



# Crime Prevention Through Environmental Design Assessment

**State Significant Development Application (SSD-77458970)**

135 Badgerys Creek Road, Bradfield

Submitted to Department of Planning, Housing and Infrastructure  
on behalf of Bradfield Corporation Pty Ltd.

Prepared by Colliers Urban Planning

16 October 2025 | 2240375



**'Gura Bulga'**

Liz Belanjee Cameron

'Gura Bulga' – translates to Warm Green Country. Representing New South Wales.



**'Dagura Buumarri'**

Liz Belanjee Cameron

'Dagura Buumarri' – translates to Cold Brown Country. Representing Victoria.



**'Gadalung Djarri'**

Liz Belanjee Cameron

'Gadalung Djarri' – translates to Hot Red Country. Representing Queensland.

Colliers Urban Planning acknowledges the Traditional Custodians of Country throughout Australia and recognises their continuing connection to land, waters and culture.

We pay our respects to their Elders past and present.

In supporting the Uluru Statement from the Heart, we walk with Aboriginal and Torres Strait Islander people in a movement of the Australian people for a better future.

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# 1.0 Introduction

This Crime Prevention Through Environmental Design (CPTED) Assessment has been undertaken to assess the potential opportunities for crime and the perceived fear of crime that may be associated with the State Significant Development Application (SSDA) for the proposed mixed-use development at 135 Badgerys Creek Road, Bradfield, as envisaged in the Environmental Impact Statement (EIS) to which this report is appended.

## 1.1 Purpose of this report

CPTED is a situational crime prevention strategy that focuses on the design, planning and structure of the environment. This assessment aims to identify the potential opportunities of crime created by the proposed development by assessing the development in accordance with design and place management principles of CPTED.

Ethos Urban has prepared this assessment in accordance with the methods and resources of the NSW Police Force Safer by Design Course. This assessment has been prepared and reviewed by experienced CPTED professionals, following their completion of the NSW Police Force Safer by Design Course. The assessment uses qualitative and quantitative measures to analyse the physical and social environment in which the proposed development is located, and recommends actions to mitigate crime opportunity in accordance with the Australian and New Zealand Risk Management Standard AS/NZS 31000:2009 and International Standard ISO:22341.

In accordance with the NSW Department of Planning and Environment's guidelines (2001), the aim of the CPTED strategy is 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 a 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'; and
- Removing conditions that create confusion about required norms of behaviour.

The Crime Risk Rating considers the development as proposed in the architectural drawings prepared by Plus Architecture. The following tasks were undertaken in the preparation of this assessment:

- review of the Safer By Design Manual by the NSW Police Force;
- collection and analysis of local and NSW State crime statistics from the Bureau of Crime Statistics and Research (BOCSAR); and
- a crime risk assessment, in accordance with the current NSW policy and practice.

A site visit has not been undertaken to inform this assessment and therefore recent site photographs have been used to understand the current site conditions, as supplied by Ecological Australia. Notwithstanding this, Ethos Urban is familiar with the site and its characteristics and have undertaken a desktop review of the site conditions which has informed our assessment.

This CPTED report is submitted as part of the lodgement package for this State Significant Development Application relating to a new mixed-use residential development.

## 1.2 Four Principles of CPTED

CPTED is a situational crime prevention strategy that focuses on the design, planning and structure of the environment. The four principles of CPTED as outlined in the Guidelines are:

- 1. Surveillance** – people feel safe in public areas when they can see and interact with others, particularly people connected with that space, high levels of surveillance can deter offenders from committing a crime. Surveillance could be in the form of natural surveillance, mechanical / technical surveillance and formal / organised surveillance.
- 2. Access Control** – strategies to restrict, channel and encourage the movement of people and vehicles into and through designated areas. Through access control strategies, unauthorised entry is reduced by physical and technical barriers, which increase the effort required to commit a crime.
- 3. Territorial Reinforcement** – places that feel owned and cared for are likely to be used, enjoyed and revisited. Actual and symbolic boundary markers, spatial legibility and environmental cues to 'connect' people with space, to encourage communal responsibility for public areas and facilities, and to communicate to people where they should/not be and what activities are appropriate.
- 4. Space/Activity Management** – space management involves the formal supervision, control and care of the development. All space, even well planned and well-designed areas need to be effectively used and maintained to maximise community safety. Places that are infrequently used are commonly abused.

## 1.3 Second Generation CPTED

Since the development of the Guidelines there has been greater recognition of the social dimension as part of the CPTED process. Second Generation CPTED shifts the focus from designing out crime to understanding social factors of crime prevention. These social factors are considered to encourage communities to play an important role in looking after the area (i.e. being the “eye on the street”) and its community members.<sup>1</sup> Second Generation CPTED provides a holistic understanding of the physical built environment as well as the people who inhabit or use it by underlining the strength of the community fabric.<sup>2</sup>

Second Generation CPTED includes four principles:<sup>3</sup>

- 1. Social cohesion** – A social environment where there is mutual respect and appreciation of similarities and differences of the people that make up the community.
- 2. Connectivity** – Connectivity addresses the ability of communities to create relationships with external networks such as government or non-government agencies. A well-connected and integrated community is more empowered and develop a stronger sense of community, encouraging and sustaining self-policing and discouraging or deterring crime or deviant behaviour.
- 3. Community culture** – There is a sense of place, a shared history and respect for neighbourhood heritage and history. A strong sense of community can mobilise the community and encourage positive outlooks and behaviours.
- 4. Threshold capacity** – Threshold capacity proposes land use and demographic diversity within the neighbourhood. Land use diversity provides the necessary conditions to support wellness, sustainable social and physical environments, multiple community interests and positive social interactions between members from various backgrounds.

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<sup>1</sup> Criminal Security Intelligence, <https://www.criminalsecurityintel.com.au/crime-prevention-through-environmental-design-cpted-2nd-generation/>

<sup>2</sup> CPTED Canada, <https://cptedcanada.com/cpted-principles/>

<sup>3</sup> The International CPTED Association, <https://www.cpted.net/Primer-in-CPTED>

## 1.4 Methodology

This CPTED report has been reviewed by an experienced CPTED professional, following their completion of the NSW Police Force Safer by Design Course. This report has been informed by the following methodology:

### Local context analysis

A review of relevant state and local policies and guidelines relating to safety including Safer By Design Manual by the NSW Police Force.

### Crime profile analysis

A collection and analysis of local and NSW State crime statistics from the Bureau of Crime Statistics and Research (BOCSAR).

