

An architectural rendering of a modern residential development. The image shows two tall, curved apartment buildings with balconies. The building on the left has a light-colored facade with vertical slats, while the one on the right has a darker facade with blue-tinted balconies. The ground floor is landscaped with trees, a paved walkway, and people sitting on the grass. The sky is blue with some clouds.

# LEEDS ST DRAFT CPTED ASSESSMENT

25-27 Leeds Street, Rhodes  
Wangal Country

Prepared for  
**BILLBERGIA**  
10 September 2024

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**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) assessment has been prepared by Urbis Pty Ltd (Urbis) on behalf of Billbergia (the Applicant) to inform a State Significant Development Application (SSDA) at 25-27 Leeds Street, Rhodes. This application seeks consent for a mixed-use residential development, involving the construction of six buildings, ranging in height from 10 to 17 storeys. It also includes the construction of through site links and foreshore public domain (park and promenade).

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 requirements contained within the Secretary's Environmental Assessment Requirements (SEARs) dated 09 February 2024 and issued for the SSDA (SSD-67419241).

## 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 that the proposal aligns with the City of Canada Bay Development Control Plan which aims to provide greater connectivity to improve amenity. The proposal further incorporates the four CPTED Principles: surveillance, access control, territorial reinforcement, and space and activity management. The proposal is expected to increase activation of the Rhodes foreshore during the day and evening by providing encouraging a mix of users throughout the day and night through the residential and retail areas, as well as supporting pedestrian movement through and around the site.

## Recommendations

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

- Ensure access control measures (i.e keypad, swipe card) are installed in all BOH areas and storage spaces to limit transit after hours.
- Provide appropriate lighting and CCTV for all carparking and bicycle parking areas.
- Consider the use of anti-theft signage near the retail carparking areas which reminds visitors to lock cars and/or remove valuables from vehicles.
- Ensure storage facilities are constructed with secure materials and can be locked. Consider using non-translucent materials to prevent people from viewing the inside of the unit and to act as a deterrent to opportunistic theft.
- Use signage and speed control measures to slow vehicles as they move through the carpark. Speed control is specified in the Canada Bay Community Strategic Plan and should be considered in all traffic and vehicle areas.



- Ensure that residential waste and bicycle storage areas are not lockable from the inside to prevent accidental entrapment from users.
- Ensure proposed retail spaces are closed to public access when not in operation. Provide appropriate security measures (e.g. locked doors, toughened glass windows or gates) to ensure unauthorised access outside of business hours.
- Install universally legible signage throughout building to guide residents, visitors, and the public through the outdoor communal areas, foreshore link and to key building access points. This should clearly articulate entry and exit points to the public areas to avoid confusion and separation to the residential areas.
- Ensure all streetscape interfaces are well lit (aligned to intended hours of operation) to further enhance community ownership and passive surveillance.
- Consider installing convex mirrors within the access corridor on ground level (level 1) building A to enhance sight lines around the singular corner.
- Install CCTV to retail areas facing pedestrian pathways to act as a deterrent to theft. Implementing access controls (i.e. swipe cards, keys, control panel etc) will also assist in controlling access and movement into retail areas out of business hours for authorised users.
- A Plan of Management (PoM) should be developed for the site in collaboration with future operators of the retail spaces and residents. The PoM should include details around hours of operation, security procedures and routine cleaning and maintenance (including graffiti removal strategies).
- Implement a landscape maintenance plan as part of the PoM to ensure vegetation does not obstruct views of the pedestrian paths or sightlines to entry/exit points or outdoor communal areas.
- All balconies on the ground level (level 1) should include barriers with height to deter break and enter dwelling. Landscaping design and use of trees with height can further assist in creating a natural barrier for the ground floor residential apartments.
- Consider installing intercom systems at all residential entrances to communicate with visitors before granting access.
- Provide access control in all communal spaces at all times.
- Provide sensor lighting, or similar, to ensure corridors within the residential levels can be automatically lit throughout the day and evening to accommodate residents arriving and leaving at different times. Consider using CCTV at all lift entrances to provide further surveillance.
- Install robust, tamper-resistant locks on all entrances, exits, and individual units.
- Ensure that all balconies are designed so as not to be used as a natural ladder. This would involve designing heights to reduce the potential for balcony hopping, as well removing tall vegetation or external screening immediately near balconies which could potentially be used to climb into residences.
- Ensure landscaping around the pool area is at a height that does not impede sight lines to the pool. Trees and plant choices should serve as a natural barrier to all edges of communal areas.

# 1. INTRODUCTION

This Crime Prevention Through Environmental Design (CPTED) assessment has been prepared by Urbis Pty Ltd (Urbis) on behalf of Billbergia (the Applicant) to inform a State Significant Development Application (SSDA) at 25-27 Leeds Street, Rhodes. The SSDA seeks consent for a mixed use, residential development

This CPTED assessment has been prepared in accordance with the requirements contained within the Secretary's Environmental Assessment Requirements (SEARs) dated 09 February 2024 and issued for the SSDA (67419241). The individual SEAR's item relevant to this CPTED is outlined in Table 1 below.

Table 1 SEARs requirement

Item	SEARs requirement	Relevant section of report
7. 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> .	See Section 6 of this report

## 1.1. REPORT PURPOSE AND SCOPE

A CPTED assessment is a specialist study undertaken to help reduce opportunities for crime by using design and place management principles.

According to the Department of Planning, Housing and Infrastructure (DPHI) Crime Prevention and the Assessment of Development Applications Guideline (2001), a CPTED assessment seeks to influence the built environment 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 potential rewards of crime by minimising, removing or concealing crime benefits
- Removing conditions that create confusion about required norms of behaviour.

