



Caddens Estate Pty Ltd

Crime Prevention Through Environmental Design Assessment

Proposed Mixed Use Development

68 – 80 O'Connell Street, Caddens

August 2025

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1 Executive Summary

This Crime Prevention Through Environmental Design (CPTED) Assessment Report has been prepared by Barker Ryan Stewart for Caddens Estate Pty Ltd to accompany a State Significant Development Application (SSDA) for a mixed-use development (including in-fill affordable housing) at 68-80 O'Connell Street, Caddens, within the Penrith Local Government Area (LGA).

This report has been prepared to address the Secretary's Environmental Assessment Requirements (SEARs) issued for the project (SSD-80875966) on 14 March 2025.

This report concludes that the proposed mixed-use development is suitable and warrants approval subject to consideration of the CPTED recommendations provided in Section 6.

Following the implementation of the above mitigation measures, the remaining impacts are considered appropriate.

2 Introduction

The SSDA seeks development consent for a mixed-use development (including in-fill affordable housing) comprising a combination of shop-top housing, residential flat buildings and a commercial premises (shop) at 68-80 O'Connell Street, Caddens. The proposed works include site preparation works, excavation, infrastructure, construction of the buildings and associated landscaping works.

Specifically, the SSDA seeks development consent for:

- demolition of an existing at grade car park
- construction of 4 x 4 - 6 storey shop top housing buildings at 68 O'Connell Street, Caddens, comprising:
 - 177 residential dwellings
 - ground floor commercial, retail and medical uses
- construction of a single storey commercial premises (shop) located at the south western corner of 68 O'Connell Street
- construction of basement carparking to service the shop top housing, ground floor commercial and commercial premises at the southwestern corner
- construction of 11 x 4 – 7 storey residential flat buildings at 80 O'Connell Street, including
 - 305 residential dwellings
 - basement carparking
- internal roads
- associated infrastructure and services
- landscaping and communal open spaces including a 'public square'

The proposal also incorporates 15% affordable housing and seeks to utilise the incentive controls under Chapter 2, Part 2, Division 1, Section 18 of the *State Environmental Planning Policy (Housing) 2021* (Housing SEPP) to achieve 30% additional building height.

This SSDA also seeks to modify DA17/0995 (pursuant to Clause 4.17(5) of the Environmental Planning and Assessment Act 1979 (EP&A Act) by amending the description of works and removing reference to the Concept DA and Stage 2 works to avoid inconsistency of the proposed works on the existing at-grade car park and southwestern corner of the site with that approval.

This report has been prepared in response to the requirements contained within the Secretary's Environmental Assessment Requirements (SEARs) dated 14 March 2025 (SSD-80875966).

2.1 Overview

The report has been prepared in accordance with the Crime Prevention Through Environmental Design (CPTED) guidelines prepared by the NSW Police in conjunction with the Department of Planning and Environment.

Crime Prevention through Environmental Design (CPTED) provides a clear approach to crime prevention and focus on the '*planning, design and structure of cities and neighbourhoods*'. The main aims of the policy are to:

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

The NSW Police guidelines provide four key principles in limiting crime through design. These are:

1. Surveillance;
2. Access control;
3. Territorial re-enforcement; and
4. Space/activity management.

We have inspected the site and undertaken a preliminary assessment of the architectural plans against the above guidelines. This report recommends design principles for the Caddens Corner Project to reduce the potential for crime.

3 Site and Locality

The site is located at 68-80 O'Connell Street, Caddens, within the Penrith LGA. It is legally described as Lot 1 and 2 in DP 1268507. The site has an area of 54,032m² and is generally rectangular in shape.

The western portion of the site (68 O'Connell Street) currently comprises an approved commercial shopping centre development and associated carpark, commonly known as 'Caddens Corner'. It is zoned E1 Local Centre pursuant to the *Penrith Local Environmental Plan 2010* (PLEP 2010). This portion of the site is subject to a Concept DA (DA17/0995). A portion of 68 O'Connell Street, that is currently used for at-grade carparking, is subject to this SSDA.

The eastern portion of the site (80 O'Connell Street) is a cleared vacant lot, historically occupied by rural residential land uses. It is zoned R4 High Density Residential pursuant to the PLEP 2010. The site itself is not identified as a heritage item; however, it is located to the east of the 'Teacher's residence (former)' (Item 670), a local heritage item which is identified under Schedule 5 of the PLEP 2010.