A crime risk assessment based on CPTED principles, in accordance with the current NSW policy and practice.

### CPTED analysis and recommendations

An assessment of the proposal, based on the architectural drawings prepared by Urakawa Jenkins Architecture and co.op and landscape drawings prepared by Clouston within its environment against the four CPTED principles.

Recommendations provided to further assist in minimising any further opportunities for crime.

## 1.5 Disclaimer

CPTED strategies must work in conjunction with other crime prevention strategies and police operations. By using the recommendations contained in this assessment, a person must acknowledge that:

- There is no definitive measure of 'safety'. Therefore, this assessment cannot be used as proof of a definitive measure of safety
- This assessment does not ensure complete safety for the community, and public and private property
- Assessment and recommendations are informed by information provided, with observations made at the time the document was prepared
- This document does not guarantee that all risks have been identified, or that the area assessed will be free from criminal activity if recommendations are followed
- This assessment has been undertaken on behalf of the Applicant and does not represent the opinions and expertise of the NSW Police Force.

The principles of CPTED aim to minimise the opportunity for crime, but it is recognised that environmental design cannot definitively eliminate opportunities for crime or prevent a determined perpetrator from committing such crimes.

We note that Ethos Urban are not specialist security consultants and therefore cannot comment on specific security measures or system requirements. Therefore, it is recommended that a security consultant with a Class 2A licence or appropriately qualified person under the *Security Industry Act 1997* is engaged to provide specific advice on the placement, installation, monitoring and maintenance of the CCTV network and other security measures such as bollard/barriers.

## 1.6 Background

### 1.6.1 Bradfield Metro Station

The site is situated directly adjacent to the Bradfield Metro Station which forms part of the Sydney Metro, Western Sydney Airport Line. The Metro Station is located off Badgerys Creek Road, serving the heart of Western Sydney Aerotropolis. This crucial transport will become a major transport interchange providing essential connectivity to the future new central business district of the Western Sydney Parkland City. The Sydney Metro – Western Sydney Airport SSDA was approved 23 July 2021. The Station is currently under construction and the site will be within walking distance from it once complete.

### 1.6.2 Aerotropolis Core Precinct

The site is located within the Aerotropolis Core Precinct which is envisioned as an attractive place for workers, residents and visitors. The Aerotropolis Core Precinct will leverage the positive economic impact of the adjacent Western Sydney Airport and the nearby metropolitan cluster of Greater Penrith, Liverpool and Campbelltown-Macarthur. It will attract business hubs, research and development, professional services and creative industries in addition to providing residential development within walking distance of the Bradfield Metro station and proximity to blue and green infrastructure. Within the Aerotropolis Core Precinct is also the Bradfield City Centre (BCC).

### 1.6.3 Bradfield City Centre

The eastern boundary of the site adjoins the BCC which is set to be a vibrant 24/7 global city, driving advancements in industry and will support 10,000 more homes and 20,000 new jobs in Western Sydney. The key features of the BCC are centred on design excellence, character, cultural, movement and connectivity which will be demonstrated through the following elements of the BCC Masterplan:

- Bradfield Metro Station,
- Moore Gully Swimming Pool,
- Central Park,
- Major events space, and
- Thompsons Creek Regional Parkland.

## 1.7 Secretary's Environmental Assessment Requirements

The Department of Planning, Housing and Infrastructure (DPHI) have issued Secretary's Environmental Assessment Requirements (SEARs) to the applicant for the preparation of an Environmental Impact Statement (EIS) for the proposed development. It is known as SSD-77458970 and were issued on 30 January 2025. This report has been prepared having regard to the SEARs as follows:

Secretary's Environmental Assessment Requirement	Response / Location in Report
<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 Crime Prevention and the Assessment of Development Applications Guidelines.</li></ul>	This report has been prepared in response to the SEARs.
<ul style="list-style-type: none"><li>• Address the requirements listed in <b>SEARs advice Liverpool City Council</b> dated 8 January 2025, by LCC<ul style="list-style-type: none"><li>○ <i>A Crime Prevention Through Environmental Design Report is required.</i></li><li>○ <b>Safety, Accessibility and Housing Mix:</b> <i>The principles of CPTED should be adopted in the design and operational management plans. Adequate lighting and supervisions (active &amp; passive) should be ensured in all public areas. Security patrolling, Control room for 24/7 safety reporting and central access control at after-hours should also be in consideration.</i></li></ul></li></ul>	This report has been prepared in response to the SEARs advice as issued by Liverpool City Council in their correspondence dated 8 January 2025.

