

# Crime Prevention Through Environmental Design (CPTED) Report

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*164-172 and 174-194 William Street, Woolloomooloo*

State Significant Development Application (SSDA)  
Prepared for: WILLIAM STREET RESIDENTIAL



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## Acknowledgement of Country

Urbis acknowledges the Traditional Custodians of the lands we operate on. We recognise that First Nations sovereignty was never ceded and respect First Nations peoples continuing connection to these lands, waterways and ecosystems for over 60,000 years. We pay our respects to First Nations Elders, past and present.

Urbis is committed to incorporating our respect for First Nations cultures, peoples and storytelling in our work across the Country. We are proud to have partnered with Darug Nation artist, **Hayley Pigram**, and to profile her artwork – **Sacred River Dreaming**.



*The river is the symbol of the Dreaming and the journey of life. The circles and lines represent people meeting and connections across time and space. When we are working in different places, we can still be connected and work towards the same goal.*

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Urbis  
William St, Woolloomooloo CPTED Report Final

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# Executive Summary

This Crime Prevention Through Environmental Design (CPTED) assessment has been prepared by Urbis Ltd (Urbis) to accompany the proposed State Significant Development Application (SSDA) for a mixed-use infill affordable housing development at 164-172 and 174-194 William Street Woolloomooloo (the site).

This report has been prepared to address the Secretary's Environmental Assessment Requirements (SEARs) issued for the project (SSD-80211463).

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 NSW Crime Prevention and Assessment of Development Applications (2001), City of Sydney's A City for All Community Safety Action Plan (2019) and City of Sydney Development Control Plan 2012 – Section 3.13 Social and Environmental Responsibilities.

## CPTED Assessment

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

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

This report also identifies key assessment areas for the proposal, based on the intended site design and an analysis of local crime data. These key assessment areas are aligned with the four CPTED principles and include an assessment structured by key areas and uses, as follows:

- Basement levels 1-4, loading dock (plaza level) and site's utilities rooms
- Retail areas;
- Residential areas (including plaza level residential communal areas and rooftop residential areas, but excluding residential parking)
- Open areas, including the parks, and streetscape interface.
- Recommendations are provided for each priority area to minimise any crime risk.

## Conclusion

The assessment found that the proposal will significantly activate the local area compared to its current use. It will provide an activated streetscape that benefits both the public domain outside the site and within it. Parks and laneways will connect the broader community to the site, which can participate in fostering bonds between residents and the community, while a variety of users—including residents, diners, shoppers, and other visitors—will activate the site through foot traffic and passive surveillance. Communal residential spaces will further facilitate connections among residents. However, attention must be paid to potential conflicts of usage that could create tensions and harm community cohesion, which impacts safety and sense of safety. This requires a high level of site management, strong access control, and clear signage. A stronger bond between neighbours, and with the community, contributes to a safer living environment, as people are more likely to look out for one another and take collective responsibility for their shared spaces

The vulnerability of the local area to opportunistic crimes and offenses should be mitigated through robust, safe design and urban furniture, such as robust windows and doors for retail and lobby areas, access control to building entrance and appropriate lighting where needed. Secure off-street parking will provide residents and visitors will contribute to protecting users to opportunistic crimes related to motor vehicle. Mechanical surveillance should complement, not replace, passive surveillance, as excessive CCTV can be counterproductive and make people feel unsafe. The development of a comprehensive CCTV strategy will be therefore essential to be develop in the next stages of design development.

The proposal's management and design should also consider the needs of highly vulnerable populations living and using the local area and the site's location as a transit area between Sydney CBD and Kings Cross, particularly at night. Potential risks associated with rough sleepers and anti-social behaviour should be addressed in the Plan of Management, lighting strategy, and should be built through sustained consultation with the Council and key stakeholders, including homelessness service providers and the police.

Being aware of the potential risks and mitigating by adopting a pro-active strategy such as providing support services, implementing a comprehensive lighting strategy and Plan of Management, will be more effective than adopting a corrective approach, especially to people experiencing homelessness. Many local residents cherish the existing community bonds that support vulnerable populations and may be wary of new developments and the arrival of new residents that could disturb those bonds (refer to the Social Impact Assessment conducted by Urbis). By nurturing these bonds and addressing concerns proactively, the development can strengthen community cohesion and enhance overall safety. This can include integrating services to this population onsite or around the site (i.e., health care, counselling, job placement assistance), creating community outreach programs which can support an empathetic response to people experiencing homelessness, and/or holding regular meetings with key stakeholders (including residents, retail owners, service providers and law enforcement) to monitor the situation and adapt strategies as needed.

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

- Implement a wayfinding strategy prior to the site operation, which includes
  - Installing wayfinding measures, such as signage, icons, directional wall and ground markers, colour coding, and changes in materiality, throughout the carpark areas to support efficient and direct movement of different user groups. This would include signage and wayfinding in relation to the different designated car parking spaces, entry and exist points, amenities and utility rooms. Signage should also indicate spaces that have restricted access.
  - Providing on-ground directional signage to guide the flow of traffic and provide the most direct route to elevators, stairwells and exits. This will reduce opportunities for vehicle collisions and improve pedestrian safety.
  - Measures to direct residents and visitors to dedicated entries, lifts and communal areas. Measures could include signage, icons, and changes between different levels and spaces (i.e., colours, materials, artwork).
  - Ensuring clear and legible wayfinding the site to distinguish between the various uses on site. This will enhance navigation and minimise unauthorised access. Signage and other wayfinding elements should clearly articulate entry and exit points and distinguish between public (retail areas) and private (residential areas) components. Ensure wayfinding incorporates universally legible signage. Implement wayfinding signage with universal legibility throughout the site to differentiate uses across the site and define formal 'safe routes' through the site.
- Implement a lighting strategy prior to the site operation, which includes
  - Installing adequate lighting throughout the carpark and at all carpark entry/exit points to support natural surveillance and eliminate dark areas. Lighting will be particularly important in corridors, stairwells and corners. Specific areas requiring particular attention in relation to lighting are also noted in other recommendations. Ensure the effectiveness of lighting is not reduced by roof soffits, ceiling mounted signs, air conditioning ducts, pipes and other obstructions.

- Providing sensor lighting, or similar, to ensure corridors within the residential levels can be lit throughout the day and evening to accommodate residents arriving and leaving at different times.
- Providing adequate lighting throughout all external areas, including lighting of the surrounding public pedestrian pathway and retail areas, in accordance with Australian Standards. Adequate lighting ensures there are no dark corners, and natural surveillance is maintained both day and night to deter potential offenders.
- Ensuring balanced lighting between internal and external spaces is used to avoid the mirroring of glazing at night and allow for a continuation of sight lines from and into the building.
- Ensuring ensure street interfaces, entrances, internal pathways, open spaces, and amenities intended for use at night are well lit to maximise opportunities for surveillance and enhance safety. Sensor lights could be utilised in some concealed areas, if required, to deter criminal activity.
- Consider lighting into urban design features (i.e., footpaths, walls, and public art) to enhance the character of the public domain at night and increase surveillance and perception of safety.
- Preventing the lighting to areas not used during nighttime, as it may inadvertently encourage potential anti-social behaviour, by creating illuminated but unmonitored spaces, which can attract loitering and other antisocial and undesirable activities.
- Build a CCTV implementation strategy, which includes
  - Installing CCTV to more hidden and inactivated areas of the carpark, where natural surveillance is limited. CCTV should also be installed to each entry/exit point on the basement levels and at the entrance of back-of-house facilities and plants rooms when these are not providing with natural surveillance.
  - Including CCTV to provide 24/7 mechanical surveillance at the entrance and within retail spaces, especially in areas where natural surveillance is challenging.
  - Including overall a CCTV strategy that complement, not replace, passive surveillance, as excessive CCTV can be counterproductive and make people feel unsafe.
  - Including clear signage to inform people about the presence of CCTV cameras.
- Consider the following mitigation measures within the Plan of Management:
  - Ensure that the Plan of Management identifies measures to keep all of the site safe, clean and tidy. The plan should include a schedule and procedures for regular monitoring, maintenance, repair and cleaning of spaces and ensuring issues are addressed in a timely manner (i.e., damage, broken elements, rubbish and graffiti). Access control systems (i.e., door and gate locking systems, fire exit controls, lift access controls) should also be checked regularly to ensure they are in working order. This will ensure the area appears comfortable and appealing, encouraging perceptions of safety.
  - Include maintenance of landscaping to ensure that it does not get overgrown and potentially create blind spots.
  - Future operators of the retail spaces should provide a Plan of Management or contribute to the site Plan of Management. The plan should include details around the hours of operation, security procedures, serving of liquor (if future premises are licenced), and routine cleaning and maintenance.
  - The Plan of Management should also detail organised security of the site (by security personnel), focusing on surveillance of the retail and commercial areas, car parking and public open spaces at night.

- Provide adequate bins in open spaces to encourage and enable users to assist in keeping the site clean and tidy.
- Utilise anti-graffiti materials, surfaces and coatings to reduce the level of attraction and appeal for graffiti to be undertaken and to assist cleaning.
- Welcome packs should be provided to new residents to assist familiarisation with the site and encourage a sense of community and belonging. These packs could provide a map and information on site amenities, activities and the local area.

Further measures for basement levels 1-4, loading dock and site's back-of-house facilities and plant rooms

- The spaces between residential storage spaces 4-5, 7-8, and 10-11 and located in, basement levels 2 to 4, have currently small areas behind the elevator and stairs lobby. If not already rectified, consider design changes in the next stages of design to remove this space that could be create blind spots and potentially lead to opportunistic crimes.
- Ensure all back-of-house facilities and plants room are provided with access control measures (i.e., swipe card, pin code, key) and only allow access to authorise staff or residents (for residential bin rooms) only.
- Use signage, speed control measures and design cues (i.e., pavement changes) to slow vehicles entering and exiting the car park. Also consider safety mirrors, visual or audible alerts at the basement level vehicle entry and exit points to reduce the risk of vehicle and pedestrian conflict.
- The location of the end of travel facilities (lockers, showers, change rooms) on basement level 1 could deter some individuals to use these amenities. Improve the feelings of safety by locating mechanical surveillance at the entry access points and providing secured access control (i.e., swipe card, pin code).
- One of the residential bins holding rooms on Plaza level-Forbes Street is located across from the waste and medium rigid vehicle (MRV) parking space areas. To ensure pedestrian safety when accessing this utility room, consider providing clear signage, adequate lighting, and designated pedestrian pathways. Additionally, implement barriers or bollards to separate pedestrian areas from vehicle zones, enhancing overall safety and accessibility.

