



URBIS

# CPTED REPORT

4-6 Bligh Street, Sydney  
Gadigal Country

Prepared for  
**HOLDMARK**  
7 December 2022



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Report Number	Final

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**Urbis acknowledges the important contribution that Aboriginal and Torres Strait Islander people make in creating a strong and vibrant Australian society.**

**We acknowledge, in each of our offices, the Traditional Owners on whose land we stand.**

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# EXECUTIVE SUMMARY

This Crime Prevention Through Environmental Design (CPTED) report has been prepared by Urbis Pty Ltd (Urbis) on behalf of Holdmark (the Applicant) to inform a State Significant Development Application (SSDA) at 4-6 Bligh Street, Sydney. The SSDA seeks consent for the construction and operation of a mixed-use hotel and commercial development.

This CPTED report has been prepared in response to the Secretary's Environmental Assessment Requirements (SEARs) for SSDA-48674209 issued on 1 October 2022 and considers Section 3.13.1 - Crime Prevention Through Environmental Design of the City of Sydney Development Control Plan 2012.

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. Perceptions of crime and actual crime are important factors when considering and assessing the impact of a development on the social and economic health of a location.

## 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.

## 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.

The assessment found the proposal aligns with the provisions of section 3.13.1 of the City of Sydney Development Control Plan 2013 and incorporates the four CPTED principles: surveillance, access control, territorial reinforcement, and space and activity management.

The proposal is expected to increase activity on site during the day, evening and night by providing a diversity of uses including new hotel space and amenities, commercial space and food and beverage tenancies.

By increasing the effort required and the perceptions of risk in committing an offence, reducing actual and perceived crime rewards, and eliminating or reducing conditions that offenders can use to rationalise or excuse criminal behaviour the proposal is an improvement to the existing site.

## Recommendations

To further increase safety and reduce crime risk, the following recommendations should be implemented:

- Bike storage room walls should be secure but visually permeable allowing for clear lines of sight between the lift vestibule and walkway and the bike storage area.
- Widen the doorway and use visually permeable wall material between the EOT lift lobby and porte cochere on Basement Level 01 to ensure safety and convenience for bicycle riders entering and exiting.
- During hours of operation of the porte cochere, ensure a continuous staff presence at the Basement Level 01 concierge desk. This will provide organised surveillance of the passenger drop off and pick up, vehicle loading access, the EOT lift lobby and central lift lobby.
- Use balanced lighting between internal and external spaces to avoid the mirroring of glazing at night and allow for a continuation of sightlines from and into the building.

- Paint the ceilings and walls of basement levels white or light in colour to help reflect light. Painted surfaces not only make an area look more spacious, but lux levels can be increased without installing additional fixtures.
- During fitout of commercial tenancy levels, ensure clear and direct access to the centrally located lifts is maintained.
- Ensure landscaping treatments and terrace bar furniture and fixtures do not conceal sight lines to entry/exit points and can be easily maintained to reduce opportunities for concealment.
- Install physical access control measures (i.e., swipe cards, pin codes) to control guest and visitor entry to the food and beverage areas, wellness level (pool and gym) and guest amenities outside hours of operation.
- Install physical access control measures to restrict unauthorised public access to hotel guest rooms and levels, end of trip (EOT) facilities, bicycle storage, commercial tenancies, back of house areas, loading areas, and the car lift to the basement levels of the building.
- Install universally legible signage throughout the building to guide hotel guests, workers, contractors' commercial tenants and visitors to the appropriate lift lobby, as well as to the relevant level and room. This signage should include clear directions to the public accessible restaurant and bar levels. Good, frequently updated signage and wayfinding will be particularly important in providing clear direction to function and events spaces as visitors to these spaces will often be attending one off events and unfamiliar with navigating the building.
- Provide clear signage and on-ground cycle lane painting on access and egress ramps and within the porte cochere that gives priority to bicycle riders accessing the EOT lift lobby on Basement Level 01. Clear signage should also be provided on car parking levels, Basement Level 04 and 05, to provide vehicles and pedestrians with the most direct route to the car lift, service and commercial lifts.
- Provide on-ground directional signage to guide the flow of vehicle traffic into, through and out of the porte cochere and to and from the car lift.
- Use traffic calming measures at vehicle access and egress points to avoid pedestrian-vehicle conflict and ensure priority is given to pedestrians utilising the footpath along Bligh Street. These could include speed humps, bollards, convex safety mirrors, and change in materiality ensuring a continuous footpath material.
- Provide public art in line with the Public Art Strategy that forms part of this SSDA. This will enhance territorial reinforcement in communal areas and encourage community ownership over the site.
- Provide an adequate number of waste bins in public areas, including lobbies and food and beverage spaces to encourage cleanliness and upkeep of these spaces.
- Maintain all access points, including fire exits and stairs, to ensure they remain in good working order and are accessible from the outside. Magnetic door locking systems linked to fire sprinkler alarms can ensure that fire exits are used for emergencies only.
- Select vegetation throughout with consideration given to future maintenance. To maximise sightlines, ensure the lowest tree limbs are above average head height when a person is standing or seated and lower shrubs do not provide obstruction, opportunity for concealment or entrapment.

# 1. INTRODUCTION

This Crime Prevention Through Environmental Design (CPTED) report has been prepared by Urbis Pty Ltd (Urbis) on behalf of Holdmark (the Applicant) to inform a State Significant Development Application (SSDA) at 4-6 Bligh Street, Sydney. The SSDA seeks consent for the construction and operation of a mixed-use hotel and commercial development.

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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. Perceptions of crime and actual crime are important factors when considering and assessing the impact of a development on the social and economic health of a location.

Table 1 SEARs item for CPTED Report

Issue and Assessment Requirements	Documentation
<b>7. Public Space</b> <ul style="list-style-type: none"><li>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>.</li></ul>	<ul style="list-style-type: none"><li>CPTED Report</li></ul>

Source: SEARs SSD-48674209 issued on 1/10/22

## 1.1. ASSESSMENT SCOPE AND OBJECTIVES

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 crime occurring.