A CPTED assessment employs four key principles as shown in Figure 1. As per the SEARs, this CPTED assessment outlines how the proposal incorporates these principles, in accordance with the Crime Prevention and the Assessment of Development Applications Guidelines (2001). 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 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>▪ Consultation with Council and local stakeholders to discuss potential crime and safety risks.</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

This application seeks consent for a mixed-use residential development, involving the construction of six buildings, ranging in height from 10 to 17 storeys. In September 2022, SJB won an Architectural Design Competition for the site, which resulted in a high-quality scheme that aligns with the desired future character of the Rhodes Precinct.

Following the gazettal of the affordable housing bonus scheme in December 2023, the Applicant has undertaken a 'design integrity' pathway to carefully manage the additional 30% floor space and height incentives, while retaining the core design principles of the competition-winning scheme.

Specifically, the SSDA seeks development consent for:

- Site preparation works including demolition and removal of existing structures on the site, tree and vegetation removal.
- Bulk excavation to accommodate the proposed consolidated basement structure.
- Construction of six (6) mixed-use buildings (ranging from 10 to 17 storeys).
- On-site car parking and loading within two basement levels, accessed from Blaxland Road.
- Construction of through site links and foreshore promenade.

The purpose of the project is to facilitate the delivery of (market and affordable) housing at a strategically located site and to deliver a built form outcome that is consistent with the desired future character of the Leeds Street Character Area.

Figure 2 The proposed development



Source: SJB Architects, 2024

## 3. SITE CONTEXT

### 3.1. CONTEXT DESCRIPTION

The site is located at 25 – 27 Leeds Street, Rhodes, within the City of Canada Bay Local Government Area (LGA) and is situated on the peninsula of Rhodes East. The site is legally described as Lot 2 in DP1192949, Lot A in DP329241 and Lot C in DP367132 and is currently owned by Billbergia Pty Ltd.

Leeds Street is a light industrial area, bound by Parramatta River to the north, Concord Road to the east, Leeds Street to the south and Blaxland Road to the west. The site is surrounded by public open spaces such as John Whitton Reserve, Mill Park and Uhr's Reserve. Rhodes Boat Ramp is located adjacent to the site at the northern end of Blaxland Road.

The T9 Railway line runs parallel to the site along Blaxland Road. Rhodes train station is 800m (10 minute walk) to the south of the site via Blaxland Road.

The site is currently used for light industrial purposes. The area at 25 Leeds Street is occupied by a two-storey warehouse that incorporates a furniture display room and commercial kitchen. Access to this warehouse is via Leeds Street and onsite carparking is provided down the western side of building and in a small carpark at the rear of the site. The area at 27 Leeds Street contains a larger, two-storey warehouse and distribution centre. Vehicular access to 27 Leeds Street is via Blaxland Road. On site carparking is provided to the north of the building, along the Parramatta River.

The Billbergia Group is seeking approval for approximately 340 dwellings (57 affordable and 283 private market) across six mixed use residential towers. The development also includes through site links, a foreshore park and promenade, and onsite car parking.

Figure 3 Leeds Street site



Source: Urbis GIS, 2023

## 3.2. SITE OBSERVATIONS

A site visit was conducted by Urbis on Monday 20 May 2024 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 area was quiet with minimal pedestrian or worker activity and consisted mainly of low-density residential dwellings and industrial buildings (see Picture 1). Businesses are still currently in operation on the site.
- There was evidence of graffiti at the site (see Picture 2) and the west boundary of the site was overgrown (see Picture 3). The site is also currently overgrown along the Leeds Street and Blaxland Road boundary.
- The site is well connected to the nearby pedestrian network and is easily accessible to both residents and visitors.
- The Rhodes Boat Ramp (see Picture 5) and John Whitton Reserve is located on the foreshore adjacent to the site, just off Blaxland Road.



Figure 4 Site visit photos



Picture 1 Industrial use on east side of site boundary



Picture 2 Graffiti on south side of site boundary



Picture 3 Overgrowth on west side of site



Picture 4 Residential land uses south of site



Picture 5 Rhodes boat ramp located west of the site



Picture 6 Western boundary of site adjacent to Rhodes boat ramp

Source: Urbis, 2024



## 4. POLICY CONTEXT

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

### **City of Canada Bay, Development Control Plan (2023) - Part K Section 16.1 Special Precincts**

The Canada Bay Development Control Plan (2023) outlines the specific controls that guide crime prevention methods to provide a safe environment and minimise criminal behaviour. The general controls define crime prevention objectives that provide a safe environment and minimise opportunities for criminal behaviour. Controls that align with the four CPTED Principles include the prioritisation of active spaces, convenience, visibility, accessibility and security.

Part K of The City of Canada Bay Development Control Plan outlines the objectives of crime prevention in the Rhodes East Priority Precinct. This plan is guided by the Rhodes East Vision Statement which aims to provide sustainable low-rise high-density development and greater connectivity to improve amenity. Specifically, Section 16.1 identifies objectives and controls to achieve these desirable development outcomes in activated character areas such as Rhodes East.