Further measures for the retail spaces

- Implement access control measures to always restrict unauthorised access to retail spaces during non-operational hours and for their associated back-of-house facilities, including the commercial bin holding room and the commercial bulky waste room.
- Ensure the retail space incorporates robust windows, gates, doors and locks to prevent breaking and entering incidents.
- Implement secure access control measures to prevent users of the retail areas from entering residential areas and communal spaces, including at the Plaza level-Forbes Street (i.e., corridor given access to the communal gyms, media room). This will ensure the safety and privacy of residents.

Further measures for the residential areas

- Install access control measures (keys, swipe cards, pin codes, intercom/buzzer systems) to entrances, lifts and doors into and through the various sections of residential areas to control access (i.e., residents, visitors and management and maintenance staff) and prevent unauthorised and unwanted access.
- Provide information and signage reminding residents to only allow access to known or authorised visitors.
- Install locked boxes for police and emergency services in key locations. These locked boxes should contain access keys and/or codes to ensure that emergency personnel can quickly and efficiently

enter the premises in the event of an emergency. Provide clear signage to these boxes so they can be easily located by emergency services. Ensure that each emergency service and the building manager are provided with a code to access the lock boxes in the event of an emergency. CCTV could be installed to monitor the locked box locations.

- Install robust, tamper-resistant locks on all entrances, exits, and individual units.
- Ensure that access to the mailbox is secured to prevent mail theft. Provide postal workers with a unique key or code or install an electronic access control system requiring a secure card or fob. Consider implementing CCTV to mail areas to increase surveillance.
- Explore opportunities to expand the installation of public art in communal areas to enhance the appeal of spaces and facilitate community connection.
- Consider developing some structured activities throughout the week in the multipurpose area of the rooftop. This will encourage community engagement, foster social connections, and make the space a vibrant and active part of the building.
- Consider giving access to the rooftop area on the level 9 of William West Building to residents of other towers, particularly those in the William West Building. This shared amenity can foster a greater sense of community and connection among residents, encouraging social interaction and a stronger neighbourhood bond.
- Consider also having programs and activities in the flexible area of the rooftop that could be open during this time to residents of the Dowling Street and Forbes towers, including those in affordable housing. Ensure that secure access is controlled both by relevant secured access control at lifts and doors, and by using the residential lobbies' concierge desks as a way of managing and directing users to the rooftop. This approach will contribute to developing a sense of community and belonging across the residents of the site. A stronger bond between neighbours contributes to a safer living environment, as residents are more likely to look out for one another and take collective responsibility for their shared spaces.

#### Further measures for the public domain and streetscape interface

- Ensure that landscaping benefits, such as territorial reinforcement, urban heat reduction, and respite areas, do not compromise natural surveillance of the site and do not create concealment spaces or compromise surveillance.
- Seating should be comfortable and supportive for seniors and people with disabilities.
- Consider designing the 24 hour lift's walls with transparent materials such as glass. This would encourage passive surveillance in and out the lift.
- Ensure the pedestrian route throughout the public domain is not obstructed by overgrown vegetation or that sight lines are not blocked by any design or street furniture. It is important that these pathways stay clear of any concealment area or blind spot to ensure the safety of users and encourage their use.
- During operation, encourage community activities and events in this public space to increase legitimate use and natural surveillance, as well as reinforcing sense of community and safety.
- Consider extending the installation of public art in the street interface areas to create a welcoming and engaging environment and reinforce broader community ownership.
- To reduce the risk of graffiti and vandalism, streetscape interfaces should be well lit, visually interesting and include robust materials and fixtures. Utilise graffiti resistant coatings to outdoor surfaces and building facades that are particularly exposed and vulnerable.

# 1 Introduction

Urbis Ltd (Urbis) has been commissioned by William Street Residential to prepare this report in accordance with the technical requirements of the Secretary's Environmental Assessment Requirements (SEARs), and in support of the State Significant Development Application (SSD-80211463) for the proposed mixed-use infill affordable housing development at 164-172 and 174-194 William Street Woolloomooloo.

Following the Design Excellence Competition, the scheme has been revised to include In-fill Affordable Housing (IAH) in line with the NSW Government's policy under the *State Environmental Planning Policy (Housing) 2021 (Housing SEPP)*. This policy allows for a 30% increase in Floor Space Ratio (FSR) and building height when 15% of the total FSR is provided as affordable housing for 15 years. The proposed development meets these criteria and is eligible for the bonus uplift.

Given the residential component's Capital Investment Value (CIV) exceeds \$75 million, an SSDA pathway can be taken. The proposal retains key design principles recommended by the Design Excellence Panel and aims to provide additional residential dwellings with a 30% increase in GFA and building height, in accordance with the Housing SEPP.

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 NSW Crime Prevention and Assessment of Development Applications (2001), City of Sydney's A City for All Community Safety Action Plan (2019), City of Sydney Development Control Plan 2012 – Section 3.13 Social and Environmental Responsibilities.

## 1.1 Aim

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

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

Figure 1 CPTED principles



## 1.2 Methodology

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

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 King Cross Police Command Area representative and City of Sydney Council representative 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

William Street Residential is seeking approval to develop a mixed-use development containing residential and retail uses as well as a centrally located park, public domain improvements and improved through-site connectivity at a strategically located site.

. Specifically, the proposal seeks approval for:

- 227 apartments including 167 market housing and 60 affordable housing units designated as affordable housing and managed by an accredited Community Housing Provider for a minimum of 15 years.
- Podium level retail space with 7 – 18 storeys of residential tower across four buildings being:
  - FJC – William Street (West)
  - FJC – William Street (East)
  - Studio Bright – Forbes Street
  - Tribe Studio – Dowling Street
- Communal spaces for residents including a rooftop open space on William Street West Building
- A publicly accessible central park and a pocket park adjoining Forbes Street
- Public domain works and improved through-site links, comprising:
  - A public art strategy
  - Through-site links connecting William Street, Forbes Street, South Dowling Street, Judge Lane and Judge Street. This includes:
    - Dedication of a new 7m wide pedestrian laneway connecting Dowling Street and Judge Lane as part of William Street Residential's VPA with the City of Sydney
- Four basement levels for parking, services and storage, accommodating for 340 spaces including:
  - 226 residential spaces including 26 spaces for the affordable homes.
  - 10 residential visitor spaces. 32 retail spaces.
  - Five car share spaces
  - 273 Bicycle parking
  - 25 motor vehicle parking
- Vehicular and loading access from Forbes Street

## 2.1 Affordable housing uplift

The proposal seeks to leverage current in-fill affordable housing reforms under the Housing SEPP, making the site eligible for up to 30% additional floor space and height if at least 10% of the proposed GFA is dedicated to affordable housing.

As part of the scoping phase of the proposal, several design options were presented to the NSW Department of Planning, Housing and Infrastructure (DPHI). The options were presented to test various building heights across the site and explore how best to minimise visual impacts on neighbours and retain solar access to the lower scale residential building to the immediate south.

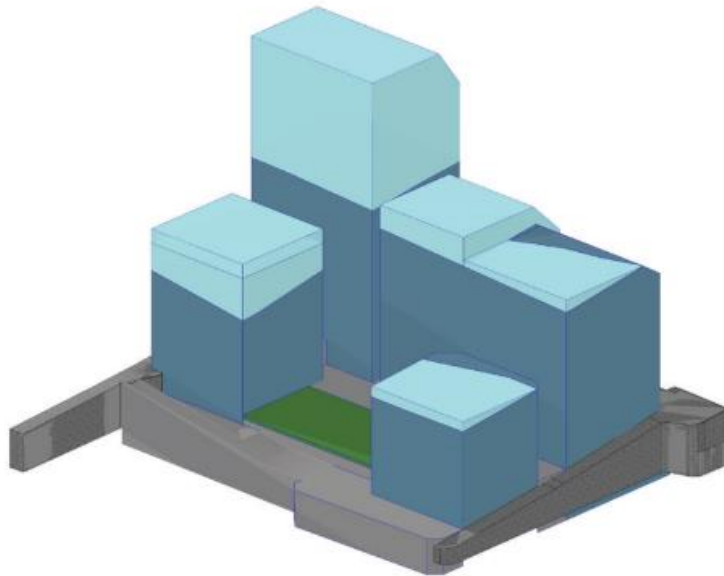
In consultation with DPHI, and the Design Integrity Panel, William Street Residential is proposing to distribute this height as follows:

- One seven storey building referred to as the Forbes Street Building

- One nine storey building fronting Dowling Street.
- One 11 storey building referred to as the William Street West Building.
- One 18 storey building referred to as the William Street East building.

This approach achieves the 30% uplift across the whole site, while minimising the visual impact and view access, and solar access impacts, to properties south of the site. Refer to the image below for a visual of the uplift.

*Figure 2 Site uplift visual*



*Source: Fjstudio, 2025*

# 3 Site context

## 3.1 Context description

The site is located at 164–172 and 174–194 William Street Woolloomooloo within the City of Sydney Local Government Area. The site is comprised of multiple allotments and is legally described as:

- 164-172 William Street, Woolloomooloo
  - Lot 52 in DP1049805
- 174-194 William Street, Woolloomooloo
  - Lot 1 in DP816050

The land size totals 6,398m<sup>2</sup> and consists of a southern frontage to William Street, an eastern frontage to Dowling Street, a western frontage to Forbes Street and northern frontage to Judge Lane.