Figure 1 CPTED principles



# 1.2. METHODOLOGY

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

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

Development consent is sought for:

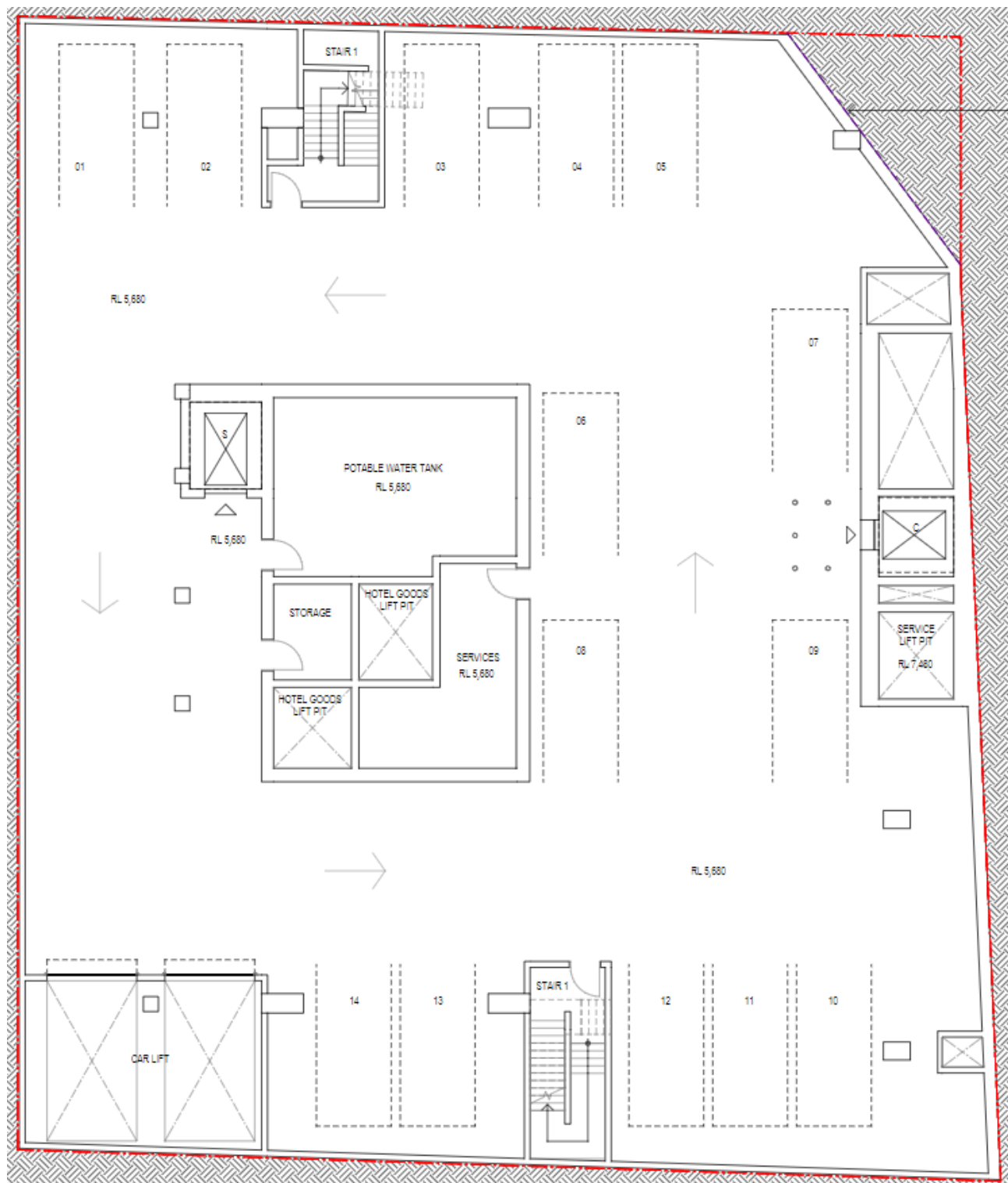
- Site establishment, including removal of three existing trees along the Bligh Street frontage and de-commissioning and removal of an existing substation on the site
- Construction of a 59-storey hotel and commercial office tower. The tower will include the following elements:
  - Five basement levels accommodating a substation, rainwater tank, hotel back of house, plant and services, and 28 car parking spaces. A porte cochere and four service bays will be provided on basement level 1, in addition to 137 bicycle spaces and end of trip facilities on basement level 2
  - A 12-storey podium accommodating hotel concierge and arrival at ground level, conference facilities, eight levels of commercial floor space and co-working facilities, and hotel amenities including a pool and gymnasium at level 12
  - 42 tower levels of hotel facilities including 417 hotel keys comprising standard rooms, suites and a penthouse
  - Two tower levels accommodating restaurant, bar, back of house and a landscaped terrace at level 57.
- Increase to the width of the existing Bligh Street vehicular crossover to 4.25m and provision of an additional 4m vehicular crossover on Bligh Street to provide one-way access to the porte cochere and service bays on basement level 1
- Landscaping and public domain improvements including:
  - Replacement planting of three street trees in the Bligh Street frontage
  - Construction of a landscape pergola structure on the vertical façade of the north-eastern and south-eastern podium elevations
  - Awning and podium planters
  - Provision of a feature tree at the level 57 terrace.
- Identification of two top of awning building identification signage zones with a maximum dimension of 1200mm x 300mm. Consent for detailed signage installation will form part of a separate development application
- Installation of public art on the site, indicatively located at ground level.