High biodiversity value land is present at the site at its north-eastern corner, pursuant to the *Biodiversity Conservation Act 2016*.



Figure 1: The Site (Source: Group GSA, 2025)

The site is located within the Caddens Release Area within the *Penrith Development Control Plan 2014* (PDCP 2014), and, under the Caddens Release Area Structure Plan, is strategically identified as the precinct centre with adjoining residential areas.

The site is approximately 2.2 kilometres (km) from Werrington Station and 1.8km from Kingswood Station. It is also well serviced by local buses with stops in proximity to the site along O'Connell Street in both directions.

The site is surrounded by established and newly developed low density residential areas of Caddens, Claremont Meadows, Werrington and Kingswood, as envisioned by the Caddens Release Area plan within the PDCP 2014.

A staged residential subdivision for 119 residential lots is located immediately to the north of the site at 46-66 O'Connell Street.

The area is interspersed with a variety of uses, including Western Sydney University (WSU), TAFE NSW and sporting fields.

The site is located 5.5km east of Penrith City Centre and 30km west from Parramatta CBD.

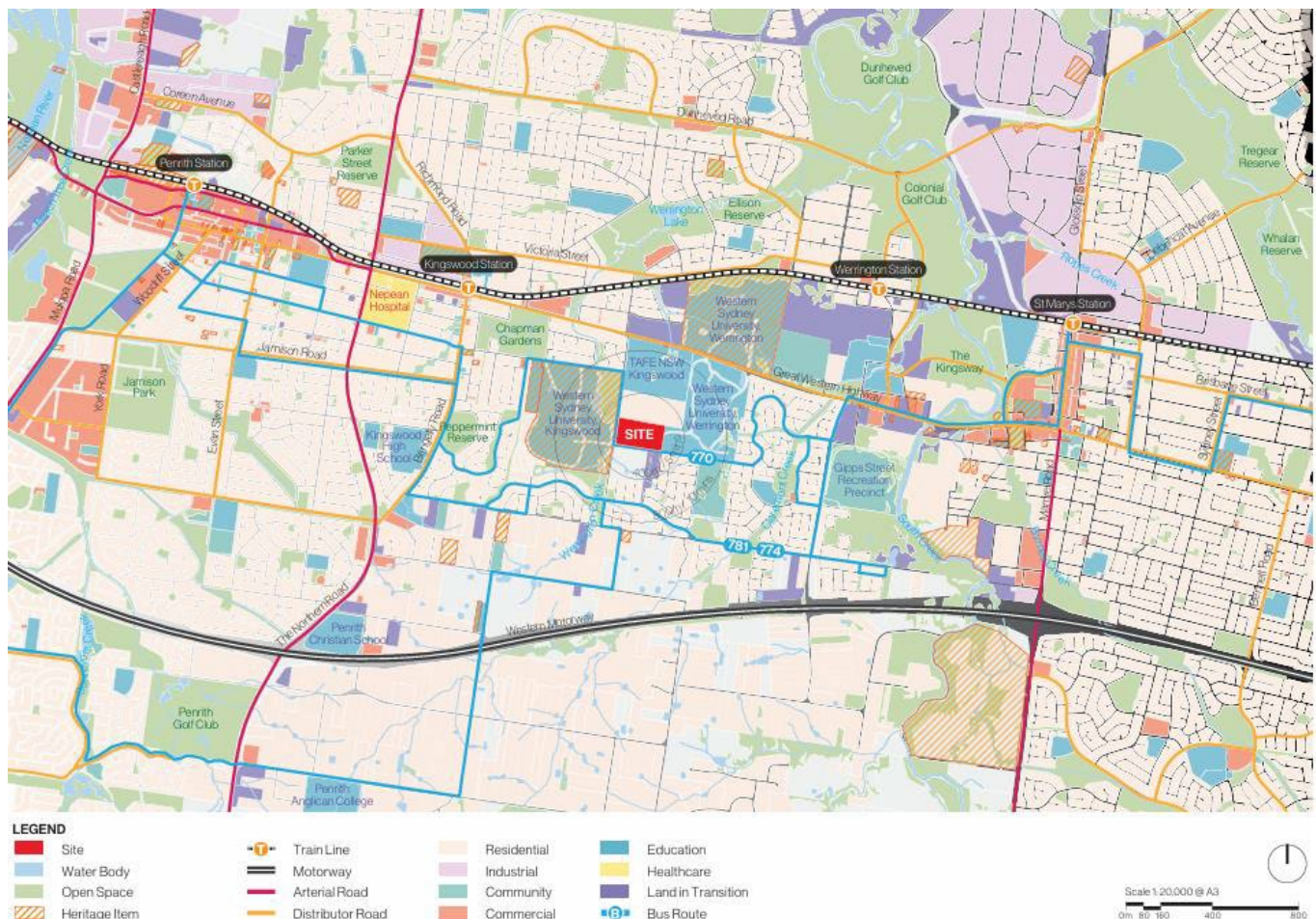


Figure 2: Site Context (Source: Group GSA, 2025)

4 Crime Statistics

The NSW Bureau of Crime Statistics and Research (BOCSAR) provides an overview of the crime profile during the previous calendar year. The data can assist in identifying specific crimes prevalent in an area and guide design to limit the recurrence of anti-social behaviour.

The following table, **Table 1**, identifies the threat levels in the neighbouring suburbs of Caddens and Kingswood surrounding the site and the Penrith LGA respectively for crimes relevant to the proposed residential and mixed-use development on the site. It is noted that NSW BOCSAR includes the subject site within the boundaries of the Kingswood suburb, rather than Caddens.

BOCSAR data ranks crime rates out of 5 levels, with one (1) being the lowest and five (5) being the highest.

Table 1: Threat levels in the Caddens suburb of the Penrith LGA (April 2024 to March 2025)