The site slopes down from the south-east corner at William Street and Dowling Street to the north-west corner at Judge Lane and Forbes Street.

Currently located on the site sits an unoccupied commercial building and the Bayswater Car Rental building, both with associated car parking towards the northern end of the site.

### 3.1.1 Surrounding locality

Woolloomooloo is a suburb in the inner east of Sydney, directly neighbouring Sydney's CBD. The area around the site includes a mix of medium-density residential, commercial, and retail spaces.

To the east of the site, Avis Car and Truck Rental and Campervan Rental operate at ground level within a multi-storey residential building on Dowling Street and William Street. Other businesses and services in the area include a variety of hotels, many catering to backpackers. The Matthew Talbot Hostel, located closed to the site, offers temporary accommodation, meals, and functions as a learning centre and providers of health services and recreational activities to support men over 21 years who are homeless or at risk of homelessness. Additionally, the area features cafes and creative businesses.

Across William Street to the south, there are mixed-use buildings with retail shops on the ground floor and residential apartments above. Closer to William Street to the west, there is a 10-storey glass commercial building and a 6-storey mixed-use building with retail spaces on the ground floor and residential apartments above. The site is also in close proximity to Hyde Park, The Domain and Rushcutters Bay Reserve.

The 'Woolloomooloo Heritage Conservation Area', is located to the north of the site, with numerous heritage items including Victorian residential terraces to the southern end of Dowling Street and Forbes Street. Further north is the Woolloomooloo finger wharf, which is home to a number of fine dining restaurants and the Ovolo hotel.

The site faces William Street, a busy Sydney road thoroughfare that connects Sydney's Eastern Suburbs to the CBD. William Street is also a feeder road to the Eastern Distributor and the northbound lanes for the Sydney Harbour Tunnel and Harbour Bridge.

The site is highly accessible by public transport, with Kings Cross Railway Station just 300 metres away and bus services on William Street that connect to the wider Metropolitan Transport Network. William Street is used by private vehicles, trucks and public transport (buses) and taxis). Vehicles can enter the site from six different points on Judge Lane, Forbes Street, and Dowling Street. Pedestrians can access the site from all sides.

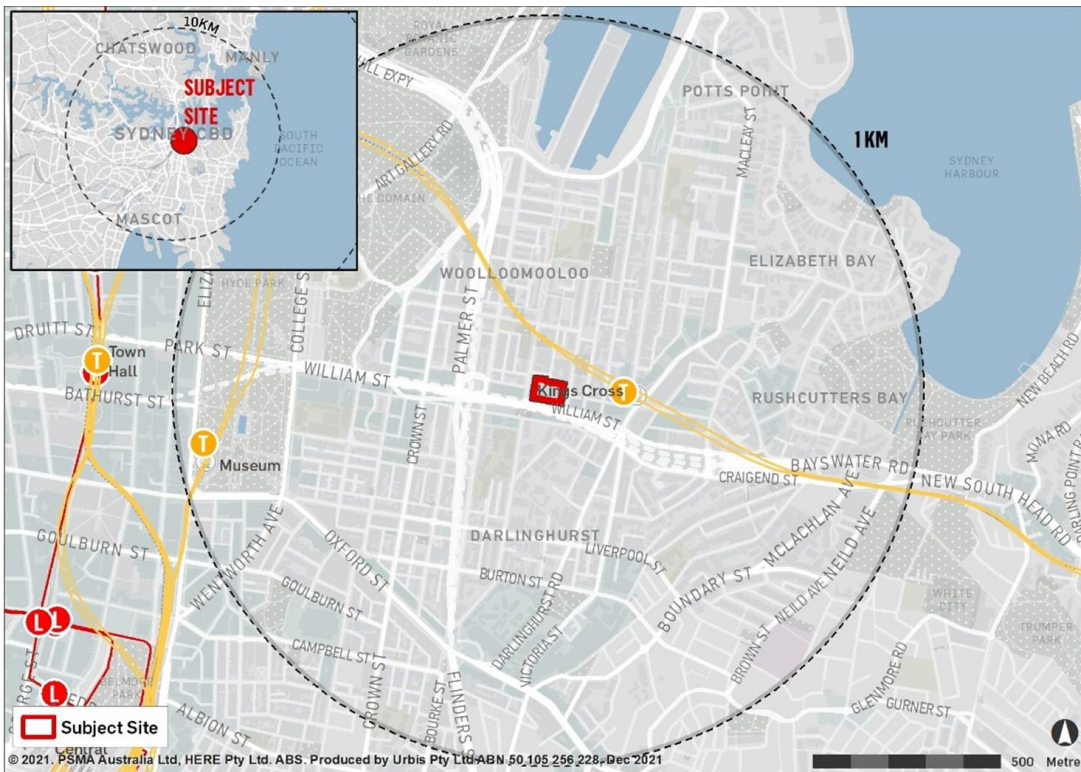
At the time of lodgement, the site comprises a warehouse style structure and glass office building to the site's frontage and an at-grade private carpark to the northwestern portion of the site.

*Figure 3 The site*



Source: Urbis, 2025

Figure 4 Local context



Source: Urbis, 2025

### 3.1.2 Site observations

A site visit was conducted by Urbis on Wednesday 11 June 2025 in the afternoon. The site visit was used to understand the existing activity around the site and the interface between surrounding land uses.

The site visit found that:

- The site currently consists of an unoccupied and inactivated commercial building and the No Birds Bayswater Car Rental building, both with associated car parking towards the northern end of the site. The site fronts William Street to the south, sloping down from the south-east corner at William Street and Dowling Street to the north-west corner at Judge Lane and Forbes Street. The rear boundary, accommodating the car parking along Forbes Street and Judge Lane, is marked by net fencing and barbwire.
- The No Birds Car Rental office is located east of the site on the ground level of a multi-storey residential building, fronting Dowling Street and William Street. West of the site, along William Street, is a 10-storey glass commercial building and 6 storey rendered mixed use building with retail tenancies at ground floor and residential apartments above. These buildings have extensive glazing providing natural surveillance over the site frontages.
- Judge Lane is a no-through lane providing access to the rear of the site, as well as carparking associated with adjoining residential and commercial buildings. Buildings along this alley have limited glazing over the alley with the presence of many garage doors. Doors and windows at the ground level have been provided with secured fences suggesting additional safety measures is needed to ensure security and prevent break-in.
- There was no evidence of graffiti along the boundary of the site or adjacent and surrounding buildings. There was also no evidence of household rubbish along the site boundary, nor on the surrounding street and footpath network. Generally, the surrounding environment of the site is well-maintained.
- At the time of the site visit, there was medium residential and pedestrian activity around the site. There was no residential or pedestrian activity along Judge Lane.

Figure 5 Site visit photos



Picture 1 Site to the right, looking west along William Street



Picture 2 Site to the left, looking north along Dowling Street from William Street



Picture 3 Site to the left, looking east along William Street



Picture 4 Site frontage along William Street, looking north



Picture 5 Site to the right, looking north along Forbes Street from William Street



Picture 6 Rear of site, looking south-east from Forbes Street

Source: Urbis, 2025

# 4 Policy context

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

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

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

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

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

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

## City of Sydney's A City for All Community Safety Action Plan (2019)

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

- Safe streets and spaces
  - Increase actual and perceived public safety in city streets and spaces by ensuring they are well lit and attractive
  - Management of lighting, CCTV, parks, footpaths, graffiti and waste management
  - Improve road, public transport and pedestrian safety
- Crime prevention and response
  - Reduce the opportunities for crime to occur
  - Contribute to reducing domestic and family violence and sexual assault
- Ready and resilient
  - Build resilient and connected communities to increase safety

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

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

- Active spaces and windows of habitable rooms within buildings are located to maximise casual surveillance of streets, laneways, parking areas, public spaces and communal courtyard spaces.

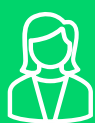
- Minimise blind-corners, recesses and other external areas that have potential for concealment or entrapment.
- In commercial, retail or public buildings, facilities such as toilets and parents rooms are to be conveniently located and designed to maximise casual surveillance to facility entries.
- Building entries are to be clearly visible, unobstructed and easily identifiable from the street, other public areas and other development. Where practicable, lift lobbies, stairwells, hallways and corridors should be visible from the public domain.
- Building details such as fencing, drainpipes and landscaping are to be designed so that illegitimate access is not facilitated by the opportunity for foot or hand-holds, concealment and the like.
- Where dwelling units have individual main entries directly from a public space, the entry is to include a clearly defined transitional space between public and private areas.
- Ground floors of non-residential buildings, the non-residential component of mixed use developments, and the foyers of residential buildings, are to be designed to enable surveillance from the public domain to the inside of the building at night.
- Pedestrian routes from car parking spaces to lift lobbies are to be as direct as possible with clear lines of sight along the route.
- Building details such as fencing, drainpipes and landscaping are to be designed so that illegitimate access is not facilitated by the opportunity for foot or hand-holds, concealment and the like.

# 5 Social baseline

## 5.1 Demographic profile

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 Woolloomooloo (SAL) and the City of Sydney LGA based on demographic data from the Australian Bureau of Statistics (2021) Census of Population and Housing and DPHI (2022). The demographic characteristics of Greater Sydney have been used, where relevant, to provide a comparison.

In 2021, it is estimated that **3,792 people** lived in Woolloomooloo, representing 1.79% of the City of Sydney LGA residents.



### A working age population

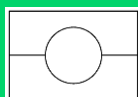
In 2021, Woolloomooloo had fewer people 19 years and younger (9.1%) compared to the broader City of Sydney (10.1%) and Greater Sydney (24.1%).

The proportion of people in working age (15 to 64 years) was significantly higher in Woolloomooloo (77.9%) and the City of Sydney (82.8%) compared to Greater Sydney (63.5%). The median age is 39 slightly older than the broader City of Sydney LGA (34) and Greater Sydney (37).