Figure 2 Proposed site plan



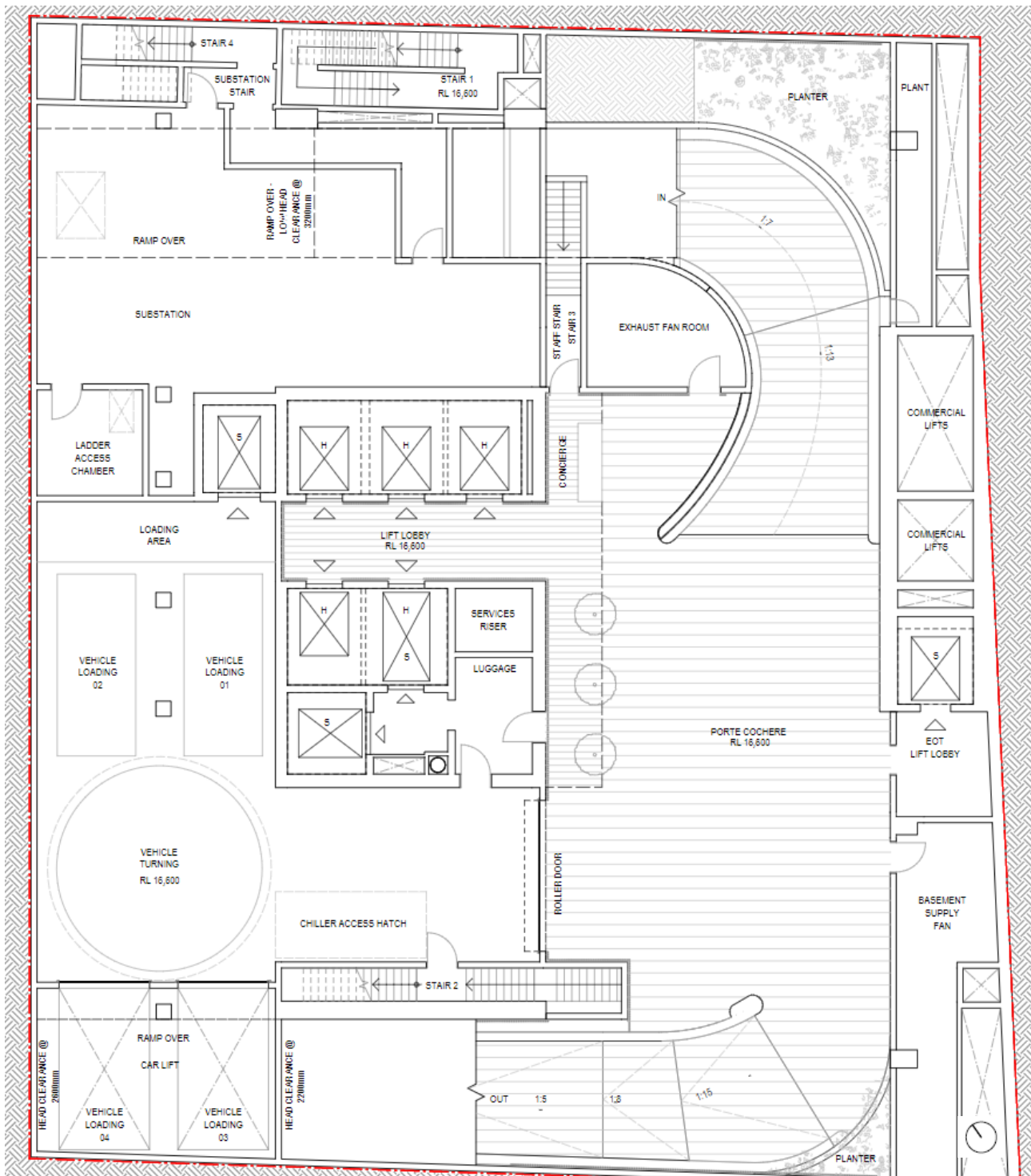
Source: Woods Bagot

Figure 3 Proposed Basement Level 04



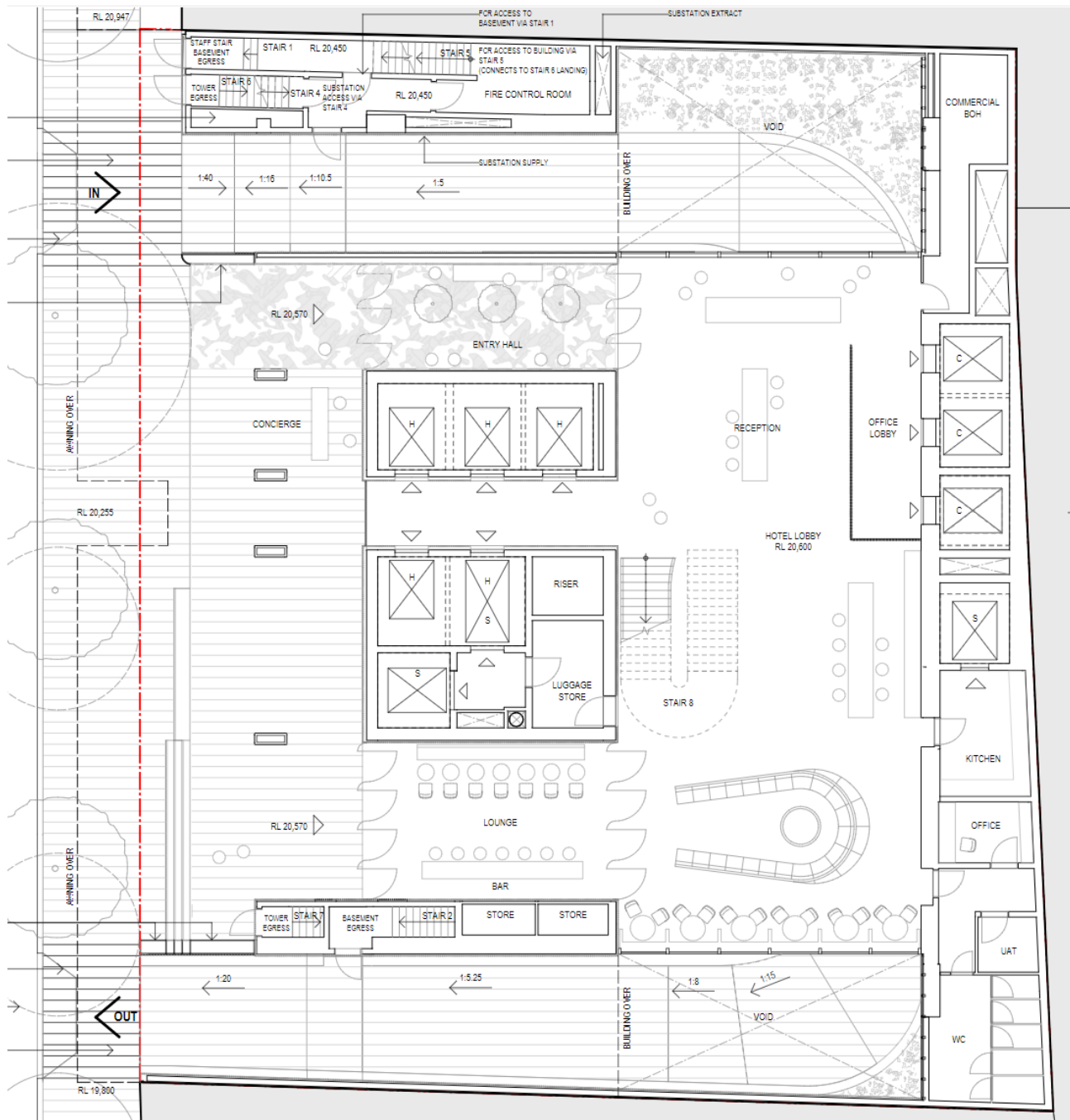
Source: Woods Bagot

Figure 4 Proposed Basement Level 01 including porte cochere



Source: Woods Bagot

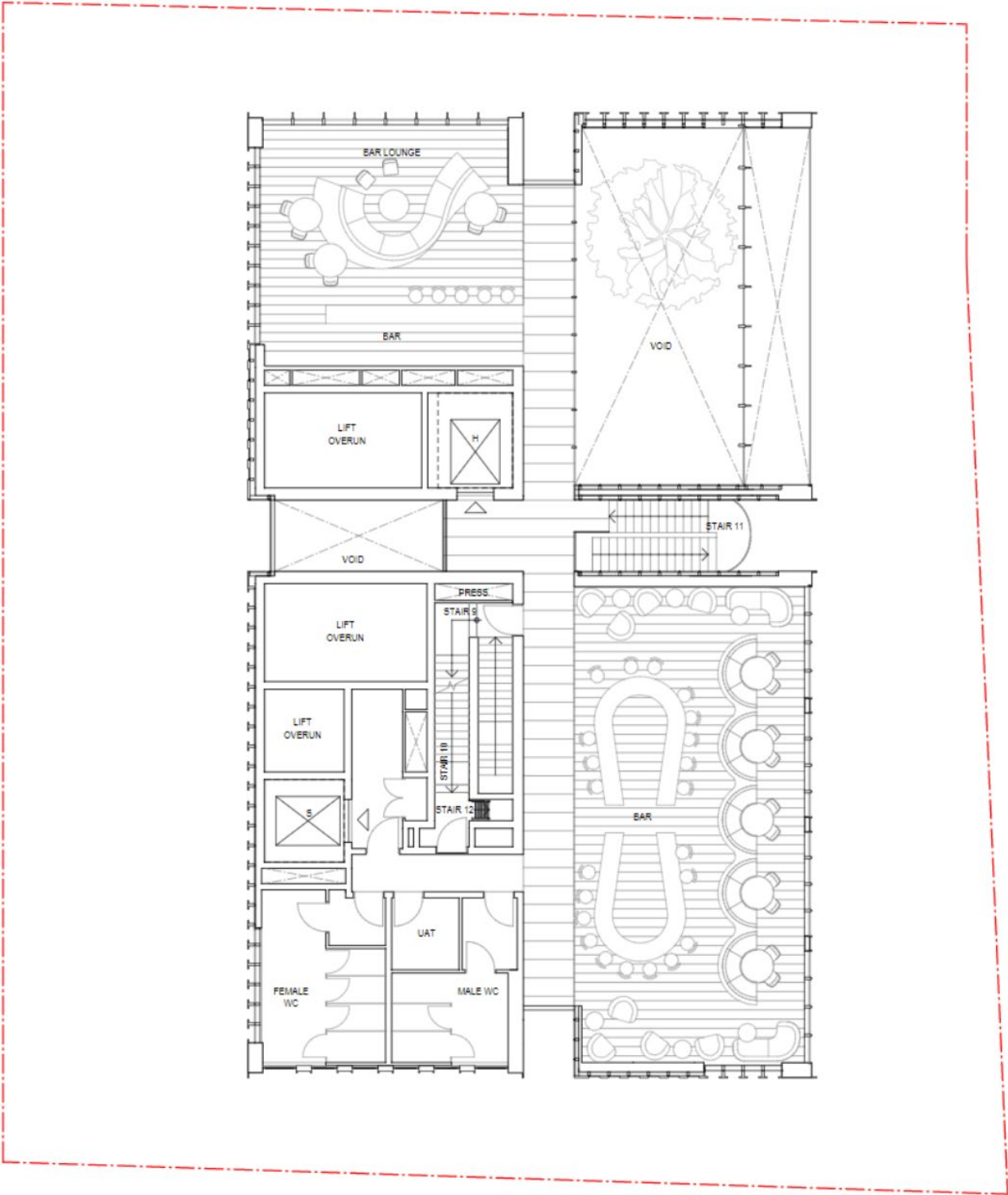
Figure 5 Proposed Ground Floor plan



Source: Woods Bagot



Figure 6 Proposed Level 58 – Bar Plan



Source: Woods Bagot