# 2.0 The site and surrounding context

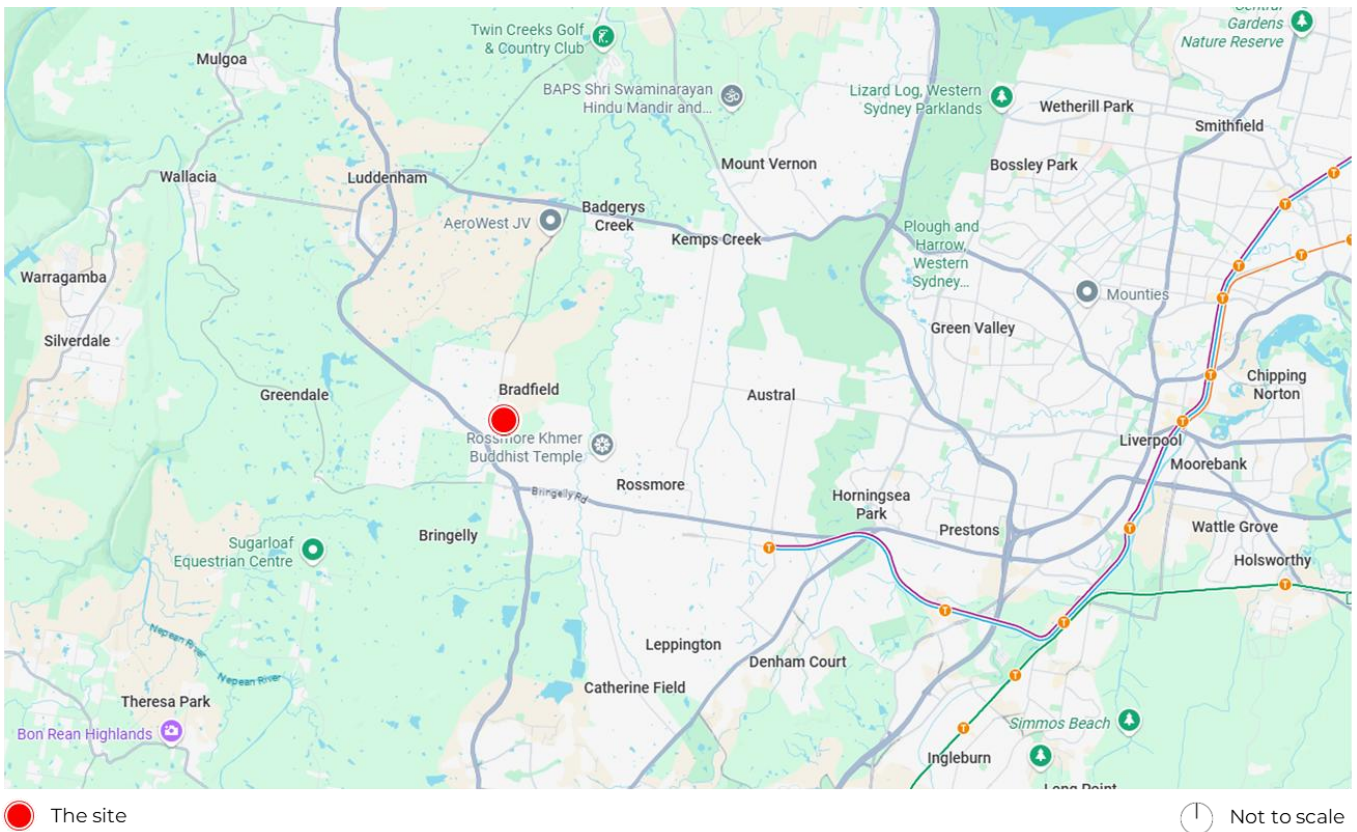
## 2.1 Site location and Context

The site is located at 135 Badgerys Creek Road, Bradfield and is approximately 2.02ha in area. It is legally described as Lot 7 DP 243457 and is located approximately 250m to the future Bradfield Metro Station and 4km to the Western Sydney Airport. An aerial image of the site is provided in **Figure 1**.

The site shares a western frontage with Badgerys Creek Road. The eastern boundary of the site adjoins the State government-led Bradfield City Centre which is set to be a vibrant 24/7 global city, driving advancements in industry and will support 10,000 more homes and 20,000 new jobs in Western Sydney.

As defined by the Aerotropolis Precinct Plan, the site is located within the Aerotropolis Core Precinct which is envisioned as an attractive place for workers, residents and visitors. The Aerotropolis Core Precinct will leverage the positive economic impact of the adjacent Western Sydney Airport and Bradfield City Centre. It will attract business hubs, research and development, professional services and creative industries in addition to providing residential development within walking distance of the Bradfield Metro station and proximity to blue and green infrastructure.

The site's locational context is illustrated in **Figure 1** below.



**Figure 1** Site location

Source: Ethos Urban

The wider locality of the site is currently characterised by large lots used for farming, single detached dwellings and various sheds associated with rural living. However, as the site is located within the Aerotropolis Core Precinct, and adjacent to the BCC, its context is subject to undergo rapid renewal as it will transform into a vibrant 24/7 global city, supporting 10,000 more homes and 20,000 new jobs.

## 2.2 Site Description and Existing Development

The site is a generally rectangular shape and is legally described as Lot 7 DP 243457. The site area is 2.02ha and shares a western frontage to Badgerys Creek Road of approximately 72m and a depth of approximately 280m.

A site aerial map is provided in **Figure 2** on the following page.



**Figure 2** Site aerial map

Source: Nearmap, edited by Ethos Urban

The site is vacant of built form or urban structures and is characterised by grassland vegetation located along the western boundary and a creek line that runs across the site in a northwest to southeast direction. The south-west portion of the site contains a variety of trees of different maturities, ranging from 3m to 20m tall.

Imagery of existing site context is contained in **Figure 3** below.



**Figure 3 Existing site conditions**

Source: Ecological Australia

## 2.3 Existing surrounding development

The existing development surrounding the site is characterised by semi-rural residential land uses, with dwellings, dams and sheds located sparsely along Badgerys Creek Road.

Additionally, to the east of the site is the location of the Bradfield Metro Station which is currently under construction.

## 2.4 Future surrounding development

In addition to the broader future context of the site indicated by recently approved developments within the BCC, the immediate future surrounding context of the site is expected to undergo significant transformation.

Specifically, the future land use surrounding the site includes:

- Open space to the south of the site.
- Business and enterprise to the west of the site.
- Commercial centre (mixed use) to the east of the site.
- Commercial centre (mixed use) to the north of the site.

## 2.5 Existing site access and security

### 2.5.1 Access

At the time of preparing this report, there are no driveways or points of access on the site. Adjacent to the eastern boundary of the site is an existing road which is servicing the development of the Aerotropolis Metro Station. Along the western boundary of the site is Badgerys Creek Road, which connects the Northern Road to Elizabeth Drive. This will provide access to Liverpool, Campbelltown-Macarthur and Penrith City Centres.

### 2.5.2 Public transport access

The site is located nearby (approximately 250m) to the future Bradfield Metro Station, public transport connection will be easily available to the Western Sydney Airport and St Marys, which will provide connection to the Sydney Trains railway network via this linkage.

## 2.6 Existing community profile

This section provides a summary of the existing demographic characteristics of the PSL (12701150518 SA1), based on ABS 2021 Census data<sup>4</sup> and benchmarked to Liverpool Local Government Area (LGA) as well as Greater Sydney where relevant.

- **Decrease in the population over the last five years** – according to the 2021 ABS Census, the PSL had a total population of 426 people. Since 2016, the PSL has experienced a decrease of 66 people with an average annual growth rate of -13.4% during that period. This was lower than the growth experienced in Liverpool LGA, which had an average growth rate of 2.9% during the same period.
- **Older median age** – the PSL had an older median age (46 years) compared to Liverpool LGA (34 years) and Greater Sydney (37 years).
- **Higher proportion of Aboriginal and/or Torres Strait Islander residents** – the proportion of people who identify as Aboriginal and/or Torres Strait Islander was 3.1% in the PSL which was higher than Liverpool LGA (1.6%), and Greater Sydney (1.7%).
- **Lower levels of linguistic diversity** – 30.0% residents in the PSL spoke a language other than English at home compared to 53.8% of residents in Liverpool LGA and 37.4% in Greater Sydney.
- **Similar median weekly income** – the PSL had similar median weekly individual incomes compared to Liverpool LGA (\$659 compared to \$694). This was lower compared to Greater Sydney (\$881).
- **Lower levels of education attainment** – a lower proportion of people in the PSL had completed Year 12 or equivalent (42.1%) compared to Liverpool LGA (59.9%).
- **Higher proportion of home ownership** – there was a higher proportion of people who own their own home (either fully or with a mortgage) in the PSL (76.6%) compared to Liverpool LGA (61.7%) and Greater Sydney (61.0%).
- **Higher proportion of people who required assistance with daily needs** – there were higher levels of people who require assistance in the PSL (6.7%) compared to Liverpool LGA (3.1%) and Greater Sydney (2.4%).
- **Higher level of relative socio-economic disadvantage** – the PSL had a decile score of 3 out of 10 within the state indicating a moderate-high level of disadvantage compared to Liverpool LGA which had a decile score of 7 out of 10 indicating a moderate-high level of advantage.