### High demographic growth

In Potts Point—Woolloomooloo (SA2), the total population was 18,445 in 2021. By 2041, this number is expected to rise to 22,611, an increase of 4,166 people. This represents 22.6% growth between 2021 and 2041. The annual growth rate of 1.0% is slightly lower than the City of Sydney LGA (1.2%) and Greater Sydney (1.1%).



### Higher proportion of First Nation people

Woolloomooloo had a higher proportion of Aboriginal and/or Torres Strait Islander people (3.6%) compared to the City of Sydney (1.4%) and Greater Sydney (1.75%).

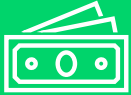


### Lower cultural and linguistic diversity

The proportion of residents who were born outside of Australia in Woolloomooloo (48.5%) was lower than in Greater Sydney (56.8%), though higher than in the City of Sydney (44.6%).

Woolloomooloo had a lower proportion of households where a non-English language is used (27.5%) compared to the City of Sydney and Greater Sydney (39.2% and 42.0%, respectively). The most

common non-English languages spoken at homes were Spanish (3.5%), Mandarin (2.3%), and French (1.6%).



### High family income

The weekly family median income is higher in Woolloomooloo (\$3,131) compared to the City of Sydney (\$3,057) – both significantly higher than in Greater Sydney (\$2,374). Woolloomooloo is within decile 3 in the SEIFA index of relative socio-economic disadvantage. This indicates that Woolloomooloo is in the top 30% of suburbs and localities in terms of disadvantage and that residents in Woolloomooloo tend to experience lower levels of disadvantage compared to other suburbs and localities.



### Rental affordability

The median weekly rent was lower in Woolloomooloo (\$500) than in the City of Sydney (\$550) but higher than in Greater Sydney (\$450). The proportion of renters spending more than 30% of their household income on rent payments was lower in Woolloomooloo (30.8%) than in the City of Sydney LGA (60.1%) and Greater Sydney (35.3%). According to the Rental Affordability Index (SGS Economics and Planning 2024), Woolloomooloo's rental market was 'unaffordable' as of 2024 Q2.



### Higher proportion of social housing

A more significant proportion of households in the City of Sydney LGA lived in social housing (7,112 or 6.8% of all households) compared to Greater Sydney (4.1% of all households). There was no social housing in the SA1 where the site is located (SA1 11703133339). However, three households in the SA1 bordering the site to the north (SA1 11703133338) were social housing.



### Lower proportion of homelessness

ABS Homelessness data for the Potts Point – Woolloomooloo SA2 estimated 249 homeless persons in the Potts Point – Woolloomooloo area, at a rate of 136.9 per 10,000 people. This is higher than the rate of 48.7 per 10,000 people in Greater Sydney (25,479 people).

According to the Rental Affordability Snapshot 2025 (Anglicare), 'Greater Sydney and the Illawarra' had 16 properties for income support households and 227 properties for minimum wage households out of 12,733 rentals advertised at the time of writing the report. Of these, a total of six were located within 'Sydney CBD and surrounds' (where Woolloomooloo is located)

## 5.2 Crime profile

Crime data from the Bureau of Crime Statistics and Research (BOCSAR) was analysed to identify the crime profile at Woolloomooloo between January 2023 and December 2024. Data for the City of Sydney (LGA) and the NSW average has been used to help assess risk compared to the broader regions. The full crime profile is contained in **Error! Reference source not found..**

Key crime findings relevant to this assessment include:

- BOCSAR produces hotspots to illustrate areas of crime density relative to crime concentrations across NSW. The site is in a hotspot for assault (domestic and non-domestic), malicious damage to property, stealing from dwelling and motor vehicle and motor vehicle theft.
- Woolloomooloo has higher rates of crime (per 100,000 population) for assault (non-domestic) and liquor offences which are significantly higher than in the City of Sydney and NSW.
- Two-year crime trends from January 2024 – December 2024 indicate that crime is generally stable except for stealing from motor vehicle (up 68.8% per year) and malicious damage to property (down of 13.2% per year). Breaking and enter dwelling and non-dwelling, motor vehicle theft and steal from person were not available.

## 5.3 Engagement outcomes

### Engagement with King Cross Police Command Area representative (PAC)

The Urbis Social Planning Team contacted the Kings Cross Police Area Command (PAC) through their generic email on the 1 July 2025. A Kings Cross PAC representative provided a written response on 14 July 2025, with the key advice provided below:

#### Identified potential crimes and offences in the area:

- The representative outlined recurring crime and safety issues, including:
  - Physical assaults and threats, including incidents of physical violence or threats of harm.
  - Stealing, including theft involving force or intimidation on a person or property.
  - Break and enter of building to commit theft or other crimes.
  - Public disorder, including disruptive or offensive behaviour in public spaces.
  - Issues related to public intoxication, particularly on weekends and stemming from the Kings Cross Precinct and spilling over into Tom Uren Square on Cathedral Street.

- **Identified potential mitigation measures:**

- Installing bright, energy-efficient lighting in all public and semi-public areas to enhance visibility and deter criminal activity.
- Using low-growing plants and maintaining clear sightlines to eliminate hiding spots.
- Limiting and monitoring entry points with key cards or intercom systems.
- Securing parking with controlled access points and surveillance cameras.
- Implementing a regular maintenance schedule to ensure cleanliness and prompt repairs, preventing deterioration.
- Installing visible CCTV cameras at strategic locations, including entrances, exits and high-traffic zones to enhance security.

- **Other CPTED consideration into design:**

- Encouraging community activities and events in public spaces to increase legitimate use and natural surveillance, and to foster a sense of community and safety.
  - Using large windows for visibility in retail and commercial spaces and ensuring these areas are well-lit and monitored.
  - Promoting visibility and interaction in residential and common spaces; as well as ensuring that these areas are regularly maintained.
  - Incorporating mixed-use spaces and encouraging community activities to activate the site.
- The points above should be considered in relation to the wide pedestrian laneway connecting Dowling Street and Judge Lane.

**Identified potential cumulative impacts from surrounding developments and activities:**

- Positive impacts related to community engagement including enhancing social interaction and cohesion, and on space activation. Further positive impact relates to increase public space and associated improvement in quality of life (those areas required however maintenance and security).
- Negative impacts related to traffic with potential higher traffic volume especially on William Street.

## **Engagement with City of Sydney representative**

The Urbis Social Planning team conducted an online interview with a representative of City of Sydney's Social Strategy team on 14 July 2025. Key feedback from Council relevant to the CPTED assessment are summarised below:

- The area has a vibrant night-time economy and a diverse community. Council's representative outlined that walkability and cycling is a priority for the City of Sydney and it will increase over time.
- Council's representative highlighted the need for careful consideration of passive surveillance due to the proximity of King Cross' night-time economy. This includes avoiding hidden corners and providing retail management and proper lighting. The representative also emphasised the need to create welcoming spaces for a diverse range of people, fostering community sentiment and establishing links to the broader precinct.
- Council's representative also recommended engaging with the local police to understand street-level issues, such as drug arrests.

## 5.4 Implications for the proposal

Engagement with the NSW Police and Council representatives have provided insights into crime and safety characteristics and challenges in the area, potential mitigation measures and design considerations. The representatives believe that the key implications for this proposal include:

- The area surrounding the site is particularly vulnerable to various crimes and offences, including physical assaults, theft, break and enter incidents, public disorder, and issues related to public intoxication. These challenges are exacerbated by the proximity of the night-time economy in Kings Cross, which often spills over into adjacent areas.
- The proposal must incorporate strategies to manage these risks effectively. Adequate lighting is essential to enhance visibility and deter criminal activity, particularly in public and semi-public areas. A balance should be found between providing sufficient lighting to eliminate dark corners and enhance the sense of safety for residents and the local community at night and avoiding unnecessary lighting in non-activated areas that might attract and encourage anti-social behaviour.
- Avoiding hidden corners and maintaining clear sightlines will help eliminate potential hiding spots and increase natural surveillance. Providing safe access to entry points through controlled access systems, such as key cards or intercoms, will further enhance security.
- The proposal should include measures to prevent public disorder within public spaces, especially during night-time. This can be achieved by fostering a sense of community through organised activities and events, promoting visibility and interaction in common areas, and ensuring regular maintenance to keep the environment clean and well-maintained

## 6 CPTED assessment

This section provides an assessment of the proposal against City of Sydney's A City for All Community Safety Action Plan (2019), City of Sydney Development Control Plan 2012 – Section 3.13 Social and Environmental Responsibilities and the four the CPTED principles: surveillance, access control, territorial reinforcement and space management as detailed in the NSW Crime Prevention and Assessment of Development Applications (2001).

The proposal includes many different uses and areas, each with different design and mitigation needs to minimise crime and offense opportunities. As a result, the assessment has been structured by key areas and uses as relevant from a CPTED perspective:

- Basement levels 1-4, loading dock and site's back-of-house facilities and plant rooms
- Retail areas;
- Residential areas (including residential communal areas and the rooftop residential area, but excluding residential parking)
- Open spaces and streetscape interface.

Recommendations are provided for each priority area to minimise any crime risk.

It is recommended that the below strategies are developed in the next stages of development. The recommended strategies are as followed:

- Wayfinding strategy
- Lighting strategy
- CCTV implementation strategy

These should incorporate relevant recommendations developed in the table below.

William Street Residential has confirmed that a Plan of Management will be implemented in the next stages of the development. This will contribute to all of the key areas identified above, especially in regard to space management measures.

## 6.1 Basement levels 1-4, loading sock and site's back-of-house facilities and plant rooms

The proposal includes the construction and use of four basement levels that will be accessible from Forbes Street. Overall, the proposal will accommodate 340 car parking spaces, 32 retail and 10 residential visitors. The proposal also provides 5 car share spaces and 273 bicycle spaces. Loading dock facilities are located on plaza levels, and back-of-house facilities and plant rooms are spread mainly over Plaza level-Forbes Street and basement levels.

