a green, global, and connected city.

The strategic plan provides a blueprint for a City of Sydney that is environmentally, economically, socially and culturally sustainable. A key strategic direction identified within the plan is to focus on creating public places for all with a city centre that is thriving, clean and safe by day and night.

### **City of Sydney, A City for All Community Safety Action Plan 2019 – 2023 (2019)**

The Community Safety Action Plan sets out the City of Sydney's contribution to making Sydney a safe and resilient place to live, visit, work and study. The priority areas identified to achieve this are of relevance to this proposal. These include safe streets and spaces, crime prevention and response, ready and resilient, and a safe global destination.

Key actions are identified for each priority area to guide the implementation of the plan to 2023. Relevant actions that align with the proposal include:

- Increase actual and perceived public safety in city streets and spaces and ensure they are well lit and attractive
  - Continue to use CPTED principles in the design of the public domain
- Promote a creative and vibrant night life to reduce alcohol related anti-social behaviour
  - Create a positive social and physical environment around licensed premises to attract patrons and help people feel and be safe
- Reduce opportunities for crime to occur

- Undertake safety audits with NSW police, businesses and residents to reduce the risk and impact of crime
- Reduce harm from drugs and alcohol
- Ensure visitors feel safe and welcome in Sydney
  - Provide visitor information to assist with navigating to popular destinations in Sydney.

### **Transport for NSW, Design Guide - Western Gateway Sub-precinct 2021**

Section 3.3.1 of the Transport for NSW Design Guide – Western Gateway Sub-precinct outlines CPTED principles and design guidance for the pedestrian and cycle network within the Western Gateway Sub-precinct. The objective is to provide high quality, integrated, permeable, and accessible pedestrian and cycle network that gives priority to current and future pedestrian and cyclist movement.

The following design guidance apply to the proposal:

- Direct and legible access for pedestrians to the sub-precinct, with access points that are highly visible from main approaches including Lee Street and Railway Square.
- The pedestrian and cyclist network will be designed in accordance with the CPTED principles to be safe and secure with good passive surveillance opportunities.
- Pedestrian connections from Lee Street to the Devonshire Street tunnel will be accessible, step free with no interrupting structures to enable future flexibility and ensure it is suitable for people of all abilities.
- The pedestrian network is to:
  - be aligned with key pedestrian desire lines
  - have footpaths wide enough to accommodate the current and future anticipated peak hour pedestrian flows
  - incorporate opportunities for respite and pause away from primary pedestrian flows
  - be supported by active street frontages
  - be designed to support access for people of all disabilities equitably
- Street pavements and material palettes will be consistent with the relevant City of Sydney's streets codes.
- End of trip facilities of a sufficient scale and design must be provided in a location that is clearly visible and which supports direct and intuitive access for its users, including cycle parking for visitors and employees.

### **City of Sydney, Development Control Plan 2012 – General provisions**

Section 3.13.1 of the Sydney Development Control Plan 2012 (SDCP 2012) outlines CPTED provisions which apply to the proposal. The objective is to provide a safe environment and minimise opportunities for criminal and anti-social behaviour associated with developments.

The following provisions apply to the proposal:

- Active spaces and windows of habitable rooms within buildings are to be located to maximise casual surveillance of streets, laneways, parking areas, public spaces and communal courtyard spaces.
- In commercial, retail or public buildings, facilities such as toilets and parents' rooms are to be conveniently located and designed to maximise casual surveillance to facility entries.
- Minimise blind-corners, recesses and other external areas that have the potential for concealment or entrapment.
- Building entries are to be clearly visible, unobstructed, and easily identifiable from the street and from other public areas and other development. Where practicable lift lobbies, stairwells, hallways and corridors should be visible from the public domain.

- Ground floors of non-residential buildings, the non-residential component of mixed-use developments, and the foyers of residential buildings, are to be designed to enable surveillance from the public domain to the inside of the building at night.
- Pedestrian routes from car parking spaces to lift lobbies are to be as direct as possible with clear lines of sight along the route.
- Building details such as fencing, drainpipes and landscaping are to be designed so that illegitimate access is not facilitated by the opportunity for foot or hand-holds, concealment and the like.

## 5. SOCIAL BASELINE

### 5.1. DEMOGRAPHIC PROFILE

A community profile identifies the demographic and social characteristics of a proposal's likely area of social influence. This is an important tool in understanding how a community currently lives and that community's potential capacity to adapt to changes arising from a proposal.

A community profile has been developed for Haymarket based on demographic data from ABS (2021) Census of Population and Housing, economic data from id. and DPE (2019) NSW population projections. The demographic characteristics of the Sydney LGA and Greater Sydney have been used, where relevant, to provide a comparison. Homelessness data is based on the ABS (2016) Census of Population and Housing as at time of writing this report 2021 data was not available for this data set.

Haymarket had a relatively small suburb compared to its surrounding suburbs, with a population of 8,305 in 2021. Key characteristics of this population include:



#### High proportion of young adults

The median age in Haymarket (30 years) is lower than that in the City of Sydney (34 years), with 40% of Haymarket residents aged 20-29 years.