Leeds Street is identified in the Leeds Street Character Area which guides development outcomes to ensure crime prevention methods are integrated in design. The following precinct controls align with the four CPTED principles:

- Prioritisation of street level activation and a safe, pedestrian friendly environment to promote connectivity.
- The Leeds Street Character Area will introduce meaningful visual and physical connections to the water in addition to a vibrant mix of uses.
- Buildings will be flexible and multi-purpose and, whilst they may have larger floor plates, an active street frontage to public areas will be created

### **City of Canada Bay Community, Safety and Crime Prevention Plan (2020-2024)**

The Safety and Crime Prevention Plan focuses on integrating prevention approaches through design. The plan outlines two approaches that will contribute to ensuring the safety of the Canada Bay community:

- Situational Crime Prevention
  - Integrating sophisticated situational measures in design concepts to increase opportunities for surveillance.
  - Increasing surveillance and access control measures in the Canda Bay community to increase the risk for criminal activity.
- Social Crime Prevention
  - Building strong and cohesive neighbourhoods to promote social surveillance.
  - Increasing social harmony through safe, activated, and practical design.
  - Increasing community activities in shared spaces to deter criminal activity.
- The prioritisation of community consultation through the safety and crime prevention plan identified that the LGA required lighting improvements in Rhodes and surrounding suburbs.

### **City of Canada Bay, Our Future 2036 Community Strategic Plan (2021)**

Our Future 2036 outlines a collective vision for Canada Bay up to 2036. The plan commits to providing balanced growth and development whilst sustaining a well-functioning and equitable community. The community would like prioritisation and improvement of community safety in three areas:

- Roads and Pedestrian Safety
  - Increased pedestrian crossings throughout the community and lowered speed limits to further protect pedestrians.

- Regularly maintaining roads and footpaths will also reduce hazard in the community and extends access opportunities.
- Lighting
  - Improved lighting along foreshore walks and cycle paths to increase sense of safety at night.
  - Continues to align with CPTED principles in the design to reduce opportunities of crime.
- Youth
  - Increased provision for safe spaces to allow young people to come together safely.



## 5. SOCIAL BASELINE

### 5.1. DEMOGRAPHIC PROFILE

Understanding the profile of a community is one input to help inform how people may interact, move and access the built environment, all of which are important CPTED considerations.

The following section contains a brief analysis of the characteristics of Rhodes based on data from the Australian Bureau of Statistics (ABS) and the Department of Planning, Housing and Industry (DPHI) and Profile.id.

In 2021, it is estimated that there are 11,453 people living in Rhodes. Key characteristics of this community include:



#### Young adult population

Rhodes has a significantly higher proportion of young adults aged 20-39 (60%) compared to Canada Bay (31.1%) and Greater Sydney (30%).



#### Culture and Diversity

Rhodes has a highly culturally diverse population with a higher proportion of people born overseas (76.5%) and speaking a language other than English at home (80.0%).



#### Education

There is a higher proportion of people in Rhodes employed in professional and managerial occupations that require a tertiary degree or 5 years' experience (59.1%) compared to Canada Bay (54.7%) and Greater Sydney (44.5%).



#### Housing and Income

Rhodes has a higher personal income medium (\$1119) compared to Canada Bay (\$1107) and Greater Sydney (\$881). However, Rhodes has lower rates of home ownership (38.5%) compared to Canada Bay (59.8%) and Greater Sydney (61.1%).



#### Health and Wellbeing

The most commonly stated long-term health conditions in Rhodes were Asthma (3.5%), mental health conditions (3.3%).



#### Forecasted population growth.

The population of Rhodes is forecasted to grow by 96.9% from 11,453 in 2021 to 22,549 by 2041.

### 5.2. CRIME PROFILE

Crime data from the Bureau of Crime Statistics and Research (BOCSAR) was analysed on 12 April 2024 to identify the crime profile at Rhodes (where the site is located). Data for City of Canada Bay LGA and the NSW average has been used to help assess risk compared to LGA and statewide averages. The full crime profile is contained in **Appendix A**.

Key crime findings relevant to this assessment include:

- BOCSAR produces hotspots to illustrate areas of crime density relative to crime concentrations across NSW. In the year to December 2023, the site was a hotspot for break and enter dwelling, malicious damage to property, motor vehicle theft, steal from dwelling, steal from person, steal from retail store and trespass.
- As shown in Appendix A (Table 3), Rhodes suburb has higher rates of crime compared to City of Canada Bay LGA (January 2023-December 2023) but generally lower than NSW averages. The four rates which were higher than regional and state averages in Rhodes suburb include:
  - **Incidents of break and enter dwelling** are approximately 2.8 times higher in Rhodes suburb compared to the City of Canada Bay and approximately 2 times higher than NSW averages.
  - **Incidents of break and enter non-dwelling** are approximately 1.8 times higher in Rhodes suburb compared to the City of Canada Bay and 1.3 times higher than NSW averages.
  - **Incidents of steal from dwelling are approximately** 1.72 times higher in Rhodes suburb compared to the City of Canada Bay and 1.2 times higher than NSW averages.
  - **Incidents of steal from retail store** are approximately 2.62 times higher in Rhodes suburb compared to the City of Canada Bay and 1.1 times higher than NSW averages.
- Two-year crime trends up to December 2023 indicate that crime is generally stable in the Rhodes suburb, compared to the City of Canada Bay which has experienced an increase of 24.9%. The following data shows the crime in which Rhodes experienced an increase:
  - Steal from dwelling went up by 118% per year.

## 5.3. ENGAGEMENT OUTCOMES

### Social impact assessment survey outcomes

Urbis conducted a community survey as part of the social impact assessment process. The purpose of the survey was to understand the potential social impacts of the proposal and potential mitigation and enhancement measures.

Some survey respondents raised concerns that the developments proposed by Billbergia in Rhodes might encourage an increase in crime and antisocial behaviour generated by the new incoming population. Others raised potential concerns on pedestrian safety from an increase in traffic from the development.