## 2.7 Crime Risk Rating

A risk assessment of the site in its existing context and form has been undertaken. The guidelines prepared by the former NSW Department of Urban Affairs and Planning titled “Crime Prevention and the assessment of development applications” remains a relevant resource document for the assessment of CPTED under section 4.15 of the Environmental Planning and Assessment Act 1979, together with other relevant publications such as the ‘Crime Prevention Handbook For Local Government’ prepared by the Australian Institute of Criminology.

Overall, the Crime Risk Rating of the site in its existing context is considered to be ‘low’.

The key positive elements of the site are:

- The site is located within the Aerotropolis Core precinct which is planned to be a future dense urban area around the Bradfield Metro Station. Over time, the surrounding development will result in an increased population within the area and will contribute to its renewal and activation.
- The site and surrounding properties lack significant vegetation or dense urban structures. This minimises opportunities for concealment or escape opportunities.

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<sup>4</sup> Disclaimer regarding COVID-19 Pandemic: It is our view that interpretation of small area data from the 2021 ABS Census – that is any geography smaller than a State - should have due consideration for potential outcomes arising from the COVID-19 pandemic. For example, at a small area level trend analysis relative to 2011 and 2016 Censuses should be treated with some degree of caution, as potential changes in demographics/behaviour may reflect temporary rather than structural changes as a result of COVID-19

Other elements of the site are:

- The site is in a developing area which currently comprises multiple large enterprise or agricultural lots which may contribute to lower levels of activation within the area.
- Lack of existing security measures such as physical evidence of CCTV or strongly defined perimeter boundaries and other access control features (e.g secure gates or clearly defined site access points).

## 3.0 Proposed development

The proposal relates to a SSDA for the design, construction and use of a mixed-use development, which is submitted to the DPHI pursuant to the provisions of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and seeks consent for the works as detailed below:

The proposed development will seek consent for the redevelopment of the site, comprising:

- Enabling works including vegetation removal and earthworks;
- The construction of three buildings, comprising:
  - Residential use, including approximately 400 apartment units;
  - Hotel use, including approximately 450 hotel rooms;
  - Commercial use, including supermarket, food and drink and other commercial uses;
  - Medical centre use;
  - Childcare centre use;
- Construction of two basement structures, including approximately 800 carparking spaces;
- Public domain upgrades, including:
  - Construction of an internal road;
  - A public plaza;
- Rehabilitation and augmentation of the existing riparian corridor;
- Landscaping embellishments on the ground level and within the built form; and
- Services augmentation as required.

Refer to the Environmental Impact Statement for a detailed summary of the proposed development.

### 3.1.1 Information sources

This report has been prepared based on a review and assessment of the General Floor Plans for the Lower Ground, Ground Floor and First Floor, prepared by Plus Studio (October 2025).

## 4.0 Crime profile

### 4.1 Nature of recorded crime

Crime statistics obtained from the NSW Bureau of Crime Statistics and Research (BOCSAR) represents criminal incidents recorded by NSW Police. A review of the local statistics over the 12 months to March 2025<sup>5</sup> found that the most commonly occurring crimes relevant to within Badgerys Creek<sup>6</sup> locality were:

- Domestic assault.
- Non-domestic assault.
- Theft (Break and enter dwelling).
- Steal from motor vehicle.
- Sexual touching, sexual act and other sexual offences.
- Motor vehicle theft.
- Malicious damage to property.
- Intimidation, stalking and harassment.
- Disorderly conduct (trespass).

The frequency of the above crimes (amongst other categories) in the suburb of Badgerys Creek between March 2021 and March 2025 are detailed in **Table 1** below.

**Table 1** Statistics of crime in the suburb of Badgerys Creek between March 2021 and March 2025

Crime	Incidents year from March 2021	Incidents year from March 2022	Incidents year from March 2023	Incidents year from March 2024	2021-2025 Trend	Rate per 100,000 Category
Assault – domestic violence	3	1	0	3	Stable	Low
Assault – non-domestic violence	1	1	0	0	Decrease	Low
Break and enter – dwelling	1	2	1	0	Stable	Low
Steal from motor vehicle	1	0	4	0	Stable	Low
Steal from retail store	0	0	0	0	-	-
Steal from dwelling	1	0	1	0	Stable	Low
Steal from person	0	0	0	0	-	-
Motor vehicle theft	0	1	2	2	Increase	Low
Malicious damage to property	1	0	3	3	Increase	Low
Intimidation, stalking and harassment	4	3	1	0	Decrease	Low

<sup>5</sup> The most recent crime data available in relation all crimes affecting the suburb of Badgerys Creek between March 2021 and March 2025.

<sup>6</sup> Note that no crime data is available for Bradfield via BOCSAR, therefore the results indicate data for Badgerys Creek, located in proximity to the site.