#### Highly culturally and linguistically diverse

Most of the Haymarket population were born overseas (87%) and speak a language other than English at home (82%). One quarter (24.3%) of Haymarket residents speak Mandarin.



#### High number of people experiencing homelessness

As of 2016, there were 4,979 people who were experiencing homelessness in the Sydney Inner City. Of this total, 638 people were living in improvised dwellings, tents or sleeping out. Homelessness in the Sydney Inner City is much higher than any other SA3 area in Greater Sydney.



#### Improving unemployment rates post COVID-19

The City of Sydney experienced rising unemployment in 2020 and 2021 likely due to COVID-19. Unemployment peaked at 6.6% in the first quarter of 2021. The unemployment rate has been declining and was at 4.8% in the fourth quarter of 2021.



#### Average weekly household income

Haymarket has a similar weekly household income to Greater Sydney (\$1,931 and \$2,077 respectively). The weekly household income is lower when compared with the LGA (\$2,212).



#### Strong population growth, retaining a predominantly young population

The population of Sydney – Haymarket – The Rocks is expected to grow by 50% from 30,169 in 2021 to 45,265 in 2041. People aged 20-34 are still expected to be the predominant age groups.



## 5.2. CRIME PROFILE

Crime data from the Bureau of Crime Statistics and Research (BOCSAR) was analysed to identify the crime profile at Haymarket. Data for LGA and the NSW average has been used to help assess risk compared to LGA and state-wide averages. The data was accessed on 22 April 2022. The full crime profile is contained in Appendix A.

Key crime findings relevant to this assessment include:

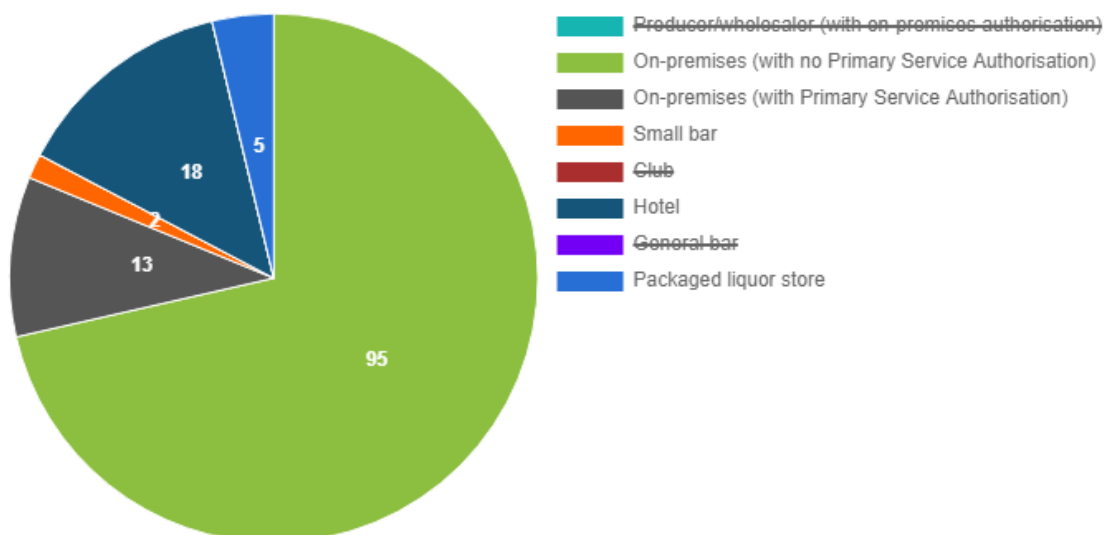
- BOCSAR produces hotspot maps to illustrate areas of crime density relative to crime concentrations across NSW. In the year to December 2021, these maps show that the site is in a hotspot for non-domestic assault, steal from person, malicious damage to property and break and enter non-dwelling.
- In the year to December 2021, crime rates per 100,000 people indicate that Haymarket suburb has higher rates of crime compared to the LGA and NSW. The most common offences in Haymarket are:
  - Liquor offences: 2,606 (compared to 768 in the LGA and 102 in NSW)
  - Assault (non-domestic): 2,049 (compared to 810 in the LGA and 345 in NSW)
  - Malicious damage to property: 1,392 (compared to 724 in the LGA and 602 in NSW)
  - Steal from retail store: 1,236 (compared to 677 in the LGA and 219 in NSW).
- Two-year crime trends from January 2021 to December 2021 indicate that crime is generally stable in the Haymarket suburb and the LGA. The COVID-19 pandemic and associated restrictions on travel, public gatherings and business operations are likely to have contributed toward the stable and decreasing crime levels.