Level of Crime	Crime Type by Location		
	Caddens	Kingswood	Penrith LGA
HIGHEST LEVEL CRIME	Steal from Retail Store	Assault Robbery (Firearm) Sexual Offences Break & Enter Dwelling Receiving/Handling Stolen Goods Motor Vehicle Theft Steal from Motor Vehicle Steal from Dwelling Steal from Person Malicious Damage to Property Drug Offences Intimidation, stalking & harassment	Steal from Person
HIGH LEVEL CRIME	Steal from Motor Vehicle Steal from Dwelling Trespass	Assault (Alcohol Related) Assault (Domestic) Robbery (Weapon) Break & Enter Non-Dwelling Trespass	Assault Robbery (Unarmed) Robbery (Firearm) Robbery (Weapon) Receiving/Handling Stolen Goods Steal from Motor Vehicle Steal from Retail Store
MEDIUM LEVEL CRIME	Break & Enter Non-Dwelling	Homicide Steal from Retail Store	Assault (Domestic) Sexual Offences Break & Enter Dwelling Break & Enter Non-Dwelling Motor Vehicle Theft Steal from Dwelling Malicious Damage to

			Property Trespass Drug Offences Intimidation, stalking & harassment
LOW LEVEL CRIME	Assault (Alcohol Related) Intimidation, stalking & harassment	No relevant crimes	Assault (Alcohol Related)
LOWEST LEVEL CRIME	Assault Assault (Alcohol Related) Assault (Domestic) Sexual Offences Receiving/Handling Stolen Goods Motor Vehicle Theft Malicious Damage to Property	Robbery (Unarmed)	No relevant crimes

High or Highest Level Crimes recorded in the suburbs of Caddens and Kingswood surrounding the site included incidents of theft, trespass, robbery, and vandalism during the previous year. Kingswood experienced a wide variety of Highest Level Crimes, whereas the only Highest level Crime in Caddens was theft from retail stores. The wider Penrith LGA experienced a lesser number of High to Highest Level Crimes, including incidents of robbery, theft, and non-domestic assault.

Medium Level Crimes in the Caddens area included break and enter dwellings. The Kingswood area included Medium Level incidents of homicide and theft from retail stores.

Many crimes such as domestic assault can go unreported, and crime statistics are not absolute in such circumstances. Higher crime rates are also influenced by various factors such as proximity to transport connections and the availability of alcohol.