Figure 7 Indicative 3D visualisation of proposed interface with Bligh Street



Source: Woods Bagot

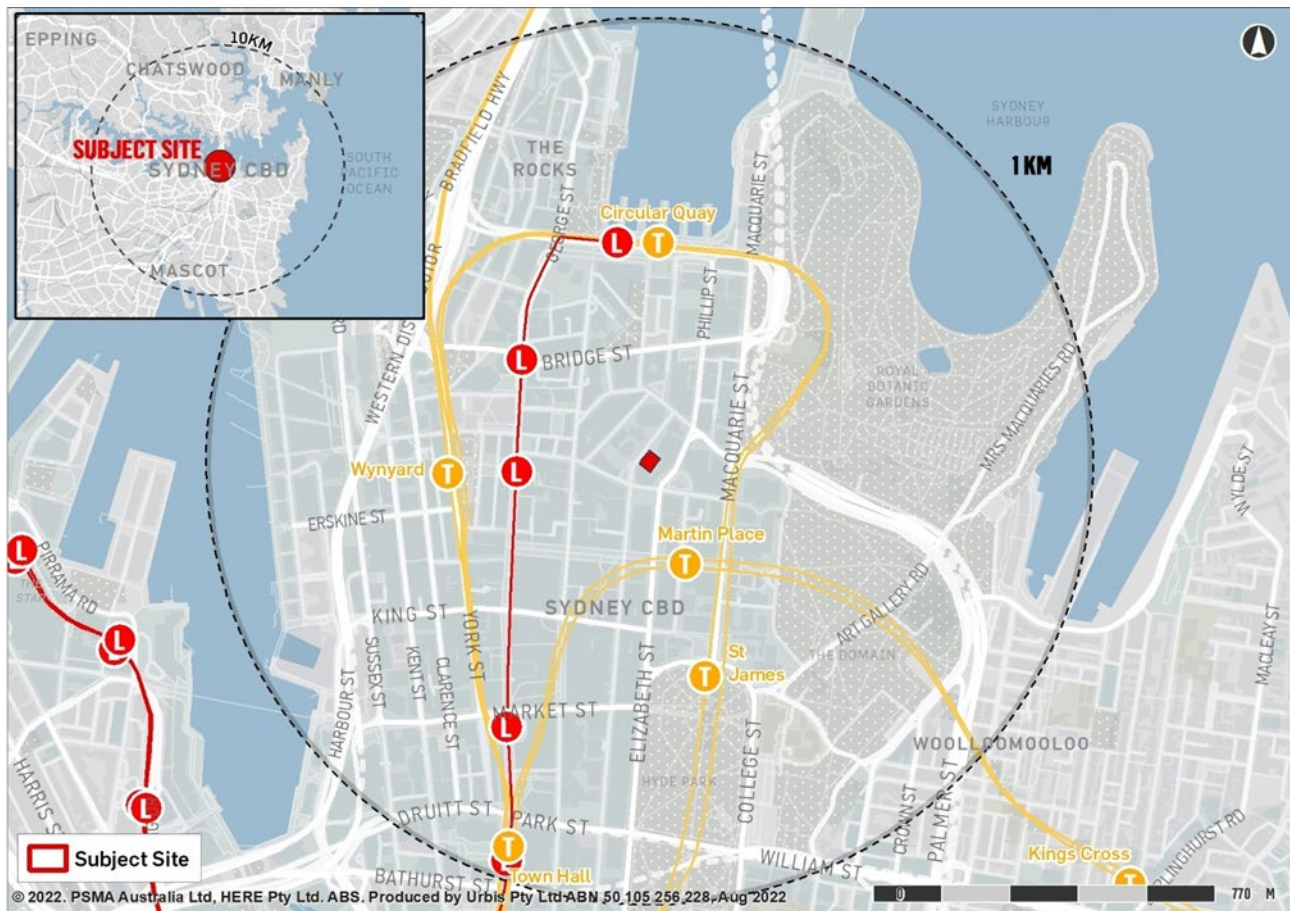
## 3. SITE CONTEXT

### 3.1. CONTEXT DESCRIPTION

The site is located on Gadigal Country, and is known as 4-6 Bligh Street, Sydney in the City of Sydney local government area (LGA). The site is currently occupied by a vacant 17-storey commercial office building, with ground floor retail and basement car parking, known as 'Bligh House'.