## 5.3. LIQUOR CONTEXT

Liquor and Gaming NSW provides data on the distribution of liquor licences to help understand potential alcohol-related risk in communities. The data below was accessed on 22 April 2022. Key liquor findings relevant to this assessment include:

- There are 133 authorised liquor licences in Haymarket and 677 in the City of Sydney LGA. Of those in Haymarket, 23 are authorised to sell packaged liquor (18 of which are hotels) and 108 are consumption on premises licences.
- Haymarket has a higher outlet saturation (1,809 liquor licences per 100,000 residents) compared to the LGA (1,0312 liquor licenses per 100,000 residents), and a significantly higher outlet saturation compared to the NSW average (199 liquor licenses per 100,000 residents). Outlet saturation has increased in Haymarket over the past two years, rising from 1,659 in March 2020 to 1,809 in March 2022.
- Haymarket also has a higher rate of outlet clustering (633) compared to the LGA (443) and NSW (87). Outlet clustering has increased in Haymarket over the past two years, rising from 584 in March 2020 to 633 in March 2022.
- 81% of liquor licences in Haymarket are on-premises licences. These licenses are generally obtained by cafes and restaurants that choose to serve alcohol. These premises generally have a lower risk profile than many other forms of licenced venues, such as hotels.

Figure 5 Types of liquor licences in Haymarket (March 2022)



Source: Liquor and Gaming NSW

## 5.4. IMPLICATIONS FOR THE PROPOSAL

The crime profile indicates the site may be susceptible to all crimes, but most likely 'liquor offences', 'assault (non-domestic)', 'malicious damage to property' and 'steal from retail store'. Areas in central, high-density locations generally have increased incidents of crime due to the larger number of people living and working in these locations. For this project, the proposed diversity of uses will likely increase the appeal and visitation of the site by a variety of user groups throughout the day and evening.

A key consideration for the proposal will be managing and maintaining safe access to and around the site by contributing towards a reduction in levels of actual and perceived crime. Consideration should particularly be given to Henry Deane Plaza, lower and ground levels, and basement levels.

## 6. CPTED ASSESSMENT

This section provides an assessment of the proposal against the CPTED principles, Section 3.3.1 of the TfNSW Design Guide – Western Gateway Sub-precinct and Section 3.13.1 of the Sydney Control Plan 2012 (SDCP 2012). As the proposal includes many different uses and areas, the assessment has been structured by building level. Recommendations are provided for each level to minimise any crime risk.

### 6.1. CARPARK (BASEMENT LEVELS TWO TO FOUR)

The proposal includes 106 car parking spaces, four car share spaces and five loading bays. The carpark will be available to commercial tenants, hotel guests and staff.

Access to basement levels is provided via three lifts, one each situated in the carpark, loading bay, and back of house (BOH) area. The carpark lift provides access to the supermarket, lower ground level, and hotel lobby (ground level). The loading bay lift provides staff access to the supermarket BOH and lower ground BOH areas. The BOH lift provides staff access to all levels of the proposal.

#### Assessment of proposed development

The proposal incorporates the following CPTED principles:

- Dedicated, secure off-street parking to reduce potential for vehicle theft.
- Direct building access to the basement parking from upper floor levels for commercial tenants, hotel guests, staff and visitors to provide safe access to their vehicles.
- Basement car parking levels have clear sightlines to the lifts and limited visual obstructions, such as columns and walls. This minimises blind corners, hidden spaces and opportunities for concealment.
- A separate loading zone is provided for oversized vehicles with its own dedicated access point. This enhances pedestrian safety and reduces the risk of pedestrian and vehicular conflict.
- BOH areas are separated from the loading zone and car parking spaces, providing staff with ease of access via dedicated lifts to these spaces and reducing risk of pedestrian and vehicular conflict.
- The lifts provide direct access from the basement carparking to key entry points in the building including the supermarket, retail areas and the hotel lobby.
- Corridors in BOH areas are straight with clear sightlines, limiting blind corners and opportunities for entrapment.

#### Recommendations and design considerations

The following mitigation and design considerations are recommended:

- Provide on-ground directional signage to direct vehicle, truck, bicycle and pedestrian movements, including clear signage on entry points to the carpark from the adjoining premises to clarify ownership.
- Implement clear wayfinding signage with universal legibility throughout all basements levels to provide the most direct route to lifts, stairwells and exists.
- Install access control measures to all BOH areas from the loading area (i.e., security gate, keypad, swipe card) to restrict public access. Install clear signage on the loading area to clearly instruct vehicle movement and deter access by people other than staff.
- Implement access control measures for the car park for commercial and hotel users. This may include swipe access cards for tenants of commercial spaces, and a ticketing or licence recognition system for hotel users and other visitors.
- Ensure the effectiveness of lighting in the carpark levels is not reduced by roof soffits, ceiling mounted signs, air conditioning ducts and pipes.
- Consider safety mirrors, visual or audible alerts at vehicle entry and exit points to avoid vehicle and pedestrian conflict.