The crime profile shows that the site is a hotspot for stealing from motor vehicle and motor vehicle theft. Woolloomooloo has a high rate of non-domestic assault and liquor offences, while stealing from motor vehicle has significantly increased over the last two years. The site is vulnerable to crimes related to motor vehicles.

### Assessment of proposed development

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

#### Surveillance

- The car park layout, with minimum provision of alcoves, and obstruction via columns or walls, will provide good sight lines throughout the basement levels by limiting visual obstructions and minimising undesired hidden spaces and spaces for concealment.
- The entrance to the secure bicycle parking and end-of-trip facilities on basement level 1 is visible either from the lift lobby or the parking main vehicle pathway. This design will enhance passive surveillance to these amenities.

#### Access control and movement

- Dedicated, secure off-street car and bicycle parking reduces opportunities for vehicle related crimes.
- The secured storage areas for residents will provide a safe space for storing personal belongings.
- Parking and loading areas are physically separated for different user groups, limiting conflicts of usages and ensuring safety for all users.
- Car parking areas are directly accessible from internal areas via elevators and stairwells. This will reinforce a perceived sense of safety, especially at night, as residents and other users of the car park will not have to access these spaces from an external entry point.
- Separate lifts for residential and commercial uses from the basement levels create secured access control and reduces risk of breaking and entering, trespassing and malicious damage to property.
- The organisation of the basement carparking divides commercial and visitor's car parking (B1) and secure resident car parking (B3). This provides clear separation and enhances safe access. It also limits offences and crimes related to motor vehicles for residents. This is reinforced by the security boom gate to the resident's visitor car parking.
- The provision of swipe cards and remote controllers to access the basement and individual storage garages will provide secured access control to these areas.

#### Territorial reinforcement

*No territorial reinforcement measures have been identified.*

## Space management

*No space management measures have been identified.*

## Recommendations and design considerations

The following recommendations are proposed for consideration to further enhance alignment with CPTED principles:

### Surveillance

- Install adequate lighting throughout the carpark and at all carpark entry/exit points to support natural surveillance and eliminate dark areas. Lighting will be particularly important in corridors, stairwells and corners. Specific areas requiring particular attention in relation to lighting are also noted in other recommendations. Ensure the effectiveness of lighting is not reduced by roof soffits, ceiling mounted signs, air conditioning ducts, pipes and other obstructions.
- Install CCTV to more hidden and inactivated areas of the carpark, where natural surveillance is limited. CCTV should also be installed to each entry/exit point on the basement levels and at the entrance of back-of-house facilities and plants rooms when these are not providing with natural surveillance.
- Install CCTV surveillance on the corridor leading to the parents' room and WCs on Plaza level-Forbes Street. This area is currently a dead-end, basement corridor located at the same level as the bin holding rooms. This will also provide surveillance to the DDA lift located adjacent to these amenities.
- Include clear signage to inform people about the presence of CCTV cameras.
- The spaces between residential storage spaces 4-5, 7-8, and 10-11 and located in, basement levels 2 to 4, have currently small areas behind the elevator and stairs lobby. to consider design changes in the next stages of design to remove this space that could be create blind spots and potentially lead to opportunistic crimes.

### Access control and movement

- Install wayfinding measures, such as signage, icons, directional wall and ground markers, colour coding, and changes in materiality, throughout the carpark areas to support efficient and direct movement of different user groups. This would include signage and wayfinding in relation to the different designated car parking spaces, entry and exist points, amenities and utility rooms. Signage should also indicate spaces that have restricted access.
- Provide on-ground directional signage to guide the flow of traffic and provide the most direct route to elevators, stairwells and exits. This will reduce opportunities for vehicle collisions and improve pedestrian safety.
- Ensure all back-of-house facilities and plants room are provided with access control measures (i.e., swipe card, pin code, key) and only allow access to authorise staff or residents (for residential bin rooms) only.
- Use signage, speed control measures and design cues (i.e., pavement changes) to slow vehicles entering and exiting the car park. Also consider safety mirrors, visual or audible alerts at the basement level vehicle entry and exit points to reduce the risk of vehicle and pedestrian conflict.
- Consider implementing additional access control measures inside each of the lifts to restrict unauthorised access to each residential level and each Tower from the basement (i.e., keypad, swipe card). This will minimise opportunities for trespassing and breaking and entering.

- The location of the end of travel facilities (lockers, showers, change rooms) on basement level 1 could deter some individuals to use these amenities. Improve the feelings of safety by locating mechanical surveillance at the entry access points and providing secured access control (i.e., swipe card, pin code).
- One of the residential bins holding rooms on Plaza level-Forbes Street is located across from the waste and medium rigid vehicle (MRV) parking space areas. To ensure pedestrian safety when accessing this utility room, consider providing clear signage, adequate lighting, and designated pedestrian pathways. Additionally, implement barriers or bollards to separate pedestrian areas from vehicle zones, enhancing overall safety and accessibility.

### **Territorial reinforcement**

*No space management measures have been identified.*

### **Space management**

- Ensure that the Plan of Management identifies measures to keep areas in the basement levels, back-of-house facilities and plants rooms safe, clean and tidy. The plan should include a schedule and procedures for regular monitoring, maintenance, repair and cleaning of spaces and ensuring issues are addressed in a timely manner (i.e., damage, broken elements, rubbish and graffiti). Access control systems (i.e., door and gate locking systems, fire exit controls, lift access controls) should also be checked regularly to ensure they are in working order. This will ensure the area appears comfortable and appealing, encouraging perceptions of safety.

## **6.2 Retail spaces**

The proposal includes the construction of retail spaces at the plaza level and upper ground floor. This includes ground and upper ground floor retail uses. These are located fronting William Street, Dowling Street and the central open space.

### **Assessment of proposed development**

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

#### **Surveillance**

- The proposed retail spaces will activate the site and public realm by attracting a diverse range of users. This increased foot traffic will enhance natural surveillance within the proposed internal public domain including the open areas, and along the streetscape, particularly on William Street, Forbes Street and Dowling Street.
- The extensive glazing of the retail spaces on ground and upper ground floor will facilitate natural surveillance between the residential lobby and the street, maximising visibility and security.
- The provision of outdoor amenities, such as tables, in front of the retail spaces will create opportunities for activation and further natural surveillance in this area.
- The small retail tenancy on the corner of the through-site-link will contribute to natural surveillance on the lane and entrance to the central open space. Similarly, the retail space within the Forbes Street Building, at the corner of Forbes Street and Yarnma Lane, will activate the public realm and the neighbourhood park. Its location will be visible from the busy William Street allowing passive surveillance on the proposed space.

#### **Access control and movement**

*No access control and movement measures have been identified.*

### **Territorial reinforcement**

- The proposed retail spaces will help activate the site and public realm by attracting a diverse range of users on-site and fostering resident and broader community connection and sense of belonging.
- The small retail tenancy on the corner of the through site-link will activate the site frontage with lighting and display to the stairs connecting to the central open space. It will provide an attractive frontage to visitors and residents, contributing to reinforcing territoriality and fostering a sense of ownership and pride in the area.
- The retail spaces at the interface with the streetscapes, including at the corners of the site, will contribute to activating the local areas, which can reinforce sense of ownership by the broader community. This active on-street engagement can contribute in fostering a more vibrant environment, encouraging positive interactions between the local community and residents and deterring anti-social behaviours at the different entry points of the site. This will also participate in providing natural and passive surveillance on the streets.

### **Space management**

*No space management measures have been identified.*

### **Recommendations and design considerations**

The following recommendations are proposed for consideration to further enhance alignment with CPTED principles:

#### **Surveillance**

- Include CCTV to provide 24/7 mechanical surveillance at the entrance and within retail spaces, especially in areas where natural surveillance is challenging.
- Provide adequate lighting throughout all external areas, including lighting of the surrounding public pedestrian pathway and retail areas, in accordance with Australian Standards. Adequate lighting ensures there are no dark corners, and natural surveillance is maintained both day and night to deter potential offenders.
- Ensure balanced lighting between internal and external spaces is used to avoid the mirroring of glazing at night and allow for a continuation of sight lines from and into the building.

#### **Access control and movement**

- Implement access control measures to always restrict unauthorised access to retail spaces during non-operational hours and for their associated back-of-house facilities, including the commercial bin holding room and the commercial bulky waste room.
- Ensure the retail space incorporates robust windows, gates, doors and locks to prevent breaking and entering incidents.
- Implement secure access control measures to prevent users of the retail areas from entering residential areas and communal spaces, including at the Plaza level-Forbes Street (i.e., corridor given access to the communal gyms, media room). This will ensure the safety and privacy of residents.
- Ensure clear and legible wayfinding the site to distinguish between the various uses on site. This will enhance navigation and minimise unauthorised access. Signage and other wayfinding elements

should clearly articulate entry and exit points and distinguish between public (retail areas) and private (residential areas) components. Ensure wayfinding incorporates universally legible signage.

#### **Territorial reinforcement**

- Ensure all streetscape interfaces are well lit (aligned to intended hours of operation) to further enhance community ownership and natural surveillance.

#### **Space management**

- Future operators of the retail spaces should provide a Plan of Management or contribute to the site Plan of Management. The plan should include details around the hours of operation, security procedures, serving of liquor (if future premises are licenced), and routine cleaning and maintenance.

## **6.3 Residential areas (including residential communal areas)**

The proposal includes the construction and operation of 227 residential apartments across four towers. This includes 60 affordable apartments. In addition, designated spaces for residents indicated within the plans include a gym, golf simulator, music room, media, reading roof and a rooftop communal open space level 9 of the William Street West Building. This section also includes residential lobby areas.