### City of Canada Bay City Council Interview

Urbis held a virtual meeting with a social planning representative from City of Canada Bay Council on 10 May 2024. The purpose of the meeting was to discuss crime and safety considerations of the existing site and the proposed development.

A summary of key themes from this discussion is provided below:

#### Existing crime context

- Concerns were raised about the current residential disputes occurring in high rise density buildings. Council expressed concerns about rising pockets of crime throughout the suburbs and outlined that domestic disputes have become more problematic since the Covid lockdowns.
- Council has become aware of pockets of criminal behaviour around the foreshore. Loitering around the foreshore has increased concurrently with development in the area. This has increased noise concerns and disturbance of peace for residents and general users.

#### Carparking access and security

- Consideration should be given to pedestrian lines/safety through loading zones. Council outlined that many development proposals don't clearly outline how people are to access or transit through loading zones.

- Concerns were raised for the lack of basement storage in high density developments. As steal from dwelling is the most prevalent crime in the area, Council suggested that basement storage should be a key consideration.
- Front entrance visibility for carparking was also suggested as a critical concern in high density developments.

#### **Retail design considerations**

- Consideration should be given to the high levels of retail break ins that occur in the area, specifically in Rhodes West. Owners have requested better lighting in the area to help mitigate this. Council did suggest that the crimes are not widespread in the area but are proportionally higher for the LGA.

#### **Internal design considerations**

- Consideration should be given to access of communal spaces. Council suggested that many high-density proposals do not specify if communal areas are strictly for residents or can be accessed by the public. Specifically, Council mentioned to ensure the design of communal and open spaces should not look private as this may deter users.

## **5.4. IMPLICATIONS FOR THE PROPOSAL**

The crime profile indicates although Rhodes has lower crime rates compared to local and state averages, the proposed site may be susceptible to all dwelling related crimes, but most likely incidents of break and enter, steal from dwelling and steal from retail store. As developing high density locations generally have more streetscape and communal space activation, this project will likely increase the appeal and visitation of the site by a variety of user groups.

A key consideration for the proposal should be managing and maintaining safe access within the site by contributing towards a reduction in levels of actual and perceived crime. Consideration should be particularly given to basement levels, communal ground floor areas and retail levels.

## 6. CPTED ASSESSMENT

This section provides an assessment of the proposal the four CPTED principles: surveillance, access control, territorial reinforcement and space management. Consideration has also been given to the safety outcomes outlined in the Canada Bay DCP (2023).

Key priority areas are often used to help refine and structure the assessment. Key priority areas have been chosen based on the relevance to the proposal and where the crime data showed a potential risk.

The priority areas relevant to this proposal are:

- Basement and ground floor car parking
- Ground floor and level 1 communal areas
- Residential.

Recommendations are provided for each priority area to minimise any potential crime risks or as potential enhancements to the proposal.

### 6.1. BASEMENT AND GROUND FLOOR CARPARKING

The proposal includes two levels of basement carparking, accessible from Blaxland Road. The basement carparking is located underneath Buildings A-F and will service the entire proposal.

Carparking is distributed as follows:

- 317 residential carparking spaces on basement levels 1 and 2 with a further parking provision of 38 residential spaces on the ground level.
- 15 visitor carparking spaces and an additional two accessible visitor carparking spaces.
- 12 retail carparking spaces with an additional two accessible retail carparking spaces.
- 9 car share spaces.
- Two car wash bays.

Carparks are often perceived as areas of high crime risk given the potential for concealment and heightened opportunity for theft. Crimes are less likely to occur in places that are well supervised and have clear access control measures. As such, the design of the carpark should ensure adequate access control for all users and look at opportunities to minimise areas of entrapment.

#### Assessment of proposed development

The proposal incorporates the following CPTED principles:

- Dedicated, secure off street residential and retail parking to reduce the potential for vehicle theft.
- Provision of a secure vehicle control point at the Blaxland Road carpark entry to control only authorised users (i.e. residents and retail visitors) to the enter the space. An additional vehicle control point is provided halfway through the ground floor carpark to restrict access to residents only, helping to prevent unauthorised users and supporting a more secure space.
- Installation of a turning bay on basement level 1 to decrease congestion and minimise the opportunity for vehicle conflict, particularly with over-sized vehicles.
- Location of the loading zone at the rear of basement level 1 to reduce the potential for traffic congestion at the residential carparking entrance, with the loading zone having a direct path to various BOH facilities.
- Clear on ground wayfinding signage to guide vehicles through the multi-level carpark to assist in access control measures and pedestrian and vehicle movement.

- Retail carparking spaces are located directly across from exits to retail areas and communal open space to allow for direct movement through the carpark. This will also help in reducing opportunities for unauthorised access to residential carparking.
- Provision of a pedestrian crossing over vehicle entry to provide a safe crossing and minimise the potential for pedestrian and vehicle conflict. Speed humps are also provided at the vehicle entrance to slow vehicles, helping to manage pedestrian and vehicle safety.
- Provision of two separate, secure bicycle parking areas on the ground floor. The bicycle parking areas are located adjacent to the lift entries, providing greater opportunities for passive surveillance over the ground floor.
- Residential lift lobbies are dispersed throughout the ground floor and basement Levels 1 and 2 to provide convenient access points and minimise the distance pedestrians need to travel through vehicle areas. The entrances to the lift lobbies are unobstructed, providing clear lines of sight to the adjoining carparking areas and incoming users.
- Waste facilities are located in close proximity to lift lobbies in the carpark, maximising passive surveillance opportunities of these facilities from people entering/exiting the carpark. Waste facilities have clear lines of sight to the entry and exits with minimal blind corners, reducing the opportunity for entrapment.
- The carpark has minimal blind corners and clear sightlines throughout all levels, minimising opportunities for entrapment and concealment.