- Consider painting the ceilings and walls of basement levels white to help reflect light. Painted facilities not only look larger and more spacious than unpainted car parks, but lux levels can be increased without installing additional fixtures.
- Use signage, speed control measures (e.g. bollards, speed humps) and design cues (e.g. surface coverings) to slow vehicles entering and exiting the car park and loading area.
- Install CCTV to provide 24/7 surveillance of the basement level to provide surveillance and deter trespassing. Key areas where CCTV should be installed includes the vehicle entry and exit points, lift waiting areas and the loading bay.

## 6.2. BASEMENT LEVEL ONE

Basement level one includes a supermarket, convenience retail store, end of trip (EOT) facilities and 165 bicycle parking spaces for employees. Pedestrian access is from the Lee Street Tunnel, carpark, lower ground, ground level and hotel lobby and levels. Within the fPPb there is a restaurant or cafe that is only accessible from internal stairs or lifts located at the lower ground level of the fPPb.

### Assessment of proposed development

The proposal incorporates the following CPTED principles:

- Locating the supermarket and convenience retail entrances in highly visible and prominent positions in the Lee Street Tunnel to enable ease of wayfinding.
- The space is well designed, with rounded edges and clear sight lines, and limited blind corners and spaces.
- Bicycle parking and EOT facilities are accessible via the adjoining carpark (i.e. the Atlassian building) and via the internal lifts connecting employees to the low-rise lift lobby, hotel lift lobby and hotel levels. Positioning access points to the EOT facilities away from the public realm enhances access control and reduces the risk of theft.
- Corridors in the EOT and bicycle storage facilities are straight, providing clear sightlines and reducing risk of entrapment.
- The main bar in restaurant or cafe within the fPPb maintains clear sightlines over the premises and entry points. Organised supervision provided by employees will also be an effective crime deterrent.
- The centrally located staircase connecting the two levels of food and beverage retail is positioned between the bar area and the bathrooms, enhancing passive surveillance over people entering and leaving these spaces.
- The EOT facilities are accessible from Ambulance Avenue via a short corridor that crosses through the Atlassian EOT facilities. This will enable easy of access for users and passive surveillance of the entrance from the street.

### Recommendations and design considerations

The following mitigation and design considerations are recommended:

- Provide universal signage to direct the public accessing the Lee Street Tunnel, to ensure ease of wayfinding to the supermarket and convenience retail spaces proposed at the site, as well as direction to Central Station, and neighbouring site uses. As the food and beverage tenancy is not accessible via Lee Street, signage may be appropriate to include in the Lee St Tunnel to guide people to the entry to this space. Provide access control measures (e.g. swipe cards, pin codes, intercom) to control employee access to the EOT and bicycle parking facilities.
- Provide universal signage at Ambulance Avenue to direct pedestrians and cyclists to cross through Atlassian's premises to access the EOT facilities.
- Provide lighting to ensure that all shared areas are well lit 24/7, in accordance with Australian Standards, particularly in the Lee Street Tunnel, bicycle storage and retail areas.
- Implement access control measures, such as a key or swipe card, to restrict unauthorised public access to BOH areas, substations and plant rooms.
- Use permeable glazing on the northern walls enclosing the central staircase and lift lobby for the food and beverage retail area enable passive surveillance from and easily orientate people coming into the space.
- Future operators of the retail spaces, and food and beverage tenancy to prepare a Plan for Management (PoM) or contribute to the preparation of a PoM for the entire building. This should outline details around hours of operation and security procedures and cleaning.

- Install CCTV to provide 24/7 surveillance to provide mechanical surveillance and deter crimes relating to theft. Key areas where CCTV should be installed includes the entry/exit of the supermarket, the lift lobbies and the bicycle storage facility.

## 6.3. LOWER GROUND LEVEL

The lower ground level has a public plaza with nine retail premises fronting onto it and one café/restaurant inside the fPPb. Access to the fPPb is available to pedestrians from Lee Street, the lower hotel lobby or the lower commercial lobby. Although this is considered 'lower ground level' direct access to some spaces is at 'ground level' from Lee Street.

### Assessment of proposed development

The proposal incorporates the following CPTED principles:

- Inclusion of retail and café uses at the lower ground floor level enhances opportunities for passive surveillance over the public domain and the low-rise lift lobby and lower commercial lobby areas, where pedestrians are likely to be moving through.
- The cluster of retail spaces, intended to provide day and night activities, will likely enhance the activation of the site from people of all ages at different times of the day.
- The fPPb has windows at lower levels, including over the lower ground link zone at the lower commercial lobby and café. This will help break up the built form and provide more opportunities for casual surveillance over the pedestrian link zone below.
- The space is well designed, with rounded edges and clear sight lines, and limited blind corners and spaces.
- Lee Street's role as a key pedestrian thoroughfare has been considered in the design with the inclusion of multiple entry points to different spaces. This includes a wide staircase entry to the café and restaurant, and large staircases into the public domain areas to signify that the space is available for visitors to access.
- The inclusion of the escalator connecting Henry Deane Plaza from above, at ground floor level enhances access between the two levels and will likely help activate this space.
- The proposed tenancies and uses of the site, including food and beverage services, will assist in connecting people and encouraging communal responsibility over the site. Increased activity and routine maintenance onsite associated with the proposed tenancies will provide environmental cues that the area is well cared for, reducing perceptions of crime and increasing community ownership over the space.
- Use of different pavement materials and design in the public realm of the site which will differ from the City of Sydney street paving. This will provide visual cues to users to help differentiate different areas and spaces.