#### **Assessment of proposed development**

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

#### **Surveillance**

- The residential communal spaces at the Plaza level-Forbes Street level will provide foot traffic to the south-east of the site, enhancing activation and natural surveillance in this area.
- Residential windows facing the internal laneways will contribute to increased natural surveillance and security in these areas.
- As shown in the Urban Design report (2025), the 'low rise' floor will have direct view on the central open spaces as well as on the internal lanes. This includes the location of low balcony planter of the Dowling Street Building will contribute to passive surveillance on the streets. These will provide passive surveillance to these areas.
- The general locations of residential windows and balconies throughout the site provide satisfying level of natural surveillance over the internal and external public realm.
- The maisonette apartment frontage will participate in activating the through-site link as well as providing natural surveillance. It will also activate and provide natural surveillance to the pocket open space.
- The corridors in the residential upper-level areas (for all buildings) are designed with clear sightlines reducing risks of concealment and assault.
- The residential lobbies located in William Street West Building and William Street East Building are fronting William Street. This will provide opportunities for passive surveillance in and out the building. The lobby desk and the seating/waiting area will provide further passive surveillance to the buildings' entrance.

- The lobby of Forbes Street Building, located off Yarnma Lane, will provide activation to the retail lane.
- The proposed communal dining space within the Forbes Street Building includes a large glazing which will participate in passive surveillance in and out this space.
- The provision of urban furniture (seating areas, tables and BBQ areas) on the rooftop of the William Street West Building will encourage residents to use this space, providing passive surveillance to this area.

#### **Access control and movement**

- The separate lifts for residents will provide a dedicated and secured access to these areas, preventing trespassing and entering and breaking.
- The lobby desk located in William Street West and William Street East buildings will provide a professional and control access to entrance to the building. It will also allow natural surveillance to the concierge kiosk which includes mail, and bulky and chilled lockers.
- The video intercom provided at the residential lobbies will contribute to secure access to the buildings' entrance.

#### **Territorial reinforcement**

- The communal rooftop areas can provide opportunities for residents to gather, meet and form social connections, contributing to community cohesion and sense of belonging. Neighbours who are connected are more likely to watch out for the safety of each other, their properties and their neighbourhood.

#### **Space management**

*No space management measures have been identified.*

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

The following recommendations are proposed for consideration to further enhance alignment with CPTED principles:

##### **Surveillance**

- Provide sensor lighting, or similar, to ensure corridors within the residential levels can be lit throughout the day and evening to accommodate residents arriving and leaving at different times.

##### **Access control and movement**

- The site wayfinding strategy should include all residential areas. This should include measures to direct residents and visitors to dedicated entries, lifts and communal areas. Measures could include signage, icons, and changes between different levels and spaces (i.e., colours, materials, artwork).
- Install access control measures (keys, swipe cards, pin codes, intercom/buzzer systems) to entrances, lifts and doors into and through the various sections of residential areas to control access (i.e., residents, visitors and management and maintenance staff) and prevent unauthorised and unwanted access.
- Provide information and signage reminding residents to only allow access to known or authorised visitors.
- Install locked boxes for police and emergency services in key locations. These locked boxes should contain access keys and/or codes to ensure that emergency personnel can quickly and efficiently enter the premises in the event of an emergency. Provide clear signage to these boxes so they can be

easily located by emergency services. Ensure that each emergency service and the building manager are provided with a code to access the lock boxes in the event of an emergency. CCTV could be installed to monitor the locked box locations.

- Install robust, tamper-resistant locks on all entrances, exits, and individual units.
- Ensure that access to the mailbox is secured to prevent mail theft. Provide postal workers with a unique key or code or install an electronic access control system requiring a secure card or fob. Consider implementing CCTV to mail areas to increase surveillance.

### **Territorial reinforcement**

- Explore opportunities to expand the installation of public art in communal areas to enhance the appeal of spaces and facilitate community connection.
- Consider developing some structured activities throughout the week in the multipurpose area of the rooftop. This will encourage community engagement, foster social connections, and make the space a vibrant and active part of the building. Consider giving access to the rooftop area on the level 9 of William West Building to residents of other towers, particularly those in the William West Building. This shared amenity can foster a greater sense of community and connection among residents, encouraging social interaction and a stronger neighbourhood bond.
- Consider also having programs and activities in the flexible area of the rooftop that could be open during this time to residents of the Dowling Street and Forbes towers, including those in affordable housing. Ensure that secure access is controlled both by relevant secured access control at lifts and doors, and by using the residential lobbies' concierge desks as a way of managing and directing users to the rooftop. This approach will contribute to developing a sense of community and belonging across the residents of the site. A stronger bond between neighbours contributes to a safer living environment, as residents are more likely to look out for one another and take collective responsibility for their shared spaces.

### **Space management**

- Welcome packs should be provided to new residents to assist familiarisation with the site and encourage a sense of community and belonging. These packs could provide a map and information on site amenities, activities and the local area.
- The site Plan of Management should cover residential uses. This should include a plan and schedule for regular monitoring, maintenance and cleaning of all indoor and outdoor communal spaces, ensuring maintenance issues are addressed in a timely manner and access control systems are regularly tested, and that landscaping in areas such as the communal rooftop do not create concealment areas.

## **6.4 Public domain and streetscape interface**

The proposal includes landscaped public domain made of green open supporting gathering spaces, retail, and dining, as well as new lanes (Park Lane, William Lane, and Bannerong Lane). The site is also surrounded by a number of external streets: William Street, Forbes Street, Dowling Street, and Judge Lane.

### **Assessment of proposed development**

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

## **Surveillance**

- The design includes several features that encourage the use of the public domain, promoting both active and passive recreational uses. These features significantly enhance opportunities for passive surveillance. Key activated areas include the open spaces. These areas provide a variety of uses including gathering space, and retail and dining spaces which will accommodate different types of users at different times of the day. These are further supported by the provision of street infrastructure that will allow to users to rest in different sections of the public domain including the parks and the lanes.
- The proposed new parks and lanes are overlooked by residential and retail uses, providing opportunities for passive surveillance from the ground level and/or above.
- Food and beverage premises and associated outdoor seating areas in the Brougham Lane extension will provide passive surveillance in this area.
- The lanes connecting the site to William Street are well-designed with clear sightlines and activation. This will provide natural surveillance to these areas.

## **Access control and movement**

- There is a good network of pedestrian paths throughout the site, facilitating safe and continuous movement. The paths are also well connected to the surrounding path network.
- The provision of an accessible walkways and the 24 hour access lift will provide safe access and movement for a wide range of users including children, elderly and people with disability.

## **Territorial reinforcement**

- The incorporation of features such as the lawn, seating areas and outdoor dining areas will provide opportunities for a wide cross-section of the new resident community and other users to meet and connect. This will encourage greater interaction, community cohesion, connectedness and a sense of belonging and ownership for the site.
- Brougham Lane extension, designed as 'an urban lane', will reinforce the connection of the site with the broader community. It will contribute to integrating the site's public domain with the local community, enhancing accessibility, social interaction, and a sense of belonging.
- The display of arts and landscaping features in the public domain including parks and lanes will participate in activating the place and to foster sense of pride and sense of belonging within the site. Many of these feature Aboriginal culture and heritage elements particularly important as a high proportion of Aboriginal people are living in the area (refer section 5.1).

## **Space management**

- As noted, the proposal's open spaces incorporate elements that encourage high levels of use, from a well-considered and connected pedestrian path network to spaces and amenities that encourage people to visit for longer periods. These high levels of activation will increase the risk for potential offenders and discourage criminal activity.
- Stakeholder consultation has highlighted a high proportion of homelessness and anti-social behaviour in the area. While these two elements can be unrelated, it is important that the proponent considers them in the management of the site, as they may foster a sense of insecurity among residents and visitors. Additionally, anti-social behaviour could lead to malicious damage to the site and potentially result in offences and crime. It is recommended that the building manager (or equivalent) work with Council and/or surrounding services to develop strategies that address these concerns, enhance safety, and promote a positive environment for all. This includes implementing regular security patrols,

improving lighting, offering support services for vulnerable individuals, and fostering community engagement initiatives.

- The Plan of Management should address all ground floor and streetscape interface areas to ensure they are safe, clean and tidy.

## **Recommendations and design considerations**

The following recommendations are proposed for consideration to further enhance alignment with CPTED principles:

### **Surveillance**

- Ensure that landscaping benefits, such as territorial reinforcement, urban heat reduction, and respite areas, do not compromise natural surveillance of the site and do not create concealment spaces or compromise surveillance.
- The lighting strategy should ensure street interfaces, entrances, internal pathways, open spaces, and amenities intended for use at night are well lit to maximise opportunities for surveillance and enhance safety. Sensor lights could be utilised in some concealed areas, if required, to deter criminal activity. Lighting into urban design features (i.e., footpaths, walls, and public art) can also enhance the character of the public domain at night and increase surveillance and perception of safety. Lighting should be in accordance with Australian Standards. However, it is not advisable to add lighting to areas not used during nighttime, as it may inadvertently encourage potential anti-social behaviour, by creating illuminated but unmonitored spaces, which can attract loitering and other antisocial and undesirable activities.
- Seating should be comfortable and supportive for seniors and people with disabilities.
- Consider designing the 24 hour lift's walls with transparent materials such as glass. This would encourage passive surveillance in and out the lift.
- Ensure the pedestrian route throughout the public domain is not obstructed by overgrown vegetation or that sight lines are not blocked by any design or street furniture. It is important that these pathways stay clear of any concealment area or blind spot to ensure the safety of users and encourage their use.

### **Access control and movement**

- Implement wayfinding signage with universal legibility throughout the site to differentiate uses across the site and define formal 'safe routes' through the site. This will enhance feelings of safety and guardianship over the site. Areas lacking movement cues are also susceptible to trespassing and entrapment. This should be mentioned in the wayfinding strategy mentioned in Section 7.1.