Crime	Incidents year from March 2021	Incidents year from March 2022	Incidents year from March 2023	Incidents year from March 2024	2021-2025 Trend	Rate per 100,000 Category
Sexual offenses	0	0	1	0	Stable	Low
Disorderly conduct - trespass	0	0	2	0	Stable	Low

Source: BOCSAR

## 4.2 Crime trends

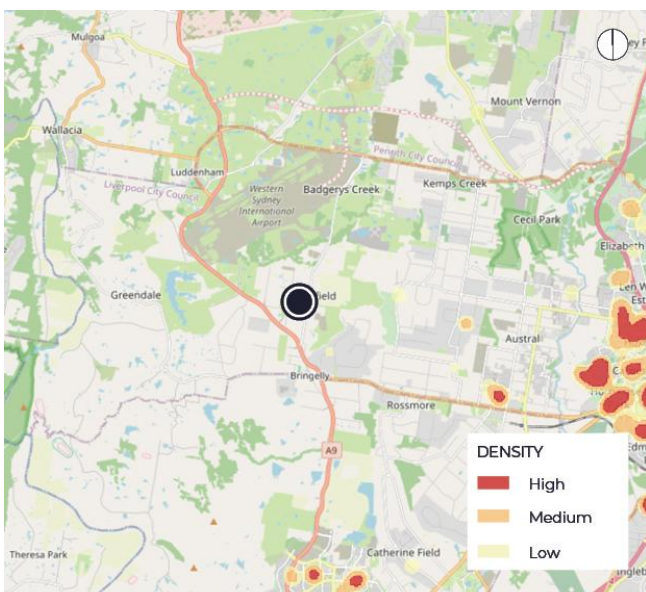
BOCSAR crime trends suggest that crime rates over the last five years have been generally stable except for malicious damage to property and motor vehicle theft which have seen a minor increase in incidences.

Crimes which have noticed a decrease in trend include 'Intimidation, stalking and harassment' which reported 0 incidents in the 12 months prior to March 2025.

## 4.3 Crime hotspots

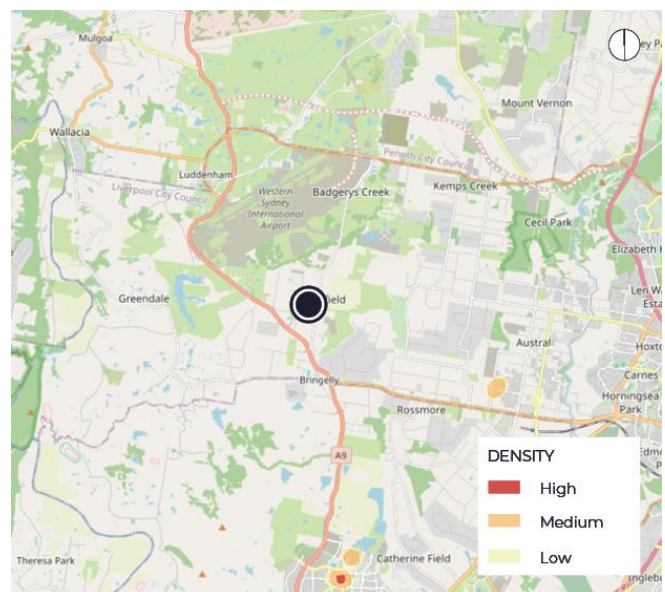
Hotspots indicate areas of crime density (number of incidents per 50m by 50m) relative to crime concentrations across NSW. They are not adjusted for the number of residents and visitors in the area and thus may not accurately reflect the risk of victimisation in locations that accommodate skewed densities of employment or residential areas with high levels of visitors from outside of the population residence.

As shown in the graphics below, the BOCSAR database indicates that the site is not within range of hotspot locations noted for the abovementioned crimes.