The site is bound by Bligh Street to the west, Bent Street to the north, Chifley Square/Phillip Street to the east and Hunter Street to the south. Surrounding land uses are typical of a major CBD environment, including commercial, hotel and retail premises. The site is in an accessible location, situated approximately 250m from Martin Place train station, 300m from the Wynyard light rail stop, and 500m from Circular Quay train station and ferry wharves. The site is also in proximity to key destinations including the Royal Botanical Gardens, approximately 300m from the site, the Sydney Opera House, approximately 1km from the site, and Hyde Park, approximately 500m from the site.

Figure 8 Site context



Source: Urbis



## 3.2. SITE VISIT OBSERVATIONS

A site visit was conducted by Urbis on Thursday 20 October 2022, at midday. The site visit was used to understand the existing activity around the site and the interface with surrounding land uses.

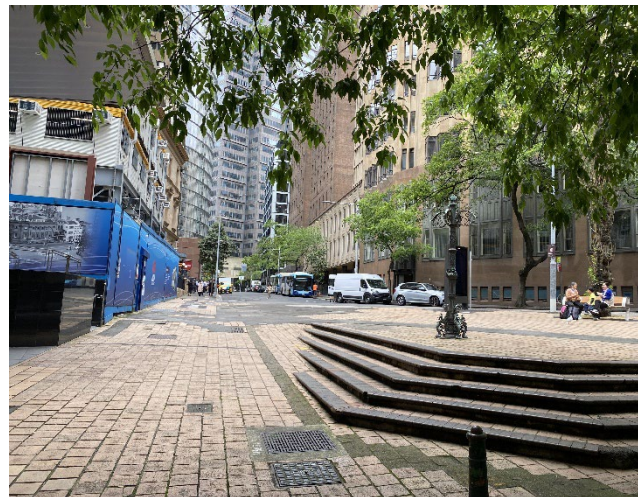
The site visit found that:

- Bligh House (the site) is in good condition with no evidence of vandalism or rubbish on site
- The buildings and public domain in immediate proximity to the site are in good condition and show little evidence of vandalism or rubbish
- Neighbouring development consists of well-maintained commercial and hotel tower buildings, as well as construction sites associated with the development of Sydney Metro and residential flat buildings
- The site is highly accessible by active and public transport
- The plaza at the intersection of Bligh Street and Hunter Street is well-maintained with little evidence of rubbish or vandalism.

Figure 9 Site visit photos



Picture 1 The site viewed from the opposite side of Bligh Street



Picture 2 Bligh Street viewed from the plaza at the intersection with Hunter Street



Picture 3 Sydney Metro construction site opposite the site on Bligh Street



Picture 4 Sydney Metro construction site at the intersection of Bligh and Hunter Streets





Picture 5 Entrance to the site from Bligh Street

Source: Urbis



Picture 6 Sofitel Sydney, adjacent the site as viewed from Phillip Street

## 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 A City for All Community Safety Action Plan 2019-2023 (2019)**

The City of Sydney Community Safety Action Plan contains four priority areas to contribute to the safety of the community. Priorities relevant to the proposal include:

- Safe Streets and Spaces
  - Increase actual and perceived public safety in city streets and spaces by ensuring they are well lit and attractive
  - Promote a creative and vibrant night life to reduce alcohol related anti-social behaviour
  - Improve road, public transport and pedestrian safety
- Crime prevention and response
  - Reduce the opportunities for crime to occur
- Ready and resilient
- Build resilient and connected communities to increase safety
- A safe global destination
- Ensure visitors feel safe and welcome in Sydney.

### **City of Sydney Development Control Plan 2012 – Section 3.13 Social and Environmental Responsibilities**

Section 3.13 of the City of Sydney's Development Control Plan 2012 (CoS DCP 2012) provides objectives and provisions for socially and environmentally responsible development. Section 3.13.1 'Crime prevention through environmental design' aims to provide a safe environment and minimise opportunities for criminal and anti-social behaviour. To achieve this, Section 3.13.1 contains the following provisions applicable to the proposal:

- Active spaces and windows of habitable rooms within buildings are located to maximise casual surveillance of streets, laneways, parking areas, public spaces and communal courtyard spaces
- Minimise blind-corners, recesses and other external areas that have potential for concealment or entrapment

- Building entries are to be clearly visible, unobstructed and easily identifiable from the street, 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 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 long 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

The profile of a community can influence the type and likelihood of crime that may impact a development. The following section contains a brief analysis of the characteristics of the suburb of Sydney (SAL13730) based on data from the Australian Bureau of Statistics (ABS) and the Department of Planning and Environment (DPE). The demographic characteristics of the City of Sydney LGA and Greater Sydney have been used, where relevant, to provide a comparison.

2021 Census data will be released in a phased approach. Key population data was released in June 2022, location variables and employment data were released in October 2022, and complex topics will be released in 2023. Therefore, 2016 Census data for some more complex categories such as education, employment, and travel to and from work remains the most recent and is utilised when required.

In 2021, there were 16,667 people living in the suburb of Sydney. Key characteristics of this community include:



#### Young adult population

The median age in Sydney is 32, with most of the adult population (61%) aged 20-39 years old. In comparison, 30% of the population in Greater Sydney were in the same age bracket.



#### Linguistically diverse

Over half (64%) of Sydney's population spoke a language other than English at home, compared to 39% of people in Sydney LGA. The top three non-English languages spoken were Mandarin, Thai, and Indonesian.



#### Higher levels of income

Sydney has a median weekly household income of \$2,227, which was higher than that of the Greater Sydney average at \$2,077.



#### High levels of tertiary qualification

Almost half of the population (69%) have obtained a tertiary qualification (university, vocational, and/or higher education) or higher. In comparison, 55% of the population in Greater Sydney had attained the same level of education.