Hotspot crime mapping is provided below for some of the most relevant crimes for the mixed use/residential development at Caddens Corner. The figures compare the crime rate occurrence over a five-year period.

Hotspot mapping shows where high crime areas are and can be used to help understand the factors which affect the distribution and frequency of crime. The "hotspot" indicates where crime occurrences are clustered in particular areas, with the cluster being identified from highest to lowest, indicated in dark orange, light orange, and yellow respectively.

The location of the subject site is identified on the hotspot mapping below with a black outline.

4.1 Steal from Dwelling

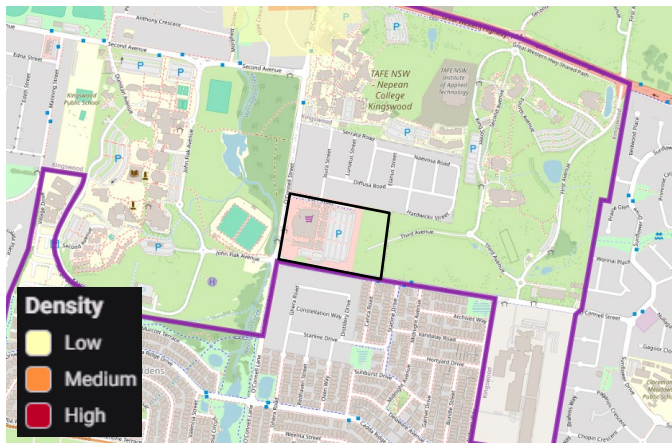


Figure 3: Steal from Dwelling 2023-2024

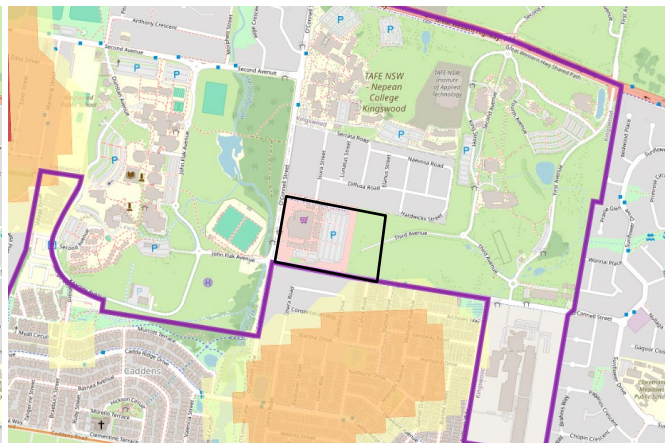


Figure 4: Steal from Dwelling 2024-2025

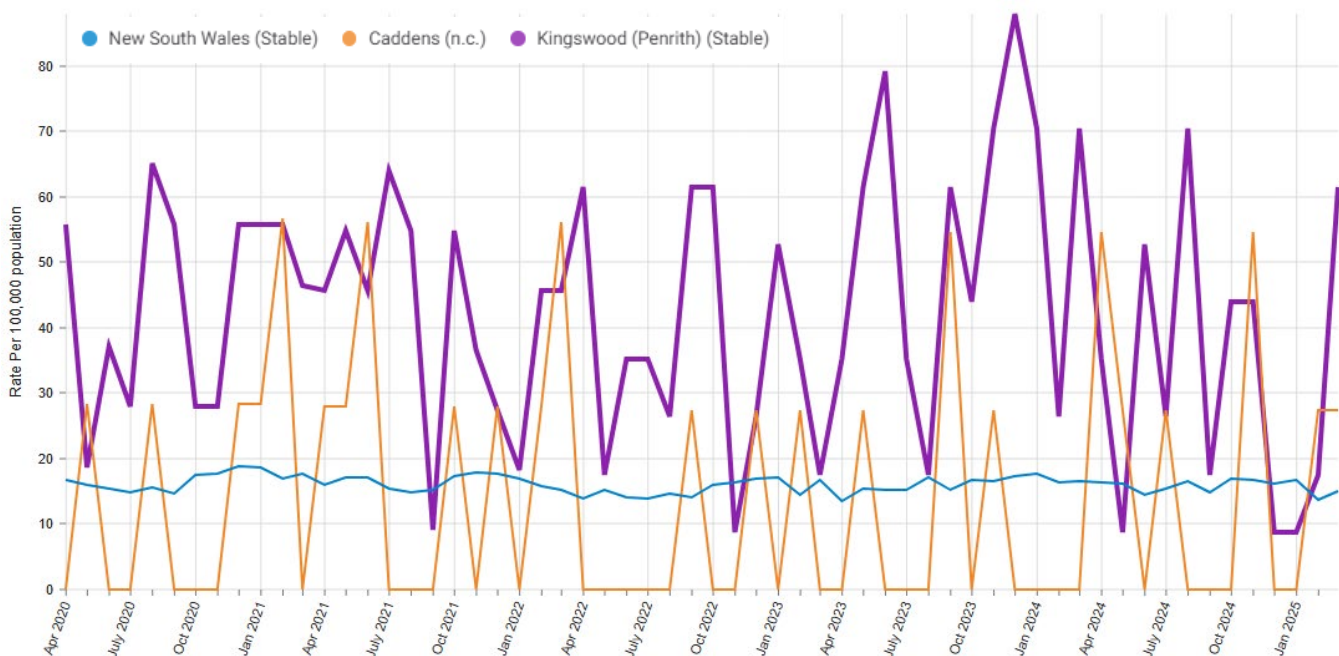


Figure 5: Rates of Theft from a Dwelling in Caddens, April 2020 to March 2025

Figures 3 and 4 above show changes to the hotspot rates of theft from dwellings in the locality surrounding the site in the previous two-year period from 2023 to 2025. The figures demonstrate that the hotspot crime rate within the vicinity of the subject site has increased in proximity to the site over the previous two years. Low to medium density hotspots have been noted in residential areas in proximity to the Great Western Highway to the north and west, and a low to medium density hotspot to the south of the site reflects increased residential development to the south. Notwithstanding, the subject site is not located within a low, medium or high hotspot for theft.

Figure 5 shows an extracted graph of the incidence rates of theft from a dwelling, providing a comparison between NSW and local rates. The graph indicates that during a five-year period, incidence rates in Caddens have experienced no change since records began, whilst Kingswood and NSW rates have remained stable over that period. Caddens has experienced periods of time without any recorded incidence of this crime.