### Recommendations and design considerations

The following mitigation and design considerations are recommended:

- Provide universal signage at all lift lobbies to direct the public to key spaces and uses on upper floor levels. For example, signage at the low-rise lift lobby should provide directions to the café towards the east and the food and beverage to the west. This will help orientate people exiting the lift.
- Provide information on the approach to activating and managing the public plaza after hours, including the likely leasing strategy and hours of operation of retail uses and licensed areas, including the circular pavilion.
- Future operators of the retail spaces and food and beverage tenancies to prepare a PoM or contribute to the preparation of a PoM for the entire building. This should include details around hours of operation, security procedures, serving of liquor and cleaning and maintenance responsibilities.
- Provide lighting to ensure that all shared areas are well lit, in accordance with Australian Standards.

- Avoid large, blank walls and instead consider external surfaces and cladding for facades, including public art and highly textured/articulated elements. Vandalism can induce fear and avoidance behaviour. Spaces that are well maintained and display territorial reinforcement will attract visitation.
- Install CCTV to provide 24/7 surveillance to provide mechanical surveillance and deter crimes relating to theft. Key areas where CCTV should be installed includes entry and exit points to shops, lift lobbies, and access control points.



## 6.4. GROUND LEVEL

The ground level of the proposal includes the hotel arrival lobby, high rise lift lobby, the third level of the food and beverage tenancy and Henry Deane Plaza. Access is available to pedestrians from the Lee Street Tunnel lower commercial lobby and the lower level of the food and beverage tenancy. Access is also available via a set of stairs from Lee Street, as this level will sit above the street level.

### Assessment of proposed development

The proposal incorporates the following CPTED principles:

- The fPPb and Henry Deane Plaza address the street and facilitate a connection between occupants and visitors. Primary entrance points are in a prominent position on Lee Street, an area of existing pedestrian activity. Extending this pedestrian activity to and through the site for retail and commercial purposes will assist in increasing natural surveillance.
- The hotel arrival area has an open layout with clear sightlines to the entrance and lift lobby from the hotel reception desk.
- The hotel and commercial concierge desks located within the main foyer have clear sightlines of the main entrance areas, escalators and lift lobby access points. The organised supervision provided by employees will be an effective crime deterrent.
- The bar in the food and beverage retailer is well positioned to provide bar staff with surveillance over the food and beverage tenancy.
- Implementing access control measures between the upper commercial lobby and high-rise lift lobby will enhance mechanical access control, reducing the risk of trespass and deterring crime.
- The design of the hotel arrival lobby within the glazed atrium will enable surveillance from within the building to the outside of the building, as well as from the public domain to the inside of the building.
- The informal seating elements within the hotel lobby area, outside the entrance and on the Lee Street stairs will activate internal and external spaces, enhancing territorial reinforcement and maximising passive surveillance and feelings of safety.
- The space is well designed, with rounded edges and clear sight lines, and limited blind corners and spaces.
- Design of the ground floor lobby spaces are well organised with a set of lifts provided access to the different types of uses. The lifts provide access to upper floor uses, such as the hotel and commercial levels, rooftop terrace, pool, spa and gym spaces. The lifts also provide restricted staff access to lower level BOH areas servicing the food and beverage retail.
- The inclusion of perimeter landscaping to define pathways provides a sense of ownership of the space and creates a more attractive urban space.
- Terrace style seating is provided on the on the northern side of the stairs leading from the Lower Ground to Ground Level.
- Providing places to sit within the plaza encourages activation and ownership of the space.
- The stairs and change in elevation from ground level to the lower ground level plaza and upper ground open space creates a sense of arrival and defines the transition between; the public domain; semi-public food, beverage and retail areas; and private commercial space.
- Wayfinding signage has been positioned at primary movement zones throughout the public realm (i.e., Henry Dean Plaza and the lower ground plaza) from Lee Street to assist pedestrian and cyclist wayfinding and attract visitation.
- Use of different pavement materials and design in the public realm of the site which will differ from the City of Sydney street paving. This will provide visual cues to users to help differentiate different areas and spaces.

- The proposed trees in the Henry Deane Plaza have tall and slender forms with the lowest branch height above the average line of site will maintain sightlines and provide opportunities for passive surveillance.
- Integrating lighting into the Lee Street stairs will encourage use of the Henry Deane Plaza and lower ground plaza throughout the day and night. Additional lighting will enhance public ownership, visibility and feelings of safety for pedestrians and cyclists.