#### Higher employment rates and professional workers

Of the eligible population of Sydney, 93% were employed full-time, part-time, or away from work. In comparison, 95% of the eligible population in Greater Sydney were employed. The most common employment cohorts in Sydney are professionals (32%), managers (16%), and community and personal service workers (10%).



#### Walking to work

More than a third (36%) of Sydney's population walked and/or used public transport to travel to and from work. In comparison, only 8% of Greater Sydney's population walked and/or used public transport to travel to and from work.



## 5.2. CRIME PROFILE

Crime data from the Bureau of Crime Statistics and Research (BOCSAR) was analysed to identify the crime profile of the suburb of Sydney. Data for the City of Sydney LGA and the NSW average has been compared to LGA and state-wide averages to help assess risk. The full crime profile is contained in Appendix A.

Key crime findings relevant to this assessment include:

- BOCSAR publishes hotspot maps to illustrate areas of high crime density relative to crime concentrations across NSW. The maps show the site is within a crime hotspot for most relevant crimes
- Sydney generally has higher crime rates per 100,000 people compared to the City of Sydney LGA and NSW averages. The following crimes have higher rates in Sydney:
  - Assault (non-domestic): 2,832.5 (compared to 862.4 in City of Sydney LGA and 338.7 in NSW)
  - Break and enter non-dwelling: 370.9 (compared to 118.6 in City of Sydney LGA and 85.6 in NSW)
  - Liquor offences: 2,784.3 (compared to 813.7 in City of Sydney LGA and 110.1 in NSW)
  - Malicious damage to property: 1,570.4 (compared to 739.9 in City of Sydney LGA and 581.0 in NSW)
  - Steal from motor vehicle: 385.4 (compared to 224.0 in City of Sydney LGA and 322.4 in NSW)
  - Steal from person: 3,492.5 (compared to 678.2 in City of Sydney LGA and 20.2 in NSW)
  - Trespass: 640.7 (compared to 226.3 in City of Sydney LGA and 113.6 in NSW).
- Two-year crime trends from June 2021 to June 2022 indicate that crime is generally stable in the suburb and LGA.

## 5.3. IMPLICATIONS FOR THE PROPOSAL

The crime profile indicates that the site may be susceptible to 'assault (non-domestic)', 'break and enter of non-dwelling', 'liquor offences', 'malicious damage to property', 'steal from motor vehicle', 'steal from person' and 'trespass' crimes. Areas in central, high-density locations generally have increased incidents of crime due to the larger number of people living, working and visiting 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 the adjacent public domain, main pedestrian and vehicular entrances, basement areas, and the rooftop terrace.

### Liquor offences

At the time of writing this report Liquor & Gaming NSW LiveData was unavailable. However, as listed above in Section 5.2, the site is susceptible to 'Liquor offence' crimes with a significantly higher rate per 100,000 people when compared to both the City of Sydney LGA and NSW averages.

The proposal incorporates spaces including bars, food and beverage tenancies, function and event spaces, and commercial tenancies. Future tenants of some of these spaces are likely to make an application to Liquor & Gaming NSW for a liquor licence. As part of these future applications, consideration should be given to the operations of these spaces and how they can mitigate any contribution to existing high levels of 'liquor offence' crimes in the surrounding area.

## 6. CPTED ASSESSMENT

This section provides a detailed assessment of the proposed redevelopment and future operations of the site against section 3.13.1 of the City of Sydney Development Control Plan 2012 and the four CPTED principles of surveillance, access control, territorial reinforcement and space and activity management.

Recommendations are provided for each CPTED principle to address any potential crime risks or potential enhancements to the proposed development.

### 6.1 SURVEILLANCE

Places that are well supervised through casual, mechanical or organised surveillance are less likely to attract criminal behaviour. Important considerations for natural surveillance are building orientation and location, design of spaces, landscaping and lighting. Technical surveillance is achieved through measures such as CCTV. Organised surveillance is achieved through measures such as security guards and staff members.

Surveillance is an important consideration as it can make people feel safe when they are able to see and interact with others. Crimes are less likely to occur in places that are well supervised. BOSCAR crime data indicates that Sydney has high rates of crime relevant to the proposal. These include 'steal from retail store', 'steal from motor vehicle', and 'break and enter non-dwelling'. The use of surveillance will therefore be important to reduce the likeliness of these types of crime from occurring.

#### Assessment of proposed development

The new built form and proposed future tenancies are an improvement to the current site. Increased activity and a diversity of uses onsite will allow for more opportunities for natural and organised surveillance.

The proposal incorporates the following features and inclusions that align with CPTED principles:

- Activation of the site with a mix of active uses (commercial, hotel, food and beverage), will encourage greater use of the site throughout the day, evening and night which will facilitate greater passive surveillance.
- Large areas of glazing, as well as active uses along the proposals interface with Bligh Street, will maximise casual surveillance of the street and surrounding public domain.
- The Level 01 outdoor pre-function balcony space and Level 10 terrace along the entire length of the building's façade on Bligh Street will facilitate casual surveillance of the surrounding public domain.
- Blind-corners and recesses are minimised throughout the buildings floor plate, facilitating good sightlines and limiting potential for concealment or entrapment.
- Ground floor lift lobbies, stairwells, and corridors are visible from the public domain on Bligh Street.
- Passive and organised surveillance provided by employees is effective at deterring crime. The concierge desk and hotel reception desk are located within the main foyer with clear line of sight of the main entrance, lift lobbies, stairs and seating areas.
- The bar in the ground floor food and beverage retailer is well positioned to provide bar staff with passive and organised surveillance of the future establishment.
- The two roof top bar spaces are centrally located, allowing passive and organised surveillance by staff over seating areas.
- The layout of hotel levels includes centrally located lifts and straight corridors with few obstructions and blind corners, therefore providing good lines of sight.
- Corridors in back of house areas are straight with clear sightlines, limiting blind corners and opportunities for concealment or entrapment.
- The open floor plan and centrally located lifts on commercial tenancy levels ensures the lifts are clearly visible, enhances passive surveillance and allows for adaptive office fitouts by tenants.
- The Operational and Security Management Plan (OSMP) provided as part of this SSDA package details that automatic lighting will be installed in all public and communal spaces and building

entrances will be monitored with CCTV. Well-lit and monitored areas assist in deterring crime and promoting feelings of safety.