4.2 Break & Enter Dwelling

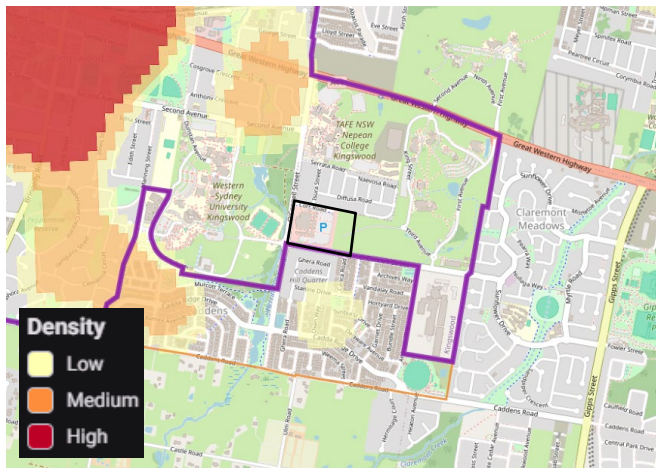


Figure 6: Break & Enter Dwelling 2023-2024

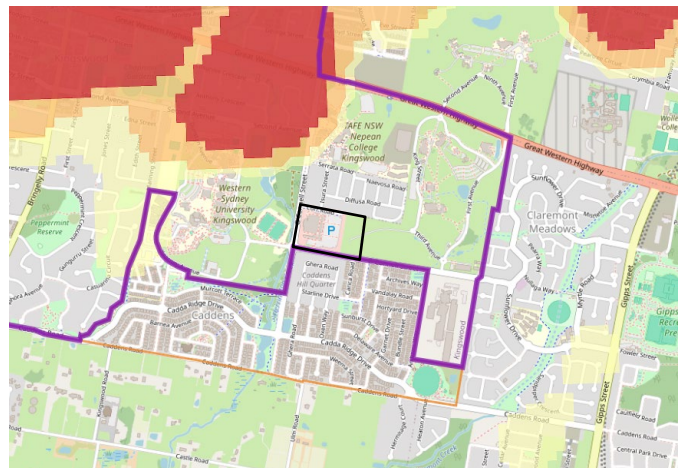


Figure 7: Break & Enter Dwelling 2024-2025

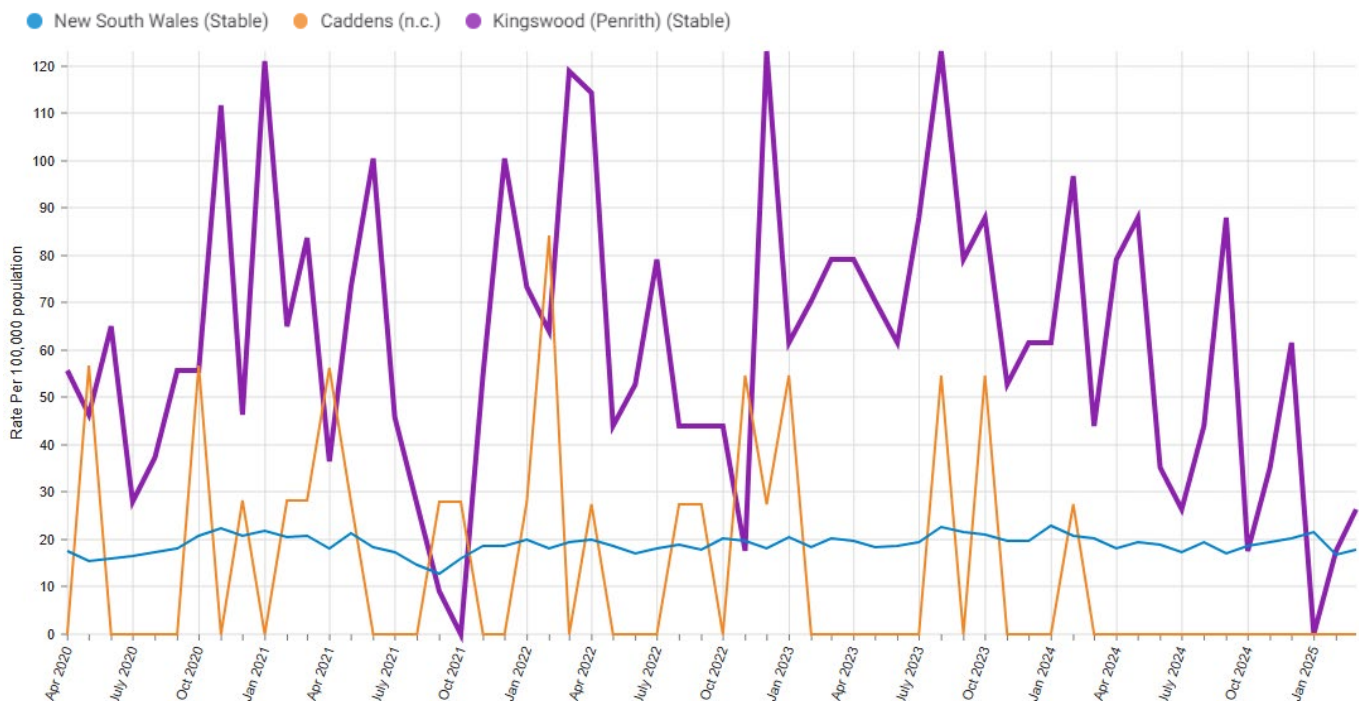


Figure 8: Rates of Breaking & Enter Dwelling in Caddens, April 2020 to March 2025

Figures 6 and 7 above illustrate changes to the hotspot rating of incidents of break and enter dwelling in Caddens and its surrounds from 2023 to 2025. Hotspot levels of this offence have remained similar over a prior two-year period, with an increase in residential areas to the north-west of the subject site surrounding the Great Western Highway and the Kingswood town centre.

Figure 8 includes a graph indicating rates of break and enter dwelling over a five-year period from April 2020 to March 2025, with comparisons between Caddens, Kingswood, and the state of NSW. The incidence rate for Caddens has remained generally unchanged since records began, with extended periods without incidence, whilst Kingswood and NSW rates have remained stable.