#### **Recommendations and design considerations**

- Ensure access control measures (i.e keypad, swipe card) are installed in all BOH areas and storage spaces to limit transit after hours.
- Provide appropriate lighting and CCTV for all carparking and bicycle parking areas.
- Consider the use of anti-theft signage near the retail carparking areas which reminds visitors to lock cars and/or remove valuables from vehicles.
- Ensure storage facilities are constructed with secure materials and can be locked. Consider using non-translucent materials to prevent people from viewing the inside of the unit and to act as a deterrent to opportunistic theft.
- Use signage and speed control measures to slow vehicles as they move through the carpark. Speed control is specified in the Canada Bay Community Strategic Plan and should be considered in all traffic and vehicle areas.
- Ensure that residential waste and bicycle storage areas are not lockable from the inside to prevent accidental entrapment from users.

## **6.2. GROUND FLOOR AND LEVEL 2 COMMUNAL AREAS**

The proposal includes multiple communal areas over the ground floor (level 1) and level 2. These areas provide direct links to the Rhodes Foreshore and include spaces such as:

- 5,000m<sup>2</sup> of communal open space consisting of publicly accessible foreshore links and a variety of seating options.
- Retail areas on level 1 and 2.
- Internal communal spaces on level 2 including outdoor bookable function rooms, golf simulator and seating varieties.

BOCSAR crime data suggests that the site could be subject to opportunistic crimes, with rates of steal from retail store and break and enter dwelling higher than the LGA. Consultation with Council also identified the threat of retail theft in the Rhodes community, with concerns that this was rising particularly in the Rhodes East Priority Precinct.

As a deterrent to retail theft, it is important that principles of territorial reinforcement and space and activity management are integrated into the design and operation of the proposal. This is particularly important for communal spaces where the use and responsibility of the space can be ambiguous if not properly designed and managed.

Territorial reinforcement is defined by the way in which a community demonstrates ownership and involvement 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. 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.

Considering this, the use of actual and symbolic boundary markers, spatial legibility, high amenity design and maintenance schedules will all be important considerations for this proposal.

### Assessment of proposed development

The proposal incorporates the following CPTED principles:

- Distribution of retail spaces throughout ground level (level 1) and level 2 will assist in activating the site by introducing visitors throughout the day and evening.
- Ground floor retail areas have direct frontage to the outdoor communal areas and foreshore links, helping to support intuitive wayfinding and opportunities for passive surveillance of internal and external spaces.
- Entrances to residential and public lift lobbies provide clear lines of sight to the outdoor communal areas, providing enhanced passive surveillance opportunities and wayfinding measures.
- Providing a variety of embellishments within the communal areas including publicly accessible communal open space helps to facilitate visitor and resident interaction, use and activation. This includes a variety of shaded, outdoor seating within the communal areas and foreshore links to encourage people to stay and use the space, an active measure in contributing to good passive surveillance and activation.
- Landscaping incorporates a variety of raised planters to signify the entrances to different residential and retail entrances, as well as to act as a natural access boundary through the site. The landscaping preferences higher canopy trees within the main pedestrian thoroughfare from Blaxland Lane. This higher canopy ensures that sight lines are not obstructed, providing clear line of sight to and from building entrances and to adjoining communal areas.
- Access corridors next to the lift wells on ground level (level 1) in all four buildings are mainly straight with few corners or obstructions. This reduces the risk of entrapment by providing clear sightlines and opportunities for passive surveillance.

### Recommendations and design considerations

- Ensure proposed retail spaces are closed to public access when not in operation. Provide appropriate security measures (e.g. locked doors, toughened glass windows or gates) to ensure unauthorised access outside of business hours.
- Install universally legible signage throughout building to guide residents, visitors, and the public through the outdoor communal areas, foreshore link and to key building access points. This should clearly articulate entry and exit points to the public areas to avoid confusion and separation to the residential areas.
- Ensure all streetscape interfaces are well lit (aligned to intended hours of operation) to further enhance community ownership and passive surveillance.
- Consider installing convex mirrors within the access corridor on ground level (level 1) building A to enhance sight lines around the singular corner.



- Install CCTV to retail areas facing pedestrian pathways to act as a deterrent to theft. Implementing access controls (i.e. swipe cards, keys, control panel etc) will also assist in controlling access and movement into retail areas out of business hours for authorised users.
- A Plan of Management (PoM) should be developed for the site in collaboration with future operators of the retail spaces. The PoM should include details around hours of operation, security procedures and routine cleaning and maintenance (including graffiti removal strategies).
  - Implement a landscape maintenance plan as part of the PoM to ensure vegetation does not obstruct views of the pedestrian paths or sightlines to entry/exit points or outdoor communal areas.
  - All balconies on the ground level (level 1) should include barriers with height to deter break and enter dwelling. Landscaping design and use of trees with height can further assist in creating a natural barrier for the ground floor residential apartments.