### Recommendations and design considerations

The following initiatives are proposed for consideration, to enhance alignment with CPTED principles:

- Bike storage room walls should be secure but visually permeable allowing for clear lines of sight between the lift vestibule and walkway and the bike storage area.
- Widen the doorway and use visually permeable wall material between the EOT lift lobby and porte cochere on Basement Level 01 to ensure safety and convenience for bicycle riders entering and exiting.
- During hours of operation of the porte cochere, ensure a continuous staff presence at the Basement Level 01 concierge desk. This will provide organised surveillance of the passenger drop off and pick up, vehicle loading access, the EOT lift lobby and central lift lobby.
- Use balanced lighting between internal and external spaces to avoid the mirroring of glazing at night and allow for a continuation of sightlines from and into the building.
- Paint the ceilings and walls of basement levels white or light in colour to help reflect light. Painted surfaces not only make an area look more spacious, but lux levels can be increased without installing additional fixtures.
- During fitout of commercial tenancy levels, ensure clear and direct access to the centrally located lifts is maintained.
- Ensure landscaping treatments and terrace bar furniture and fixtures do not conceal sight lines to entry/exit points and can be easily maintained to reduce opportunities for concealment.

## 6.2 ACCESS CONTROL

Access control involves the designing of spaces to control who enters and to prevent unauthorised access. Important crime prevention considerations for access control include way-finding measures, desire-lines and the provision of formal and informal routes. Natural design measures include building configuration, definition of formal and informal pathways, landscaping, fencing and gardens. Implementation of security hardware, such as swipe cards and on-site security officers, are technical and formal considerations for access control.

The BOSCAR crime data shows Sydney has high rates of crime of relevant to the proposal. These include 'steal from retail store', 'steal from motor vehicle', and 'break and enter non-dwelling'. The implementation of appropriate access control measures will be important to define patron and employee and access across the site and reduce likelihood of these types of crime to occur.

### Assessment of proposed development

The proposal incorporates the following features and inclusions that align with CPTED principles:

- The buildings entrance is clearly visible, unobstructed and easily identifiable from the street, public domain and other surrounding buildings.
- Separate pedestrian and vehicular entrances are clearly defined and visible from Bligh Street. This will provide clear and direct access for both user groups and reduce risk of pedestrian and vehicular conflict.
- The dedicated, secure off-street bicycle storage and loading and passenger drop off and pick up area reduces potential for bicycle vehicle theft.
- Safe, clear and direct access for staff, guests, visitors and commercial tenants is provided to basement levels (including loading areas, back of house, porte cochere, end of trip facilities and bike storage) by centrally located elevators.
- The building facades and details, including terrace fencing and landscaping, are designed so that illegitimate access is not facilitated. Potential foot or hand-holds and features that enable potential concealment have been reduced.
- Staff members stationed at the concierge, reception desks and lobby bar will provide formalised guardianship and access control at the main pedestrian access point to the site.
- A designated goods lift provides direct access to and between the vehicle loading area and back of house areas. This will only be accessible by staff and contractors, limiting unauthorised access.

### Recommendations and design considerations

The following initiatives are proposed, for consideration, to enhance alignment with CPTED principles:

- Install physical access control measures (i.e., swipe cards, pin codes) to control guest and visitor entry to the food and beverage areas, wellness level (pool and gym) and guest amenities outside hours of operation.
- Install physical access control measures to restrict unauthorised public access to hotel guest rooms and levels, end of trip (EOT) facilities, bicycle storage, commercial tenancies, back of house areas, loading areas, and the car lift to the basement levels of the building.
- Install universally legible signage throughout the building to guide hotel guests, workers, contractors' commercial tenants and visitors to the appropriate lift lobby, as well as to the relevant level and room. This signage should include clear directions to the public accessible restaurant and bar levels. Good, frequently updated signage and wayfinding will be particularly important in providing clear direction to function and events spaces as visitors to these spaces will often be attending one off events and unfamiliar with navigating the building.
- Provide clear signage and on-ground cycle lane painting on access and egress ramps and within the porte cochere that gives priority to bicycle riders accessing the EOT lift lobby on Basement Level 01. Clear signage should also be provided on car parking levels, Basement Level 04 and 05,

to provide vehicles and pedestrians with the most direct route to the car lift, service and commercial lifts.

- Provide on-ground directional signage to guide the flow of vehicle traffic into, through and out of the porte cochere and to and from the car lift.
- Use traffic calming measures at vehicle access and egress points to avoid pedestrian-vehicle conflict and ensure priority is given to pedestrians utilising the footpath along Bligh Street. These could include speed humps, bollards, convex safety mirrors, and change in materiality ensuring a continuous footpath material.



## 6.3 TERRITORIAL REINFORCEMENT

Territorial reinforcement is defined by the way in which a community demonstrates ownership over a space. Places that feel owned and cared for are likely to be used, revisited and protected. People who have a sense of guardianship over a space are more likely to protect it and intervene in crime, compared with passing strangers.

The use of actual and symbolic boundary markers, spatial legibility and environmental cues are ways to connect people and encourage communal responsibility over spaces. BOSCAR data indicates Sydney has high rates of crime relevant to the proposal. These include 'steal from retail store', 'steal from motor vehicle', and 'break and enter non-dwelling'. Enhancing territorial reinforcement will therefore be important in reducing the likelihood of these crimes from occurring.

### Assessment of proposed development

The proposal incorporates the following features and inclusions that align with CPTED principles:

- The design of the ground floor demonstrates good territorial reinforcement as it creates a welcoming space that encourages social interaction between workers, guests, and visitors.
- The proposed hotel and commercial access from street level, as well as front of house and bar uses on ground level will assist in activating the site by introducing a range of users and uses throughout the day, evening and night. Increased activity and routine maintenance onsite associated with these uses, will provide environmental cues that the area is well cared for, reducing perceptions of crime and increasing community ownership and care over the space.
- Unoccupied structures (i.e. garages and plant rooms) do not dominate the street frontage and are limited to port cochere and loading access and egress.
- The use of different paving materials distinct to that of the public footpath as you enter the building will provide a visual cue to users that they are entering a private/semi-public space.

### Recommendations and design considerations

The following initiatives are proposed, for consideration, to enhance alignment with CPTED principles:

- Provide public art in line with the Public Art Strategy that forms part of this SSDA. This will enhance territorial reinforcement in communal areas and encourage community ownership over the site.

## 6.4 SPACE AND ACTIVITY MANAGEMENT

Space and activity management involves monitoring site usage, managing site cleanliness and repairing vandalism and broken physical elements to decrease fear of crime. Spaces that are regularly used by the community are less likely to be vandalised.

As BOSCAR crime data shows that Sydney has high rates of crime relevant to the proposal. These include 'steal from retail store', 'steal from motor vehicle', and 'break and enter non-dwelling'. Space and activity management are important to consider in the design and operation of this proposal to increase offender risk and crime effort.