### Recommendations and design considerations

The following mitigation and design considerations are recommended:

- Install signage in the hotel arrival area to guide guests to the appropriate lift lobby, as well as to the relevant level.
- Implement access control measures to different spaces throughout the building, such as swipe cards. This includes restricting access for users depending on whether they are accessing the hotel or commercial levels (including EOT area) or are public users of the rooftop bar, pool, spa, and gym.
- Include interesting design concepts such public art across the ground floor level to provide symbolic markers that enhance community ownership over the space. Design elements could incorporate community values or site history to further create a sense of community ownership.
- Provide an adequate number of waste bins in public areas, including lobbies and at Henry Deane Plaza, to encourage cleanliness and upkeep of these spaces.
- As recommended in the Landscape Report, prepared by Arcadia, provide opportunities for moveable café style outdoor seating and tables for users to move and re-arrange to suit them depending on the weather, number of people gathering and other factors.
- Ensure landscaping shrubs are well maintained at a low level to maintain sightlines across Henry Deane Plaza.
- Use balanced lighting between the hotel lobby glazed atrium and externally to avoid the mirroring of glazing at night and allow for a continuation of sightlines into and out of the building.
- Provide lighting in accordance with Australian Standards, including the Henry Deane Plaza, to encourage use of the space in the day and evening.
- Install CCTV to provide 24/7 surveillance to provide mechanical surveillance and deter crimes relating to trespass. Key areas where CCTV should be installed includes entry and exit points, the lift lobbies and concierge desks.

## 6.5. CO-WORKING LEVELS AND ROOFTOP TERRACE (LEVELS TWO TO SEVEN)

Levels two to seven of the proposal comprises of co-working levels that, upon fit out completion, will include four levels of co-working office space, one level for a conference and function area and one level for a rooftop terrace. The co-working spaces will be accessible from the internal lifts located on the lower ground level.

The rooftop terrace will be used in conjunction with the function space and provide access to open space and amenity for guests. Guests will be able to bring food and drinks to this space, but there will not be a licensed premises occupying the terrace.

### Assessment of proposed development

The proposal incorporates the following CPTED principles:

- The open floor plan and centrally located lifts on the co-working levels ensures the lifts are clearly visible, enhances passive surveillance and allows for adaptative office fitouts by tenants.
- Entrances to bathrooms throughout the co-working levels are located within a line of site of lift vestibules, providing opportunity for passive surveillance for people accessing and existing these levels.
- The locations of the washrooms, lifts, stairwells and plant rooms away from pedestrian paths maintains clear sightlines across these levels.
- The voids around the lift vestibule, over the hotel lobby and at the eastern boundary of the co working levels increases opportunities for passive surveillance and creates a sense of connection between co-working levels, therefore promoting perceptions of safety.
- The use of glazing on a large portion of the building's external surfaces enables sightlines in and out of the building. This maximises passive surveillance and can assist in deterring potential offenders from committing crimes.

### Recommendations and design considerations

The following mitigation and design considerations are recommended:

- At the detailed fitout stages, ensure that the design maintains clear sightlines and does not create opportunities for entrapment.
- The future operator of the co-working space to prepare a PoM or contribute to the preparation of a PoM for the entire building. This should include details around hours of operation, security procedures and cleaning and maintenance responsibilities.
- Provide access control measures (e.g., swipe cards, pin codes, intercom) for users of the co-working levels so they can access these floors outside usual working hours.
- Implement access control measures to restrict unauthorised public access to BOH areas and plant rooms.
- Provide lighting to ensure that all shared areas are well lit, in accordance with Australian Standards.
- Consider providing furniture, such as tables and chairs and other design cues at the rooftop terrace to create a sense of ownership over this space and encourage use.

## 6.6. HOTEL (LEVELS TEN TO 15)

Levels ten to 15 of the proposal will operate as Adina Hotel. The hotel will provide 204 rooms. The hotel levels are accessed via the hotel lift lobby located on the ground floor.

The hotel lifts provide guests with access to all hotel levels, the hotel lobby, low-rise lift lobby at lower ground level, bicycle storage facilities at basement level one, level six co-working space, and the rooftop terrace. Guests wanting to access the carpark must use a separate lift located at the hotel lobby next to the hotel concierge desk.

### Assessment of proposed development

The proposal incorporates the following CPTED principles:

- The atrium at the centre of the hotel levels enables viewpoints across all corridors.
- The spaces are well designed, with rounded edges and clear sight lines, and limited blind corners and spaces.
- The locations of the lifts, stairwells and BOH areas away from pedestrian paths maintains clear sightlines across the hotel levels.
- A separated goods lift and lobby for staff on each level provides secure and easy access for staff from BOH areas in the basement to hotel levels.
- The hotel guest rooms front Henry Deane Plaza and Lee Street, providing opportunities for natural surveillance of the public domain and streetscape.

### Recommendations and design considerations

The following mitigation and design considerations are recommended:

- Provide wayfinding signage in easy view when exiting the lift to direct guests to their rooms.
- Provide access control measures (i.e., swipe cards) to control guest and visitor entry to the hotel levels and the basement.
- Implement access control measures to restrict unauthorised guests and visitors from activating the goods lift.
- Provide sensor light or similar to ensure corridors and lift lobbies within the hotel can be automatically lit throughout the day and evening to accommodate guests arriving and leaving at different times.
- Install CCTV to provide 24/7 surveillance to provide mechanical surveillance and deter crimes relating to trespass and malicious damage to property. Key areas where CCTV should be installed includes the lift lobbies and hotel corridors.