## 6.3. RESIDENTIAL

The proposal includes six mixed-use buildings as follows:

- There is a common basement that connects the entire site and all buildings are interconnected through the basement carpark. Buildings A to B are physically connected as are Buildings C and D. Building E is free standing as is Building F. There is no connection between each building lobby. Residents and visitors can only access other buildings through the carpark and the ground floor communal open space area.
- Building A is a proposed 12 storey building with three levels of combined residential, communal and retail spaces. There is a further 9 levels of combined residential and communal spaces. The building has several access points:
  - Ground Level: carparking access and eastern pedestrian path off Leeds St
  - Townhouses: carparking access and access from Leeds Lane
  - Level 2: communal space off Blaxland Lane
  - The building is also accessible from the basement carpark via the elevators
- Building B is a proposed 11 storey building with three levels of combined residential, communal and retail spaces. Of the proposed level there is 9 levels of combined residential and communal spaces. The building is accessible via the basement carpark elevators, Leeds St from Level 2 and the communal open space located on the ground floor.
- Building C is a proposed 11 storey building with combined residential and communal spaces. The building is accessible via the lobbies located on Blaxland Lane, Leeds St and further access from the basement carpark via elevators. Building C only connects through to building A and B via the basement carpark. Building C has direct interface with Leeds St. The residential lobby can be accessible via Blaxland Lane and Leeds St.
- Building D is proposed 12 storey building with combined residential and communal spaces. The building is accessible via Blaxland Lane and the basement carpark. Building C connects to buildings A and B through the basement carpark via elevators.
- Buildings E and F are two proposed standalone buildings with combined residential, retail and communal spaces and are located closest to the foreshore link and Blaxland Road. Building E can be accessed via the lobby located on Blaxland Street and via the basement carpark. Building F can be accessed from the lobby on Leeds Lane and the basement carpark via elevators.

This section will focus on the internal communal areas and residential components of the buildings as the retail and communal outdoor areas were assessed previously in Section 6.2.

### Assessment of proposed development

The proposal incorporates the following CPTED principles:

- The entry for each residential building is located on the ground level (level 1) apart from building B where the entrance is located on level one. This aids in access control measures as the entrances are separate and causes less disturbance to surrounding residents.

- Apartment entrances are located directly adjacent to the lift lobby which provides passive surveillance around apartments and enforces community safety. This also maximises convenience for residents.
- Hallways have unobstructed sightlines, with straight corridors and active avoidance of blind or dark corners. This provides increased passive surveillance for residents and reduces areas of concealment.
- Each residential level has external landscaping and a visually interesting design to provide increased appeal, and in turn, supports community ownership principles.
- Fire stairs are located directly next to lifts, supporting access for logical directions and wayfinding during evacuation procedures.
- Design of a parcel storage area on the ground level (level 1) and level 2 to provide a secure storage area and mitigate against mail theft and fraud.
- All communal areas have clear accessible to bathroom facilities, with clear sightlines from lift lobby and communal spaces.
- All pool entries have provisioned access control measures.
- All residential buildings incorporate a variety of internal communal areas. These areas will provide opportunities for the people to gather and form connections in a range of settings. Connections between community members can contribute to community safety, as neighbours who are connected are more likely to look out for the wellbeing of others, their properties and belongings. These areas are summarised as follows:
  - **Building A:** variety of communal open space areas, seating and BBQ areas located on level 3, including a pool and sauna. Bookable communal spaces and meeting rooms are located on levels 2 and 3.
  - **Building B:** outdoor green space located on level 9 and level 11, embellished with multiple seating configurations, dining areas and kitchen facilities.
  - **Building C:** outdoor green space on level 11, embellished with a kitchen and entertainment area suitable for social gatherings.
  - **Building F:** covered entertainment area, kitchen and communal meeting area on level 2.

#### Recommendations and design considerations

- Consider installing intercom systems at all residential entrances to communicate with visitors before granting access.
- Always provide access control in all communal spaces.
- Provide sensor lighting, or similar, to ensure corridors within the residential levels can be automatically lit throughout the day and evening to accommodate residents arriving and leaving at different times. Consider using CCTV at all lift entrances to provide further surveillance.
- Install robust, tamper-resistant locks on all entrances, exits, and individual units.
- Ensure that all balconies are designed so as not to be used as a natural ladder. This would involve designing heights to reduce the potential for balcony hopping, as well removing tall vegetation or external screening immediately near balconies which could potentially be used to climb into residences.
- Ensure landscaping around the pool area is at a height that does not impede sight lines to the pool. Trees and plant choices should serve as a natural barrier to all edges of communal areas.
- A Plan of Management (PoM) should be developed for the site in collaboration with residents. The PoM should include details around hours of operation, security procedures, routing cleaning and maintenance (including graffiti removal strategies), and regular landscaping maintenance procedures.

## 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 that the proposal aligns with the City of Canada Bay Development Control Plan which aims to provide greater connectivity to improve amenity. The proposal further incorporates the four CPTED Principles: surveillance, access control, territorial reinforcement, and space and activity management. The proposal is expected to increase activation of the Rhodes foreshore during the day and evening by providing encouraging a mix of users throughout the day and night through the residential and retail areas, as well as supporting pedestrian movement through and around the site.