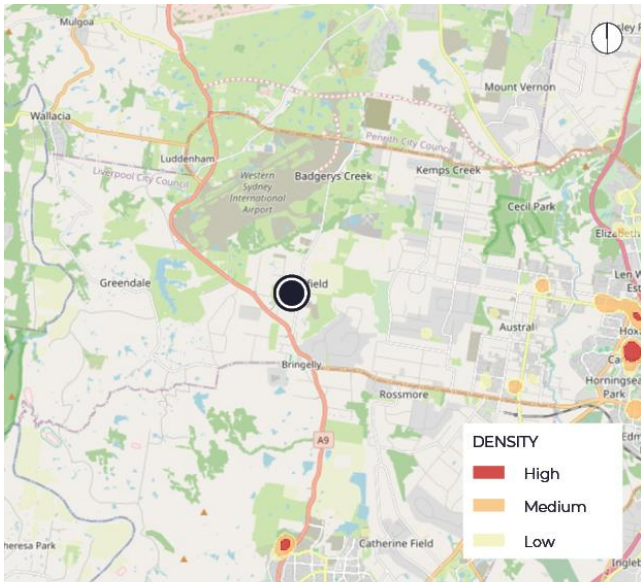
● The Site

Domestic assault



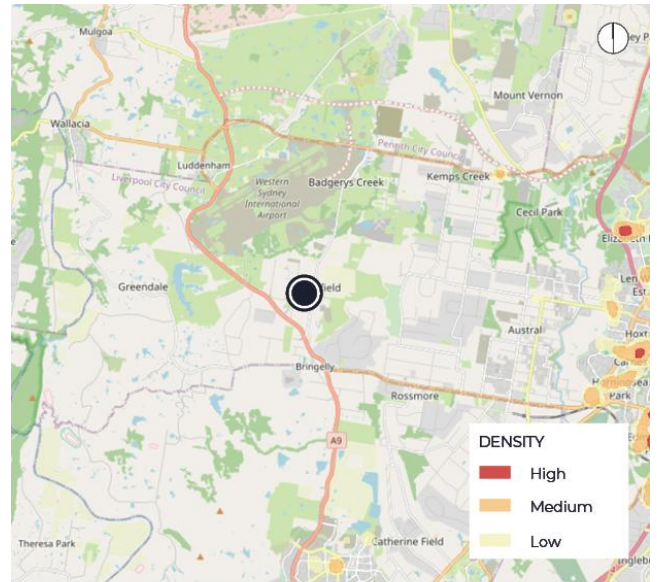
● The Site

Non-domestic assault



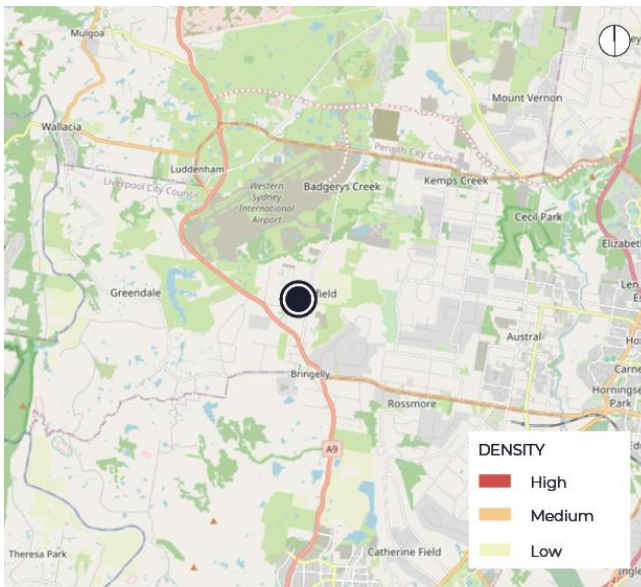
● The Site

Break and enter dwelling



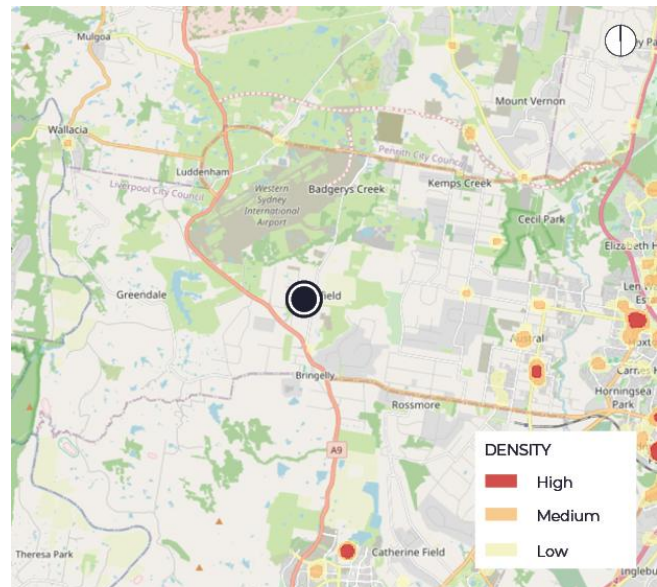
● The Site

Steal from motor vehicle



● The Site

Steal from person



● The Site

Motor vehicle theft



# 5.0 Policy context

## 5.1 Western Sydney Aerotropolis Development Control Plan 2022

The Western Sydney Aerotropolis Development Control Plan 2022 (Aerotropolis DCP) applies to the site. An assessment of the relevant performance outcomes and benchmark solutions relating to Crime Prevention Through Environmental Design measures as contained in Part 2.14 of the Aerotropolis DCP have been considered in **Table 2** below.

**Table 2** Performance outcomes and benchmark solutions

Benchmark Solution	Assessment
<b>PO1</b> Passive surveillance is maximised.	
<ol style="list-style-type: none"> <li>1. Visibility and surveillance are provided in all areas of development.</li> <li>2. Adjoining buildings overlook public places.</li> <li>3. Building frontages face streets and transport corridors to provide passive surveillance.</li> <li>4. Use open grill or transparent security (at least 50% visually transparent) shutters to retail frontages (if proposed).</li> </ol>	<p>The new mixed-use residential development has been designed in a manner that presents a clear linear spatial layout of internal spaces and building orientations. It provides central, activated public domain areas through the communal open space areas and retail development at ground level. The proposed activated uses will provide a high degree of activation and surveillance throughout the development.</p> <p>The western building will overlook Badgerys Creek Road and includes a 10m flexible open space setback which will provide a passive area for pedestrian circulation and building access into the residential lobby and retail area associated. Habitable rooms will directly overlook this roadway. Similarly, the same design principles have been applied to the Road 07 interface and to Centre Loop West. Importantly, the ground floor area of eastern building has a strong relationship to public domain and includes corner tavern land use, retail spaces, gym access and supermarket access.</p> <p>Additionally, the hotel drop off zone and hotel lobby are easily accessible from the public domain and is facilitated via short sightlines and convenient wayfinding.</p> <p>The retail components of the development and the residential lobbies have the opportunity to incorporate visually transparent materials.</p>
<b>PO2</b> Access and sightlines promote safe movement. Ensure pedestrian and cycleways are designed in accordance with CPTED to ensure a safe and secure environment that encourages activity, vitality and visibility, enabling a greater level of security.	
<ol style="list-style-type: none"> <li>1. Building entrances are accessible, clearly visible, legible and allow users to see into or out of the building before entering / exiting.</li> <li>2. Pedestrian paths have well defined routes, clear sight lines and do not channel users into dead ends that are poorly lit or to areas with opportunities for concealment.</li> <li>3. Minimise corners, poorly lit corridors, laneways with low activity and other kinds of entrapment spots.</li> <li>4. If entrapment spots are unavoidable, they are to be mitigated using measures such as CCTV surveillance.</li> </ol>	<p>All building entrances are accessible, clearly visible and facilitate sight lines to publicly accessible areas such as residential, commercial and hotel lobbies, waste rooms and mail rooms and retail / supermarket spaces. The design and position of the rounded ground floor building lines (particularly at the eastern building) will facilitate well defined pedestrian routes that lead to public open spaces and retail/supermarket tenancies which will minimise areas of concealment or any opportunity to create an environment of entrapment.</p> <p>The curved forms of the ground floor building lines will frame the internal layout of the development, minimise corners and reduce low activity areas. The ground level of the development will incorporate high activity areas including lobbies, retail, communal open spaces, and passive seating areas outside the tavern, hotel lobby and supermarket. CCTV surveillance can be incorporated throughout the development.</p>
<b>PO3</b> Car parking areas, pathways and other elements of transport network infrastructure are in accordance with Crime Prevention Through Environmental Design (CPTED) principles to enhance public safety by discouraging crime and antisocial behaviour.	
<ol style="list-style-type: none"> <li>1. Car parking areas and structures are designed in accordance with CPTED principles.</li> <li>2. Car park areas and structures are well maintained and incorporate CCTV as a deterrent to crime and anti-social behaviour.</li> </ol>	<p>All basement levels have been designed to incorporate multiple lift/stair cores, which will reduce the distance residents and visitors must travel from their vehicles to the lift/stair cores. The basements have been designed in straight angles and circulation pathways which will improve sight lines from the/lift stair cores to car parking spaces and back of house hotel areas.</p>