## 6.7. WELLNESS LEVELS (LEVELS 21 AND 22)

Levels 21 and 22 of the proposal will be occupied by a pool and spa, gym, yoga studio and change rooms, with a staircase connecting the two levels. The wellness levels are accessible via the hotel and commercial lobby lifts located on the ground and lower ground floor, as well as from the basement. The wellness levels will be open to commercial tenants, hotel guests and the general public.

### Assessment of proposed development

The proposal incorporates the following CPTED principles:

- Providing a mix of uses (i.e. pool, spa, gym) promotes greater use and activity of these areas and enhanced opportunities for passive surveillance.
- The pool area on the wellness level has an open layout with a void overlooked from the spa wellness level above, providing opportunities for casual surveillance.
- The two-level gym also features a void from the upper level which will help create a feeling of connectedness and safety between the levels.
- Centrally located lifts provide clear sightlines to different uses on the levels, which are clearly identified and separated.

### Recommendations and design considerations

The following mitigation and design considerations are recommended:

- Consider designing the internal gym staircase to be open or transparent to increase passive surveillance for gym users across both levels.
- Provide lighting to ensure that all shared areas are well lit, in accordance with Australian Standards.
- Provide access control measures to control tenant, guest and visitor entry to the wellness levels, particularly outside hours of operation.
- Implement access control measures to restrict unauthorised guest and visitor access to plant and substation rooms.
- Future operator of the wellness levels to prepare a PoM or contribute to the preparation of a PoM for the entire building. This should include details around hours of operation, security procedures and cleaning and maintenance responsibilities.
- Install CCTV to provide 24/7 surveillance to provide mechanical surveillance and deter crimes relating to trespass and increase feelings of safety. Key areas where CCTV should be installed include the lift lobbies and entries and exits to the pool, spa and gym areas.

## 6.8. COMMERCIAL LEVELS (LEVELS 23-44)

Levels 23-44 of the proposal are occupied by commercial levels, with levels eight, nine, 20, 45 and 46 being plant levels. The commercial levels are accessible via the internal lifts located on the lower and upper commercial lobby. The plant levels are accessible via the designated goods and service lift that is restricted for staff use.

Employees wanting to access the carpark must use the separate lifts located at the hotel lobby next to the hotel concierge desk at ground level. Similarly, for access to the bicycle storage and EOT facilities located at basement level one, employees must use the hotel lifts located at lower ground level in the low-rise lift lobby, or the hotel lift lobby at ground level.

### Assessment of proposed development

The proposal incorporates the following CPTED principles:

- The open floor plan and centrally located lifts on the commercial levels ensures the lifts are clearly visible and allows for adaptative office fitouts by tenants.
- The spaces are well designed, with rounded edges and clear sight lines, and limited blind corners and spaces.
- The locations of the washrooms, lifts, stairwells and BOH areas away from pedestrian paths maintains clear sightlines across the commercial levels.
- Dedicated BOH lift access to plant rooms increases the effort needed by potential offenders and deters crime, as well as reducing the risk of tenants, guests or staff accidentally accessing plant rooms.

### Recommendations and design considerations

The following mitigation and design considerations are recommended:

- Provide access control measures (i.e. swipe cards) to control tenant, guest and visitor entry to the commercial levels, particularly outside of usual business hours.
- Implement access control measures to restrict unauthorised access to plant levels, including restricting access to the dedicated staff lifts and lift lobbies, and staff access to levels they are not authorised to access.
- At the detailed fitout stages, ensure that the designs maintain clear sightlines and do not create opportunities for entrapment.
- Provide lighting to ensure that all shared areas are well lit, in accordance with Australian Standards.
- Future operator of each commercial level to prepare a PoM or contribute to the preparation of a PoM for the entire building. This should include details around hours of operation, security procedures and cleaning and maintenance responsibilities.

## 7. CONCLUSION

Urbis has undertaken a CPTED assessment for the proposed development against the four CPTED principles and has identified potential risk areas and recommendations to help reduce crime risk. The assessment has been informed by a review of relevant local and State policies, as well as demographic and crime data.

Overall, the current design plans support crime prevention in and around the building. This is evident by the following key observations:

- Inclusion of multiple compatible uses that will help activate the site at different times of the day and evening.
- Good space management of different uses at basement level one, lower ground level and ground level.
- Clear delineation of different uses throughout the building, with uses having their own lifts and lift lobbies.
- Well supervised entry points to hotel and commercial lobbies through passive (seating, glazed atrium) and organised (concierge desks) mechanisms.
- Inclusion of perimeter landscaping around the public domain areas to encourage public use and ownership over this space.

To further increase safety and reduce crime risk, recommendations are made in Section 6 of this report, some of which are to be considered for implementation during the detailed design phase or during operation of the building.