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

- Ensure access control measures (i.e keypad, swipe card) are installed in all BOH areas and storage spaces to limit transit after hours.
- Provide appropriate lighting and CCTV for all carparking and bicycle parking areas.
- Consider the use of anti-theft signage near the retail carparking areas which reminds visitors to lock cars and/or remove valuables from vehicles.
- Ensure storage facilities are constructed with secure materials and can be locked. Consider using non-translucent materials to prevent people from viewing the inside of the unit and to act as a deterrent to opportunistic theft.
- Use signage and speed control measures to slow vehicles as they move through the carpark. Speed control is specified in the Canada Bay Community Strategic Plan and should be considered in all traffic and vehicle areas.
- Ensure that residential waste and bicycle storage areas are not lockable from the inside to prevent accidental entrapment from users.
- Ensure proposed retail spaces are closed to public access when not in operation. Provide appropriate security measures (e.g. locked doors, toughened glass windows or gates) to ensure unauthorised access outside of business hours.
- Install universally legible signage throughout building to guide residents, visitors, and the public through the outdoor communal areas, foreshore link and to key building access points. This should clearly articulate entry and exit points to the public areas to avoid confusion and separation to the residential areas.
- Ensure all streetscape interfaces are well lit (aligned to intended hours of operation) to further enhance community ownership and passive surveillance.
- Consider installing convex mirrors within the access corridor on ground level (level 1) building A to enhance sight lines around the singular corner.
- Install CCTV to retail areas facing pedestrian pathways to act as a deterrent to theft. Implementing access controls (i.e. swipe cards, keys, control panel etc) will also assist in controlling access and movement into retail areas out of business hours for authorised users.
- A Plan of Management (PoM) should be developed for the site in collaboration with future operators of the retail spaces and residents. The PoM should include details around hours of operation, security procedures and routine cleaning and maintenance (including graffiti removal strategies).
- Implement a landscape maintenance plan as part of the PoM to ensure vegetation does not obstruct views of the pedestrian paths or sightlines to entry/exit points or outdoor communal areas.
- All balconies on the ground level (level 1) should include barriers with height to deter break and enter dwelling. Landscaping design and use of trees with height can further assist in creating a natural barrier for the ground floor residential apartments.

- Consider installing intercom systems at all residential entrances to communicate with visitors before granting access.
- Provide access control in all communal spaces at all times.
- Provide sensor lighting, or similar, to ensure corridors within the residential levels can be automatically lit throughout the day and evening to accommodate residents arriving and leaving at different times. Consider using CCTV at all lift entrances to provide further surveillance.
- Install robust, tamper-resistant locks on all entrances, exits, and individual units.
- Ensure that all balconies are designed so as not to be used as a natural ladder. This would involve designing heights to reduce the potential for balcony hopping, as well removing tall vegetation or external screening immediately near balconies which could potentially be used to climb into residences.
- Ensure landscaping around the pool area is at a height that does not impede sight lines to the pool. Trees and plant choices should serve as a natural barrier to all edges of communal areas.

## 8. DISCLAIMER

This report is dated 10 September 2024 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 Billbergia Pty Ltd (**Instructing Party**) for the purpose of Crime Prevention Through Environmental Design Report (**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.

In preparing this report, Urbis may rely on or refer to documents in a language other than English, which Urbis may arrange to be translated. Urbis is not responsible for the accuracy or completeness of such translations and disclaims any liability for any statement or opinion made in this report being inaccurate or incomplete arising from such translations.

Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

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 3 Crime rates per 100,000 people, January 2023 – December 2023

Crime type	Rhodes	City of Canada Bay	NSW
Assault (non-domestic)	172	205.2	422
Assault (domestic)	180.6	201.9	445.7
Break and enter dwelling	507.4	176.2	246.8
Break and enter non-dwelling	146.2	77.0	106.4
Liquor offences	0.0	0.0	0.0
Malicious damage to property	378.4	276.6	609.1
Motor vehicle theft	130.6	109.3	176.5
Steal from dwelling	249.4	145.0	196.4
Steal from motor vehicle	154.8	176.2	358.7
Steal from person	34.4	11.2	26.5
Steal from retail store	395.6	150.6	336.6
Trespass	154.8	85.9	151

Source: BOCSAR. Accessed May 2024.

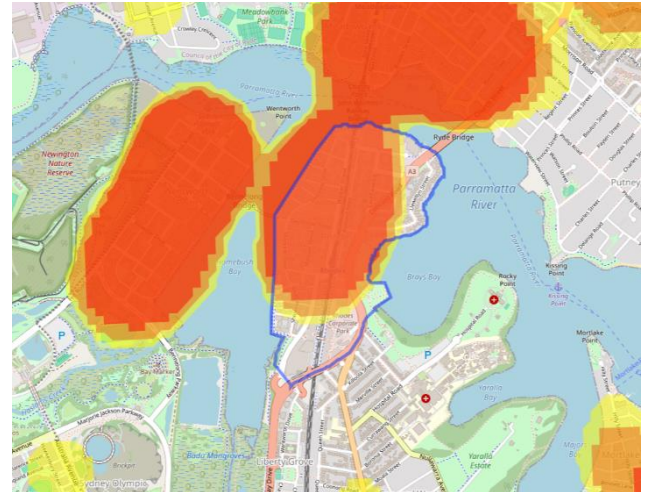
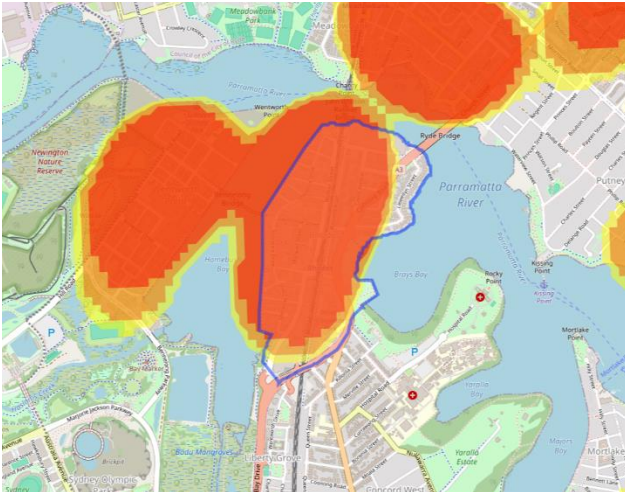
Table 4 Two-year crime trend up to December 2023