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<p>3. Ground levels of car park structures are sleeved with active uses to support passive surveillance.</p> <p>4. Ensure passive surveillance to and from the public domain for at grade car parking areas.</p> <p>5. Pedestrian access points to car parks are clearly delineated and located in areas with good visibility from the public realm.</p> <p>6. Facade systems (shown below) are designed to integrate safety barriers and systems while also incorporating visual transparency to facilitate passive surveillance from and to the public realm.</p>	<p>Pedestrian access points to the basement levels will be easily identifiable through the design and positioning of the lobbies.</p> <p>The lift/stair cores will facilitate a high level of visibility through the choice of transparent materiality as presented by Plus Architecture. Further, the orientation of lobby access towards key public domain areas proposed within the site such as the Central Loop West hotel drop off zones, the eastern through-site link, the central riparian zone, the western flexible open space area and the Level 1 commercial outdoor space. These key public domain areas will provide surveying of the lift/stair cores.</p>
<p><b>PO4</b> Safety is ensured via the use of appropriate lighting.</p>	
<p>1. Lighting design should address the principles of CPTED where there is significant pedestrian activity, late night work-shifts or safety and security issues.</p> <p>2. Use public lighting to connect areas between lights and avoid unnecessary areas of darkness. The areas should be lit to the minimum AS 1158. Illuminate public areas, entrances to buildings and concealed corners.</p> <p>3. Minimise lighting spillage onto surrounding properties by designing in accordance with AS 4282.</p>	<p>Future lighting structures throughout the development will be adequate to illuminate public domain areas, pathways, lobbies, lift/stair cores, mail rooms and the ancillary residential areas.</p> <p>Further, spaces between buildings, entrances, the basement levels and key external areas will be lit to allow facial recognition and deter anti-social behaviour. Recommendations in this regard have been provided in <b>Section 7</b> of this report.</p>
<p><b>PO5</b> Public and private spaces are clearly delineated</p>	
<p>1. Clearly demonstrate ownership of private and public space in the design of the public realm and built form.</p> <p>2. Use landscaping to delineate between public and private spaces rather than building materials (e.g. solid fences).</p>	<p>The design of the proposed development demonstrates clear design cues that give strong indication to the delineation of what is private and what is publicly accessible areas. Residential lobbies and mailrooms will feature secure access control and signage indicating restricted access. Wayfinding in the basement will also clearly communicate restricted access to back-of-house areas not intended for the public.</p> <p>Through-site links and outdoor circulation spaces will use design cues (such as short sightlines to enhance open visibility) to reinforce their function as public areas, reducing confusion and enhancing passive surveillance. Alternative paving materials and landscaping will further clarify the distinction between public spaces and pedestrian pathways.</p> <p>Boundary treatments for residential areas will adopt a subtle target-hardened approach without appearing overly fortified. No private access will be provided from external areas (such as the eastern flexible open space) into ground-floor residential units.</p>

# 6.0 CPTED Assessment

CPTED is a situational crime prevention strategy that focuses on the design, planning and structure of the environment. The following is an assessment of the proposed development against the principles of CPTED. Based on the SEARs requirements, the assessment is focused on the application of CPTED principles in areas of public space, not the interior layout of buildings.

This assessment was based on review of architectural plans prepared by Plus Architecture.

## 6.1.1 Surveillance

People feel safe in public areas when they can see and interact with others, particularly people connected with that space; high levels of surveillance can deter offenders from committing a crime. Surveillance could be in the form of natural surveillance, mechanical / technical surveillance and formal / organised surveillance.

Assessment
<p>The proposed development addresses the surveillance principle in the following ways:</p> <ul style="list-style-type: none"><li>• <b>Maximised visibility through design:</b> Glazed elements are strategically located in typically concealed areas. Active frontages—including residential, hotel, and commercial lobbies, mailrooms, retail, café, and tavern dining areas—are oriented toward public domains to enhance passive surveillance.</li><li>• <b>Clear sightlines and legible circulation:</b> The internal layout avoids convoluted paths, providing short, direct sightlines throughout the development to support visibility and safety.</li><li>• <b>Activated pedestrian entrances:</b> Entry points are framed by a mix of land uses—including residential, retail, commercial, health, and hotel—extending the public domain into the site via access points along the eastern, southern, and western boundaries. These high-activity areas, particularly the eastern flexible open space, central through-site link, and hotel drop-off/pick-up zone, encourage pedestrian movement and lingering.</li><li>• <b>Strategic land use organisation:</b> The layout promotes natural surveillance both within the site and toward public circulation areas. While the surrounding Aerotropolis Core is not yet developed and lacks external passive surveillance, the proposed mix of uses will attract residents and visitors, supporting ongoing activation and enabling both formal and informal oversight of public areas.</li><li>• <b>Informal and formal guardianship policing through design cues:</b> Activated non-residential spaces are well-positioned across various levels of the buildings, allowing for visual oversight by users. This design facilitates informal guardianship and community policing, enhancing safety through increased movement and casual surveillance across the precinct.</li><li>• <b>Extended operational hours for activation:</b> While retail activity may decline outside standard business hours, flexible operating times are encouraged to maintain activation and passive surveillance beyond traditional periods. This can be applied to the retail spaces, gym, supermarket, tavern and hotel uses, which will all be activated at differing parts of the day and night.</li></ul>

## 6.1.2 Territorial Reinforcement

People generally recognise areas that are well cared for and areas that display strong ownership cues are less likely to be improperly used than those that do not. Ownership cues are heightened, and fear can be reduced amongst residents and visitors through the personalisation, marking, maintenance and decoration of a building.

Assessment
<p>The proposed development addresses the territorial reinforcement principle in the following ways:</p> <ul style="list-style-type: none"><li>• <b>Clear distinction between public and private spaces:</b> A diverse mix of materials and built forms clearly differentiates residential and non-residential areas, as well as circulation spaces. These visual cues help instinctively communicate which areas are publicly accessible and which are private.</li><li>• <b>Increased site presence and informal guardianship:</b> The introduction of residents, visitors, staff, and management personnel will establish a consistent on-site formal guardianship presence, enhancing natural surveillance and contributing to a sense of community policing. This visible presence raises the perceived risk for offenders and reinforces the perception that there is a vested interest in user groups of the space.</li><li>• <b>Reinforced ownership in publicly traversable spaces:</b> While ground-level landscaped areas and pedestrian pathways are designed as publicly accessible yet privately owned, territorial reinforcement is still achieved through design. The orientation of</li></ul>

habitable rooms, active non-residential uses, and hotel concierge and drop off / pick up service locations overlooking these spaces supports a sense of ownership and oversight, despite the inherently open and welcoming design.

- **Legible and purposeful signage:** Wayfinding and identification signage at key site entrances and around building frontages are recommended to enhance legibility and discourage unauthorised access or loitering. While access points are designed to be visually inviting, appropriate signage will strengthen perceptions of territory and reinforce the distinction between public and private zones.

### 6.1.3 Activity and Space Management

Activity and space management relates to the supervision, control, and ongoing care of an area or facility. A clean and well-managed and maintained environment contributes to improved perceptions of feeling safe, contributing to a positive area image, and encouraging people to linger longer or prevent a cycle of decline or decay where areas have been neglected. Spaces that are infrequently used are known to experience crime and be the subject of abuse.