### Assessment of proposed development

The proposal incorporates the following features and inclusions that align with CPTED principles:

- The proposed tenancies and uses of the site, including food and beverage offerings, will assist in connecting people and encouraging community ownership of the site. Increased activity and routine maintenance onsite associated with the proposed tenancies will also provide environmental cues that the area is well cared for, reducing perceptions of crime.
- Vandalism can induce fear and avoidance behaviour. Spaces that are well maintained and display territorial reinforcement will attract visitation. The design avoids large, blank walls and instead proposes external surfaces and cladding for facades including glazing, highly textured/articulated elements and vertical planting. This will likely reduce incidents of graffiti.

### Recommendations and design considerations

The following initiatives are proposed, for consideration, to enhance alignment with CPTED principles:

- Provide an adequate number of waste bins in public areas, including lobbies and food and beverage spaces to encourage cleanliness and upkeep of these spaces.
- Maintain all access points, including fire exits and stairs, to ensure they remain in good working order and are accessible from the outside. Magnetic door locking systems linked to fire sprinkler alarms can ensure that fire exits are used for emergencies only.
- Select vegetation throughout with consideration given to future maintenance. To maximise sightlines, ensure the lowest tree limbs are above average head height when a person is standing or seated and lower shrubs do not provide obstruction, opportunity for concealment or entrapment.

## 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.

The assessment found the proposal aligns with the provisions of section 3.13.1 of the City of Sydney Development Control Plan 2013 and incorporates the four CPTED principles: surveillance, access control, territorial reinforcement, and space and activity management.

The proposal is expected to increase activity on site during the day, evening and night by providing a diversity of uses including new hotel space and amenities, commercial space and food and beverage tenancies.

By increasing the effort required and the perceptions of risk in committing an offence, reducing actual and perceived crime rewards, and eliminating or reducing conditions that offenders can use to rationalise or excuse criminal behaviour the proposal is an improvement to the existing site.

### 7.1. RECOMMENDATIONS

To further increase safety and reduce crime risk, the following recommendations should be implemented:

- Bike storage room walls should be secure but visually permeable allowing for clear lines of sight between the lift vestibule and walkway and the bike storage area.
- Widen the doorway and use visually permeable wall material between the EOT lift lobby and porte cochere on Basement Level 01 to ensure safety and convenience for bicycle riders entering and exiting.
- During hours of operation of the porte cochere, ensure a continuous staff presence at the Basement Level 01 concierge desk. This will provide organised surveillance of the passenger drop off and pick up, vehicle loading access, the EOT lift lobby and central lift lobby.
- Use balanced lighting between internal and external spaces to avoid the mirroring of glazing at night and allow for a continuation of sightlines from and into the building.
- Paint the ceilings and walls of basement levels white or light in colour to help reflect light. Painted surfaces not only make an area look more spacious, but lux levels can be increased without installing additional fixtures.
- During fitout of commercial tenancy levels, ensure clear and direct access to the centrally located lifts is maintained.
- Ensure landscaping treatments and terrace bar furniture and fixtures do not conceal sight lines to entry/exit points and can be easily maintained to reduce opportunities for concealment.
- Install physical access control measures (i.e., swipe cards, pin codes) to control guest and visitor entry to the food and beverage areas, wellness level (pool and gym) and guest amenities outside hours of operation.
- Install physical access control measures to restrict unauthorised public access to hotel guest rooms and levels, end of trip (EOT) facilities, bicycle storage, commercial tenancies, back of house areas, loading areas, and the car lift to the basement levels of the building.
- Install universally legible signage throughout the building to guide hotel guests, workers, contractors' commercial tenants and visitors to the appropriate lift lobby, as well as to the relevant level and room. This signage should include clear directions to the public accessible restaurant and bar levels. Good, frequently updated signage and wayfinding will be particularly important in providing clear direction to function and events spaces as visitors to these spaces will often be attending one off events and unfamiliar with navigating the building.
- Provide clear signage and on-ground cycle lane painting on access and egress ramps and within the porte cochere that gives priority to bicycle riders accessing the EOT lift lobby on Basement Level 01. Clear signage should also be provided on car parking levels, Basement Level 04 and 05, to provide vehicles and pedestrians with the most direct route to the car lift, service and commercial lifts.

- Provide on-ground directional signage to guide the flow of vehicle traffic into, through and out of the porte cochere and to and from the car lift.
- Use traffic calming measures at vehicle access and egress points to avoid pedestrian-vehicle conflict and ensure priority is given to pedestrians utilising the footpath along Bligh Street. These could include speed humps, bollards, convex safety mirrors, and change in materiality ensuring a continuous footpath material.
- Provide public art in line with the Public Art Strategy that forms part of this SSDA. This will enhance territorial reinforcement in communal areas and encourage community ownership over the site.
- Provide an adequate number of waste bins in public areas, including lobbies and food and beverage spaces to encourage cleanliness and upkeep of these spaces.
- Maintain all access points, including fire exits and stairs, to ensure they remain in good working order and are accessible from the outside. Magnetic door locking systems linked to fire sprinkler alarms can ensure that fire exits are used for emergencies only.
- Select vegetation throughout with consideration given to future maintenance. To maximise sightlines, ensure the lowest tree limbs are above average head height when a person is standing or seated and lower shrubs do not provide obstruction, opportunity for concealment or entrapment.

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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**

Table 2 Crime rates per 100,000 people, July 2021 – June 2022

Crime type	Sydney	City of Sydney LGA	NSW
Assault (non-domestic)	2,832.5	862.4	338.7
Assault (domestic)	751.5	426.6	389.0
Break and enter dwelling	53.0	158.8	211.8
Break and enter non-dwelling	370.9	118.6	85.6
Liquor offences	2,784.3	813.7	110.1
Malicious damage to property	1,570.4	739.7	581.0
Motor vehicle theft	86.7	79.2	130.9
Steal from dwelling	187.9	394.4	190.0
Steal from motor vehicle	385.4	244.0	322.4
Steal from person	380.6	115.0	20.2
Steal from retail store	3,492.5	678.2	210.4
Trespass	640.7	226.3	113.6

Source: BOCSAR

Table 3 Two-year crime trend, July 2020 – June 2022

Crime type	Sydney	City of Sydney LGA	NSW
Assault (non-domestic)	Stable	Stable	Stable
Assault (domestic)	Stable	Stable	Stable
Break and enter dwelling	Stable	Down 26.3% per year	Stable
Break and enter non-dwelling	Stable	Stable	Stable
Liquor offences	Stable	Stable	Stable
Malicious damage to property	Stable	Stable	Down 11.2% per year
Motor vehicle theft	Stable	Stable	Stable
Steal from dwelling	Stable	Stable	Stable
Steal from motor vehicle	Stable	Stable	Stable

Crime type	Sydney	City of Sydney LGA	NSW
Steal from person	Stable	Stable	Stable
Steal from retail store	Stable	Stable	Stable
Trespass	Stable	Stable	Stable

Source: BOCSAR