Crime type	Rhodes	City of Canada Bay	NSW
Assault (non-domestic)	n.c	30.5%	Up 9.6%
Assault (domestic)	Stable	Stable	Up 6.7%
Break and enter dwelling	Up 118.5%	Stable	Up 6.4%
Break and enter non-dwelling	n.c	Up 50.0%	Up 16.1%
Liquor offences			
Malicious damage to property	Stable	Stable	Stable
Motor vehicle theft	n.c	Stable	Up 16.1%

<b>Crime type</b>	<b>Rhodes</b>	<b>City of Canada Bay</b>	<b>NSW</b>
Steal from dwelling	Stable	Stable	Stable
Steal from motor vehicle	n.c	Stable	Stable
Steal from person	n.c	n.c	Up 10.2%
Steal from retail store	Stable	Stable	21.8%
Trespass	n.c	Stable	Up 17.7%

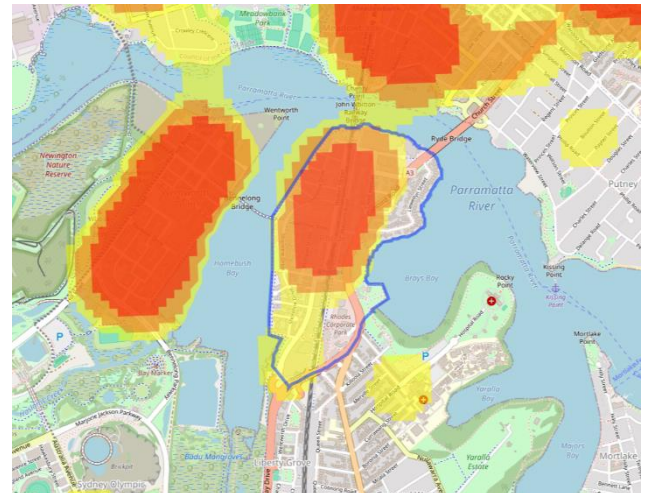
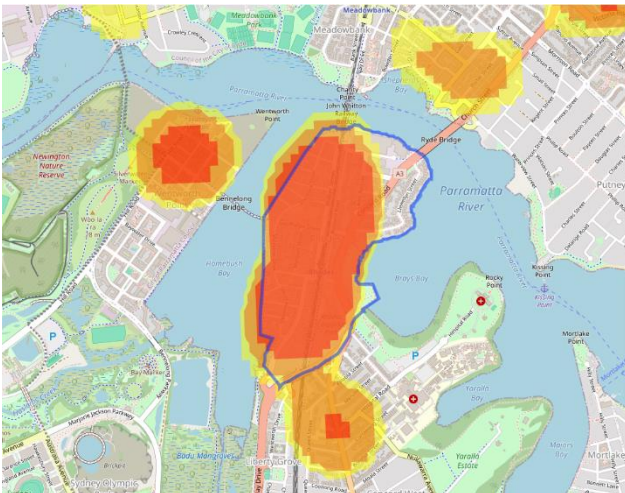
Source: BOCSAR. Accessed May 2024.

Figure 5 Crime hotspots, January 2023 – December 2024



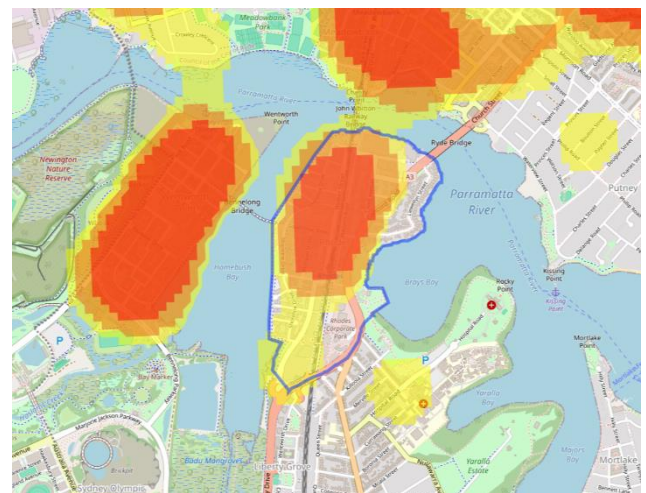
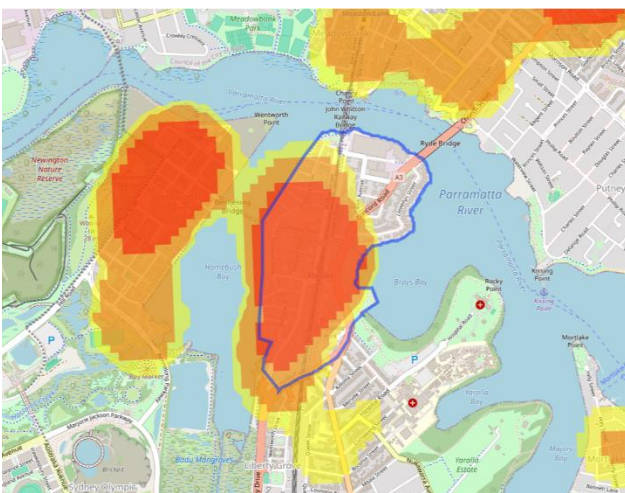
Picture 7 Break and enter dwelling

Picture 8 Steal from dwelling



Picture 9 Break and enter non-dwelling

Picture 10 Motor vehicle theft



Picture 11 Malicious damage to property

Picture 12 Steal from motor vehicle

Source: BOCSAR, Accessed May 2024.