## 8. DISCLAIMER

This report is dated 19 July 2022 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of TOGA (**Instructing Party**) for the purpose of CPTED (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.



# APPENDIX A CRIME PROFILE

Crime rates per 100,000 people, January 2021 to December 2021

Crime type	Haymarket suburb	City of Sydney LGA	NSW
Assault (non-domestic)	2,049.0	809.7	344.6
Break and enter non-dwelling	267.3	108.1	87.3
Liquor offences	2,605.8	767.5	102.0
Malicious damage to property	1,392.0	724.1	601.6
Motor vehicle theft	44.5	79.6	128.2
Steal from motor vehicle	178.2	238.8	339.3
Steal from person	545.7	107.3	21.9
Steal from retail store	1,236.1	677.4	219.4
Trespass	398.8	226.7	114.0

Source: BOSCAR

Two-year crime trend, January 2021 to December 2021

Crime type	Haymarket suburb	City of Sydney LGA	NSW
Assault (non-domestic)	Stable	Stable	Stable
Break and enter non-dwelling	Stable	Stable	Stable
Liquor offences	Stable	Stable	Stable
Malicious damage to property	Stable	Down 12.0% per year	Stable
Motor vehicle theft	Stable	Stable	Down 10.7% per year
Steal from motor vehicle	n.c.	Stable	Stable
Steal from person	Stable	Stable	Stable
Steal from retail store	Stable	Stable	Stable
Trespass	Stable	Down 17.9% per year	Down 8.9% per year

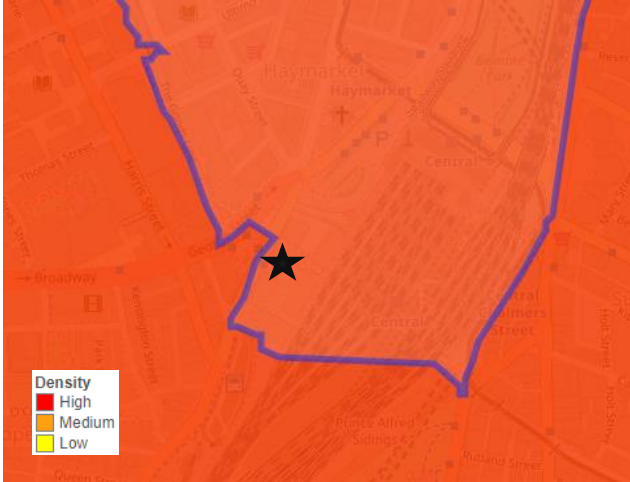
Source: BOSCAR

*n.c.* = not calculated; BOSCAR does not calculate two-year trends for areas where the crime the has a low number of offences.

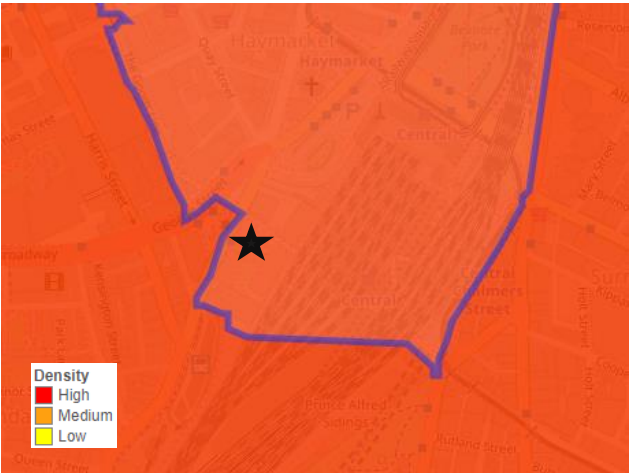
Figure 6 Crime hotspots, January 2021 – December 2021



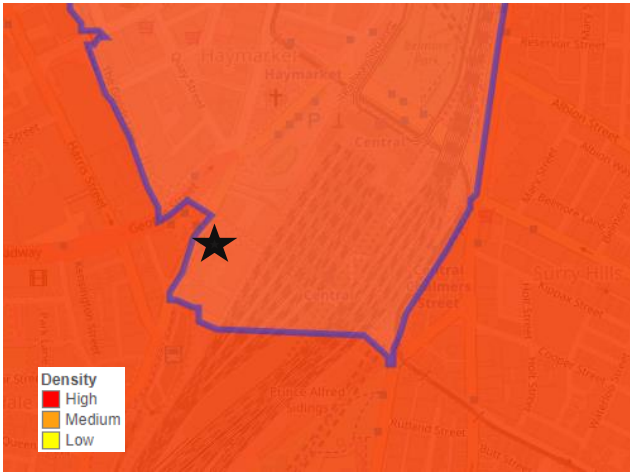
Picture 7: Non-domestic assault



Picture 7: Malicious damage to property



Picture 8: Theft from person



Picture 9: Break and enter non-dwelling

Source: BOCSAR

NB: Approximate site location indicated by black star