### **Territorial reinforcement**

- During operation, encourage community activities and events in this public space to increase legitimate use and natural surveillance, as well as reinforcing sense of community and safety.
- Consider extending the installation of public art in the street interface areas to create a welcoming and engaging environment and reinforce broader community ownership.
- To reduce the risk of graffiti and vandalism, streetscape interfaces should be well lit, visually interesting and include robust materials and fixtures. Utilise graffiti resistant coatings to outdoor surfaces and building facades that are particularly exposed and vulnerable.

### **Space management**

- The site's Plan of Management should cover the public domain, streetscape and through-site links. This should include a plan and schedule for regular monitoring, maintenance and cleaning of all indoor and outdoor communal spaces, ensuring maintenance issues are addressed in a timely manner, access control systems are regularly tested, and landscaping is not overgrown.
- The Plan of Management should also detail organised security of the site (by security personnel), focusing on surveillance of the retail and commercial areas, car parking and public open spaces at night.
- Provide adequate bins in open spaces to encourage and enable users to assist in keeping the site clean and tidy.
- Utilise anti-graffiti materials, surfaces and coatings to reduce the level of attraction and appeal for graffiti to be undertaken and to assist cleaning.

# 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 will significantly activate the local area compared to its current use. It will provide an activated streetscape that benefits both the public domain outside the site and within it. Parks and laneways will connect the broader community to the site, which can participate in fostering bonds between residents and the community, while a variety of users—including residents, diners, shoppers, and other visitors—will activate the site through foot traffic and passive surveillance. Communal residential spaces will further facilitate connections among residents. However, attention must be paid to potential conflicts of usage that could create tensions and harm community cohesion, which impacts safety and sense of safety. This requires a high level of site management, strong access control, and clear signage. A stronger bond between neighbours, and with the community, contributes to a safer living environment, as people are more likely to look out for one another and take collective responsibility for their shared spaces.

The vulnerability of the local area to opportunistic crimes and offenses should be mitigated through robust, safe design and urban furniture, such as robust windows and doors for retail and lobby areas, access control to building entrance and appropriate lighting where needed. Secure off-street parking will provide residents and visitors with contribute to protecting users to opportunistic crimes related to motor vehicle. Mechanical surveillance should complement, not replace, passive surveillance, as excessive CCTV can be counterproductive and make people feel unsafe. The development of a comprehensive CCTV strategy will be therefore essential to be develop in the next stages.

The proposal's management and design should also consider the needs of highly vulnerable populations living and using the local area and the site's location as a transit area between Sydney CBD and Kings Cross, particularly at night. Potential risks associated with rough sleepers and anti-social behaviour should be addressed in the Plan of Management, lighting strategy, and should be built through sustained consultation with the Council and key stakeholders, including homelessness service providers and the police.

Being aware of the potential risks and mitigating by adopting a pro-active strategy such as providing support services, implementing a comprehensive lighting strategy and Plan of Management, will be more effective than adopting a corrective approach, especially to people experiencing homelessness. Many local residents cherish the existing community bonds that support vulnerable populations and may be wary of new developments and the arrival of new residents that could disturb those bonds (refer to the Social Impact Assessment conducted by Urbis). By nurturing these bonds and addressing concerns proactively, the development can strengthen community cohesion and enhance overall safety. This can include integrating services to this population onsite or around the site (i.e., health care, counselling, job placement assistance), creating community outreach programs which can support an empathetic response to people experiencing homelessness, and/or holding regular meetings with key stakeholders (including residents, retail owners, service providers and law enforcement) to monitor the situation and adapt strategies as needed.

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

- Implement a wayfinding strategy prior to the site operation, which includes
  - Installing wayfinding measures, such as signage, icons, directional wall and ground markers, colour coding, and changes in materiality, throughout the carpark areas to support efficient and direct movement of different user groups. This would include signage and wayfinding in relation to the different designated car parking spaces, entry and exist points, amenities and utility rooms. Signage should also indicate spaces that have restricted access.
  - Providing on-ground directional signage to guide the flow of traffic and provide the most direct route to elevators, stairwells and exits. This will reduce opportunities for vehicle collisions and improve pedestrian safety.

- Measures to direct residents and visitors to dedicated entries, lifts and communal areas. Measures could include signage, icons, and changes between different levels and spaces (i.e., colours, materials, artwork).
- Ensuring clear and legible wayfinding the site to distinguish between the various uses on site. This will enhance navigation and minimise unauthorised access. Signage and other wayfinding elements should clearly articulate entry and exit points and distinguish between public (retail areas) and private (residential areas) components. Ensure wayfinding incorporates universally legible signage. Implement wayfinding signage with universal legibility throughout the site to differentiate uses across the site and define formal 'safe routes' through the site.
- Implement a lighting strategy prior to the site operation, which includes
  - Installing adequate lighting throughout the carpark and at all carpark entry/exit points to support natural surveillance and eliminate dark areas. Lighting will be particularly important in corridors, stairwells and corners. Specific areas requiring particular attention in relation to lighting are also noted in other recommendations. Ensure the effectiveness of lighting is not reduced by roof soffits, ceiling mounted signs, air conditioning ducts, pipes and other obstructions.
  - Providing sensor lighting, or similar, to ensure corridors within the residential levels can be lit throughout the day and evening to accommodate residents arriving and leaving at different times.
  - Providing adequate lighting throughout all external areas, including lighting of the surrounding public pedestrian pathway and retail areas, in accordance with Australian Standards. Adequate lighting ensures there are no dark corners, and natural surveillance is maintained both day and night to deter potential offenders.
  - Ensuring balanced lighting between internal and external spaces is used to avoid the mirroring of glazing at night and allow for a continuation of sight lines from and into the building.
  - Ensuring ensure street interfaces, entrances, internal pathways, open spaces, and amenities intended for use at night are well lit to maximise opportunities for surveillance and enhance safety. Sensor lights could be utilised in some concealed areas, if required, to deter criminal activity.
  - Consider lighting into urban design features (i.e., footpaths, walls, and public art) to enhance the character of the public domain at night and increase surveillance and perception of safety.
  - Preventing the lighting to areas not used during nighttime, as it may inadvertently encourage potential anti-social behaviour, by creating illuminated but unmonitored spaces, which can attract loitering and other antisocial and undesirable activities.
- Build a CCTV implementation strategy, which includes
  - Installing CCTV to more hidden and inactivated areas of the carpark, where natural surveillance is limited. CCTV should also be installed to each entry/exit point on the basement levels and at the entrance of back-of-house facilities and plants rooms when these are not providing with natural surveillance.
  - Including CCTV to provide 24/7 mechanical surveillance at the entrance and within retail spaces, especially in areas where natural surveillance is challenging.
  - Including overall a CCTV strategy that complement, not replace, passive surveillance, as excessive CCTV can be counterproductive and make people feel unsafe.
  - Including clear signage to inform people about the presence of CCTV cameras.
- Consider the following mitigation measures within the Plan of Management:
  - Ensure that the Plan of Management identifies measures to keep all of the site safe, clean and tidy. The plan should include a schedule and procedures for regular monitoring, maintenance, repair and cleaning of spaces and ensuring issues are addressed in a timely manner (i.e., damage, broken elements, rubbish and graffiti). Access control systems (i.e., door and gate locking systems,

fire exit controls, lift access controls) should also be checked regularly to ensure they are in working order. This will ensure the area appears comfortable and appealing, encouraging perceptions of safety.

- Include maintenance of landscaping to ensure that it does not get overgrown and potentially create blind spots.
- Future operators of the retail spaces should provide a Plan of Management or contribute to the site Plan of Management. The plan should include details around the hours of operation, security procedures, serving of liquor (if future premises are licenced), and routine cleaning and maintenance.
- The Plan of Management should also detail organised security of the site (by security personnel), focusing on surveillance of the retail and commercial areas, car parking and public open spaces at night.
- Provide adequate bins in open spaces to encourage and enable users to assist in keeping the site clean and tidy.
- Utilise anti-graffiti materials, surfaces and coatings to reduce the level of attraction and appeal for graffiti to be undertaken and to assist cleaning.
- Welcome packs should be provided to new residents to assist familiarisation with the site and encourage a sense of community and belonging. These packs could provide a map and information on site amenities, activities and the local area.

Further measures for basement levels 1-4, loading dock and site's back-of-house facilities and plant rooms

- The spaces between residential storage spaces 4-5, 7-8, and 10-11 and located in, basement levels 2 to 4, have currently small areas behind the elevator and stairs lobby. If not already rectified, consider design changes in the next stages of design to remove this space that could be create blind spots and potentially lead to opportunistic crimes. Ensure all back-of-house facilities and plants room are provided with access control measures (i.e., swipe card, pin code, key) and only allow access to authorise staff or residents (for residential bin rooms) only.
- Use signage, speed control measures and design cues (i.e., pavement changes) to slow vehicles entering and exiting the car park. Also consider safety mirrors, visual or audible alerts at the basement level vehicle entry and exit points to reduce the risk of vehicle and pedestrian conflict.
- The location of the end of travel facilities (lockers, showers, change rooms) on basement level 1 could deter some individuals to use these amenities. Improve the feelings of safety by locating mechanical surveillance at the entry access points and providing secured access control (i.e., swipe card, pin code).
- One of the residential bins holding rooms on Plaza level-Forbes Street is located across from the waste and medium rigid vehicle (MRV) parking space areas. To ensure pedestrian safety when accessing this utility room, consider providing clear signage, adequate lighting, and designated pedestrian pathways. Additionally, implement barriers or bollards to separate pedestrian areas from vehicle zones, enhancing overall safety and accessibility.

Further measures for the retail spaces

- Implement access control measures to always restrict unauthorised access to retail spaces during non-operational hours and for their associated back-of-house facilities, including the commercial bin holding room and the commercial bulky waste room.
- Ensure the retail space incorporates robust windows, gates, doors and locks to prevent breaking and entering incidents.

- Implement secure access control measures to prevent users of the retail areas from entering residential areas and communal spaces, including at the Plaza level-Forbes Street (i.e., corridor given access to the communal gyms, media room). This will ensure the safety and privacy of residents.