#### Assessment

The proposed development addresses the activity and space management principle in the following ways:

- The development will include a Plan of Management (POM) prepared for the smooth operation of the precinct, with the objective to minimise conflict between land-uses on site. The POM will demonstrate actionable commitments that cater for the upkeep of the precinct so that it is well managed and cared for in order to prevent incidents of crime.

The POM is recommended to include the following detail:

- Hours of operation (retail tenancies, gym and wellness room and communal open spaces).
- General security protocol
- Emergency and evacuation procedures
- Daily operation including access arrangements for pedestrian and vehicles
- Maintenance and cleaning
- Waste management
- Roles and responsibilities of building management, waste collection staff, developers and contract cleaners
- Security and safety measures.

### 6.1.4 Access Control

Access control strategies restrict, channel and encourage the movement of people and vehicles into and through designated areas. Unauthorised entry is reduced by physical and technical barriers, as they increase the effort required to commit a crime.

#### Assessment

The proposed development addresses the access control principle in the following ways:

- **Defined and purposeful spaces:** The development avoids any undefined or neglected areas. All spaces are intentionally designed with a clear purpose, contributing to a legible, well-structured environment that discourages loitering and ambiguity.
- **Clarity through materials and landscape design:** High-quality public domain treatments (including distinct paving materials and landscape boundary elements) clearly delineate public and private spaces. Pedestrian pathways are well-defined and directed, with short sightlines and passive surveillance enabled by adjacent active non-residential uses. These features enhance spatial legibility and reinforce perceptions of ownership and safety.
- **Controlled access to private areas:** Swipe card access will be provided exclusively to residents and authorised staff only, ensuring secure entry to private residential areas or secure back of house spaces. Separate lift cores further reinforce this separation, isolating access between residential and non-residential uses and minimising opportunities for unauthorised movement.
- **Regulated vehicular access:** Vehicle and loading areas will be secured via boom gates and swipe card access, tightly controlling entry and exit. This not only supports efficient traffic management but also contributes to territorial reinforcement by limiting access to authorised users and increasing the perception of monitored and protected loading dock and basement car parking spaces.

# 7.0 Crime Risk Rating and Mitigation Measures

The Crime Risk Rating considers the development as proposed in the architectural plans prepared by Plus Architecture. Acknowledging the existing and future site context along with the issues discussed in Section 2 and 4, the Crime Risk Assessment Rating of the place was rated within the 'low' category.

An assessment of the proposed development in the context of the CPTED principles has found that, with the implementation of the recommendations to be considered in the future context of the site, the rating would remain within the 'low' category. While the redevelopment of the site will likely increase the population on site, and thereby increasing potential new opportunities for crime, purely by the increase of use and occupancy of the site, our assessment finds that the design of the development is consistent with the principles of CPTED. The below mitigation measures are provided to assist in minimising any opportunities for crime.

## 7.1 Mitigation Measures

Mitigation measures are summarised in the table below.

**Table 3** CPTED mitigation measures

ID	Mitigation measure
<b>Surveillance</b>	
CPTED1	Maintain sightlines to and from the proposed development and the surrounds by ensuring signage and equipment do not create a significant visual obstruction.
CPTED2	Ensure circulation spaces (internal and external publicly accessible areas, all pathways, and throughout basements and car park ingress/egress points) are unobstructed by structures, to remove opportunities for concealment and ensure that pedestrians can move freely with clear sightlines of their surrounds.
CPTED3	The glazed facades of the building at ground level should be free of clutter and signage to allow sightlines between the development and public domain, retail tenancies, all lobbies and mail rooms, gym and hotel concierge and landscape areas.
CPTED4	CCTV network is essential for the loading dock, basement, hotel concierge areas, level 1 non-residential outdoor space and all through-site links (or anywhere that is able to be traversed by the general public, including back of house areas). The CCTV network is to be designed in consultation with a suitably qualified security consultant with a Class 2A licence under the <i>Security Industry Act 1997</i> who can provide specific advice on the placement, installation, monitoring and maintenance of the CCTV network.
CPTED5	The CCTV network should endeavour to ensure blackspots of coverage are not created.
CPTED6	The CCTV network strategy should be partnered with the internal and external lighting strategy to ensure facial recognition is achieved in all lighting conditions.
CPTED7	Discrete CCTV systems such as small dome cameras are recommended.
CPTED8	All lighting is to be installed and comply with Australian Standard AS4282:1992: Control of Obtrusive Effects of Outdoor Lighting.
<b>Territorial Reinforcement</b>	
CPTED9	Maintain that building entrances are highly visible from the streetscape frontages and internal paths of travel as well as avoid any entrapment areas associated with entries.

ID	Mitigation measure
CPTED10	Security, general staff personnel and employees of the building are advised to do routine parole of the site (including perimeter laps of the public open space areas throughout the development) regularly to minimise opportunities for anti-social behaviour. This should be included in any Plan of Management created for the site.
CPTED11	Display CCTV security notice signs to convey that the site is under constant surveillance (if applicable).
CPTED12	Clearly delineate between publicly and privately accessible areas via passive boundaries that do not appear to over fortify an environment (such as through landscaping provisions or change in public domain materials to indicate transition spaces). High fencing is discouraged in these areas.
CPTED13	Provide signage throughout the precinct to direct pedestrian movements and deter loitering where it is not designated.
CPTED14	Ensure that pathways around the building curtilage, and within internal corridors are unobstructed at all times to avoid blind spots.
Activity and Space Management	
CPTED15	Ensure that the Strata Body or Building Management Committee prepare a Plan of Management which should document relevant guidelines to govern behaviour on site and should include emergency evacuation details, maintenance procedures and regulation details of various communal and shared spaces.
Access Control	
CPTED16	Ensure that any access control does not appear to fortify the environment. Indeed, any future fencing along internal street boundaries be visually attractive and low in height.
CPTED17	Ensure all residents are afforded secure access with security swipe cards that grant private access into the basement levels and all ancillary residential components of the development such as the amenity spaces or mail rooms.
CPTED18	Consider installation of an appropriate bollard/barrier system at the interface of key pedestrian and vehicular zones such as future eastern Central Loop Road or southern future Road 07, central new street (slow way) to prevent vehicles driving into spaces not designed for vehicles. A security consultant with a Class 2A licence under the <i>Security Industry Act 1997</i> is recommended to be engaged to provide specific advice on the type, placement and installation of this bollard/barrier system to ensure vehicles moving at high velocity cannot enter the site in locations not intended for vehicles, if need be.