4.3 Malicious Damage to Property

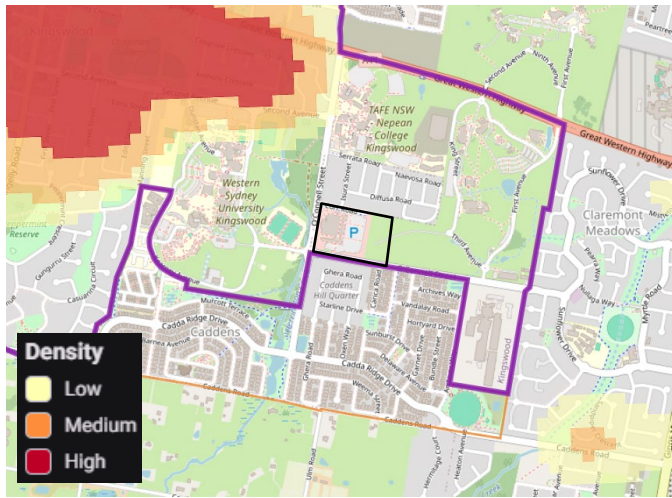


Figure 9: Malicious Damage to Property 2023-2024

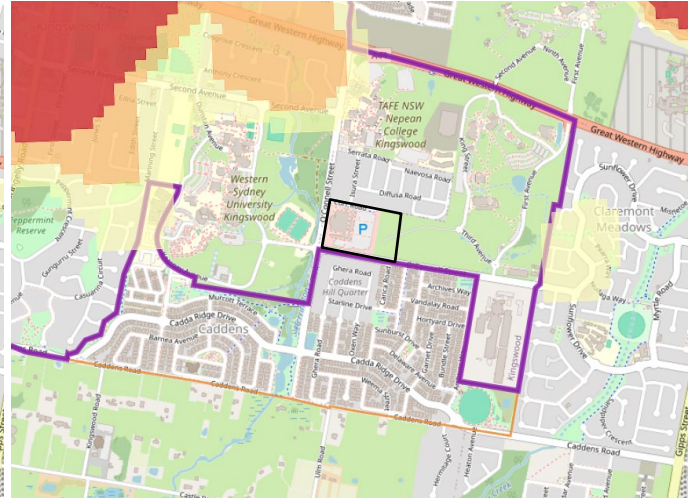


Figure 10: Malicious Damage to Property 2024-2025

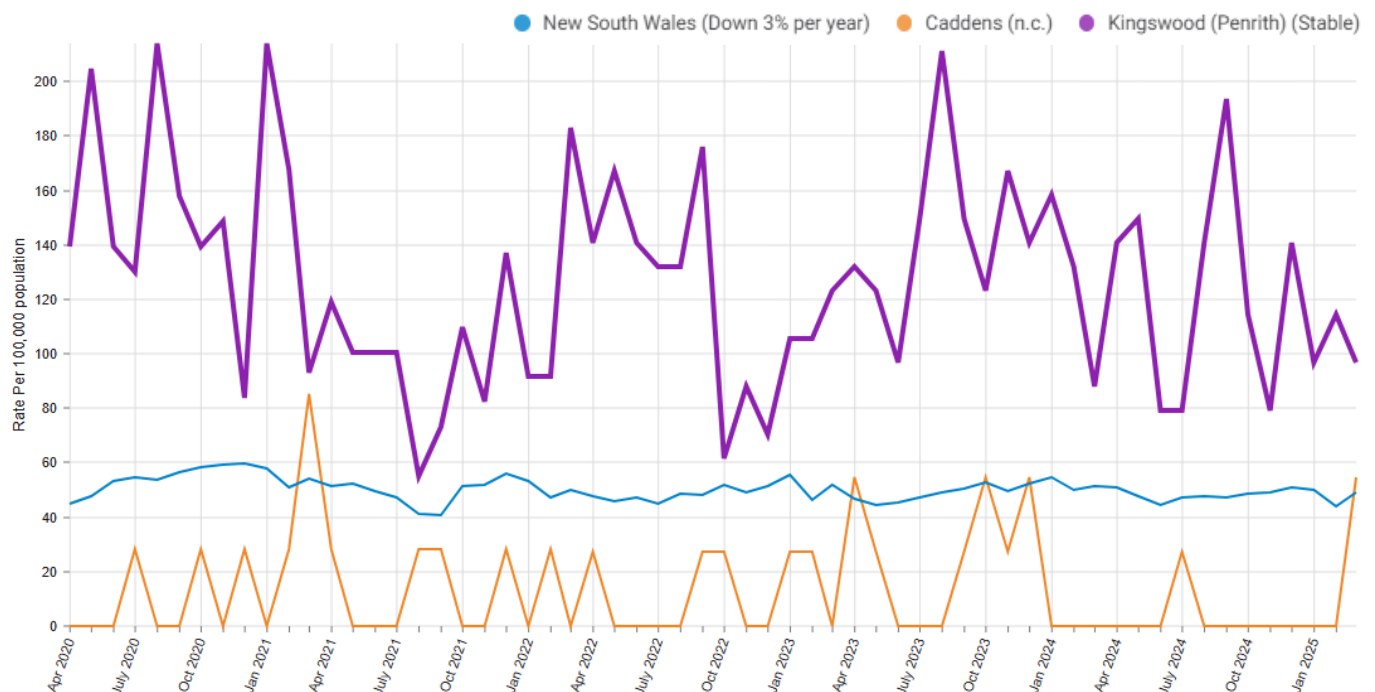


Figure 11: Rates of Malicious Damage to Property in Caddens, April 2020 to March 2025

Figures 9 and 10 show changes to the hotspot rating of malicious damage to property in Caddens over the previous two-year period from 2023-2025. Hotspot levels of this offence have spread over a wider area north-west of the site surrounding the Great Western Highway and Kingswood area but have generally decreased in density in proximity to the subject