#### Further measures for the residential areas

- Install access control measures (keys, swipe cards, pin codes, intercom/buzzer systems) to entrances, lifts and doors into and through the various sections of residential areas to control access (i.e., residents, visitors and management and maintenance staff) and prevent unauthorised and unwanted access.
- Provide information and signage reminding residents to only allow access to known or authorised visitors.
- Install locked boxes for police and emergency services in key locations. These locked boxes should contain access keys and/or codes to ensure that emergency personnel can quickly and efficiently enter the premises in the event of an emergency. Provide clear signage to these boxes so they can be easily located by emergency services. Ensure that each emergency service and the building manager are provided with a code to access the lock boxes in the event of an emergency. CCTV could be installed to monitor the locked box locations.
- Install robust, tamper-resistant locks on all entrances, exits, and individual units.
- Ensure that access to the mailbox is secured to prevent mail theft. Provide postal workers with a unique key or code or install an electronic access control system requiring a secure card or fob. Consider implementing CCTV to mail areas to increase surveillance.
- Explore opportunities to expand the installation of public art in communal areas to enhance the appeal of spaces and facilitate community connection.
- Consider developing some structured activities throughout the week in the multipurpose area of the rooftop. This will encourage community engagement, foster social connections, and make the space a vibrant and active part of the building.
- Consider giving access to the rooftop area on the level 9 of William East Building to residents of other towers, particularly those in the William West Building. This shared amenity can foster a greater sense of community and connection among residents, encouraging social interaction and a stronger neighbourhood bond.
- Consider also having programs and activities in the flexible area of the rooftop that could be open during this time to residents of the Dowling Street and Forbes towers, including those in affordable housing. Ensure that secure access is controlled both by relevant secured access control at lifts and doors, and by using the residential lobbies' concierge desks as a way of managing and directing users to the rooftop. This approach will contribute to developing a sense of community and belonging across the residents of the site. A stronger bond between neighbours contributes to a safer living environment, as residents are more likely to look out for one another and take collective responsibility for their shared spaces.

#### Further measures for the public domain and streetscape interface

- Ensure that landscaping benefits, such as territorial reinforcement, urban heat reduction, and respite areas, do not compromise natural surveillance of the site and do not create concealment spaces or compromise surveillance.
- Seating should be comfortable and supportive for seniors and people with disabilities.
- Consider designing the 24 hour lift's walls with transparent materials such as glass. This would encourage passive surveillance in and out the lift.

- Ensure the pedestrian route throughout the public domain is not obstructed by overgrown vegetation or that sight lines are not blocked by any design or street furniture. It is important that these pathways stay clear of any concealment area or blind spot to ensure the safety of users and encourage their use.
- During operation, encourage community activities and events in this public space to increase legitimate use and natural surveillance, as well as reinforcing sense of community and safety.
- Consider extending the installation of public art in the street interface areas to create a welcoming and engaging environment and reinforce broader community ownership.
- To reduce the risk of graffiti and vandalism, streetscape interfaces should be well lit, visually interesting and include robust materials and fixtures. Utilise graffiti resistant coatings to outdoor surfaces and building facades that are particularly exposed and vulnerable.

# Disclaimer

This report is dated 20 August 2025 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 Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of William Street Residential (**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.

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

# Appendix A Crime profile

Table 1 Crime rates per 100,000 people, January 2023 – December 2024

Crime type	Suburb	LGA	NSW
Assault (non-domestic)	1347.6	1244.6	415.2
Assault (domestic)	456.2	544.8	458.8
Break and enter dwelling	94.4	239.7	232.3
Break and enter non-dwelling	89.1	125.1	99.3
Liquor offences	1400.0	524.9	63.6
Malicious damage to property	723.6	925.6	587.8
Motor vehicle theft	89.1	180.0	178.6
Steal from dwelling	414.2	521.5	194.1
Steal from motor vehicle	283.2	353.1	320.7
Steal from person	47.2	167.5	24.5
Steal from retail store	702.6	1218.6	337.3
Trespass	450.9	804.0	151.8

Source: BOCSAR

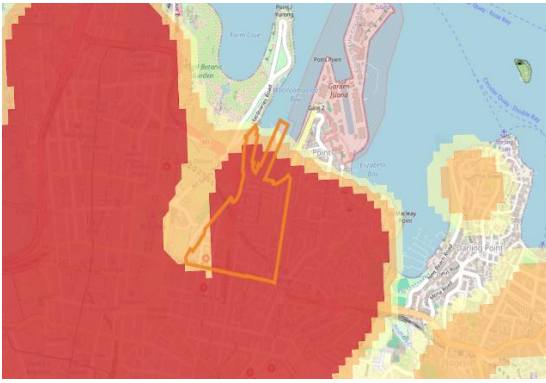
Table 2 Two-year crime trend, January 2023 – December 2024

Crime type	Suburb	LGA	NSW
Assault (non-domestic)	stable	stable	stable
Assault (domestic)	stable	stable	stable
Break and enter dwelling	nc	stable	stable
Break and enter non-dwelling	nc	n.c.	stable
Liquor offences	stable	n.c	Down 27.6% per year

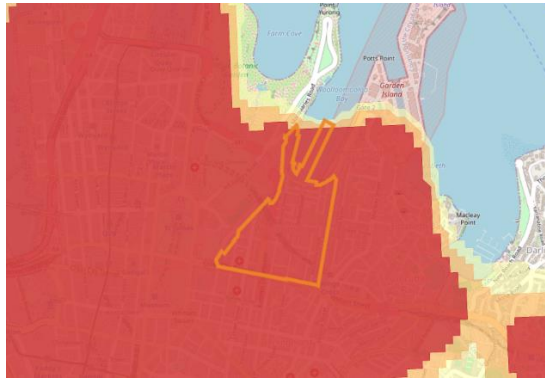
Malicious damage to property	Down 13.2% per year	stable	stable
Motor vehicle theft	nc	stable	stable
Steal from dwelling	stable	stable	stable
Steal from motor vehicle	Up 68.8% per year	stable	Down 8.0% per year
Steal from person	nc	n.c.	stable
Steal from retail store	stable	stable	stable
Trespass	stable	stable	stable

Source: BOCSAR

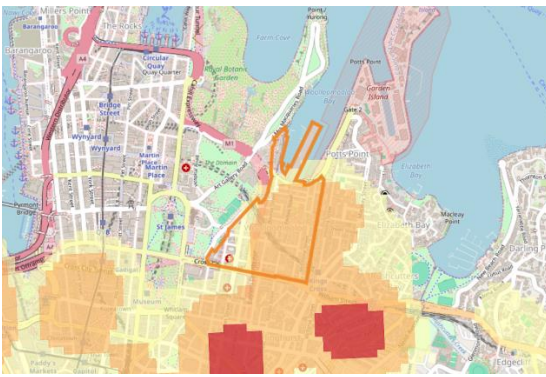
Figure 6 Crime hotspots, January 2023 – December 2024



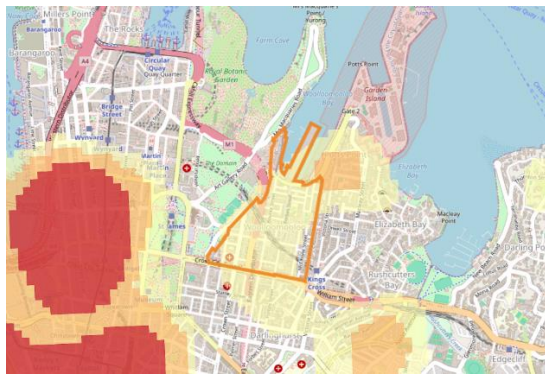
Picture 7 Domestic assault



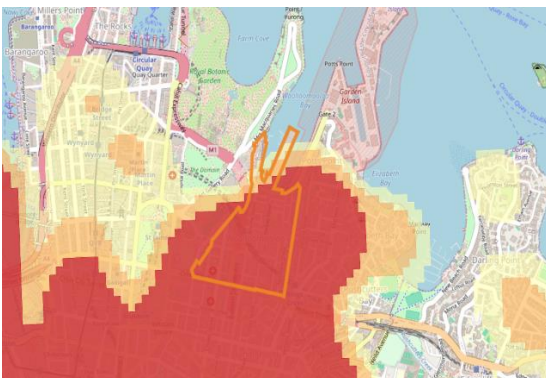
Picture 8 Non-domestic assault



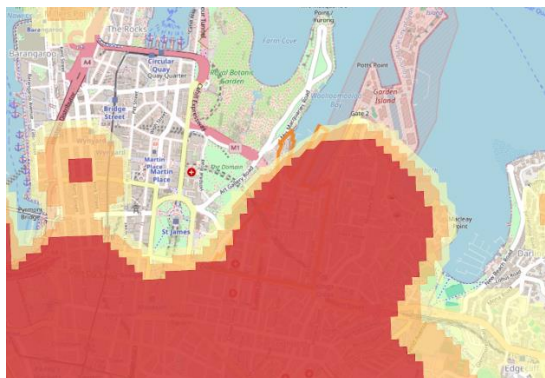
Picture 9 Break and enter dwelling



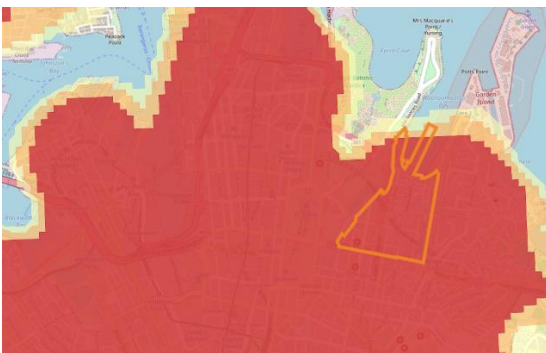
Picture 10 Motor vehicle theft



Picture 11 Steal from motor vehicle



Picture 12 Steal from dwelling



Picture 13 Malicious damage to property

Source: BOCSAR



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and communities  
for a better future.**