site over the period. The subject site and surrounding residential development are not located within a hotspot area.

Figure 11 illustrates the rates of malicious damage to property offences, with comparisons between Caddens, Kingswood, and NSW. Between a five-year period from April 2020 to March 2025, incidence of malicious damage to property in Caddens has remained generally unchanged with periods of non-incidence whilst Kingswood has observed stable incidence and NSW has seen a decrease of 3.0% per year.

4.4 Motor Vehicle Theft

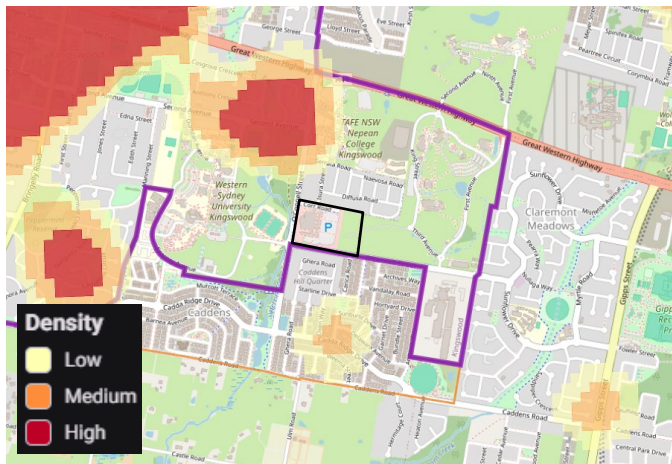


Figure 12: Motor Vehicle Theft 2023-2024

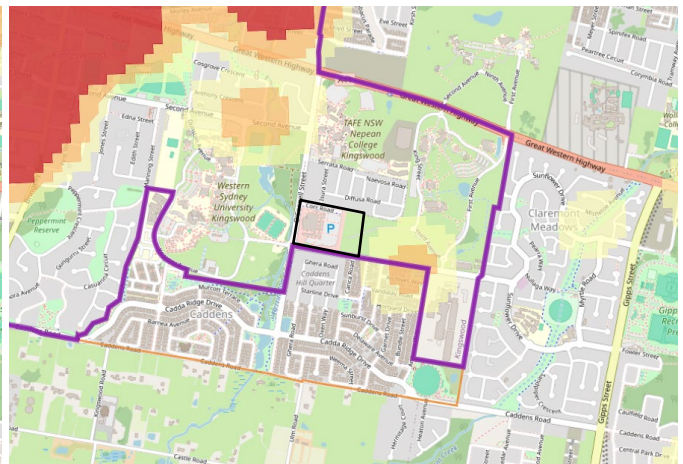


Figure 13: Motor Vehicle Theft 2024-2025

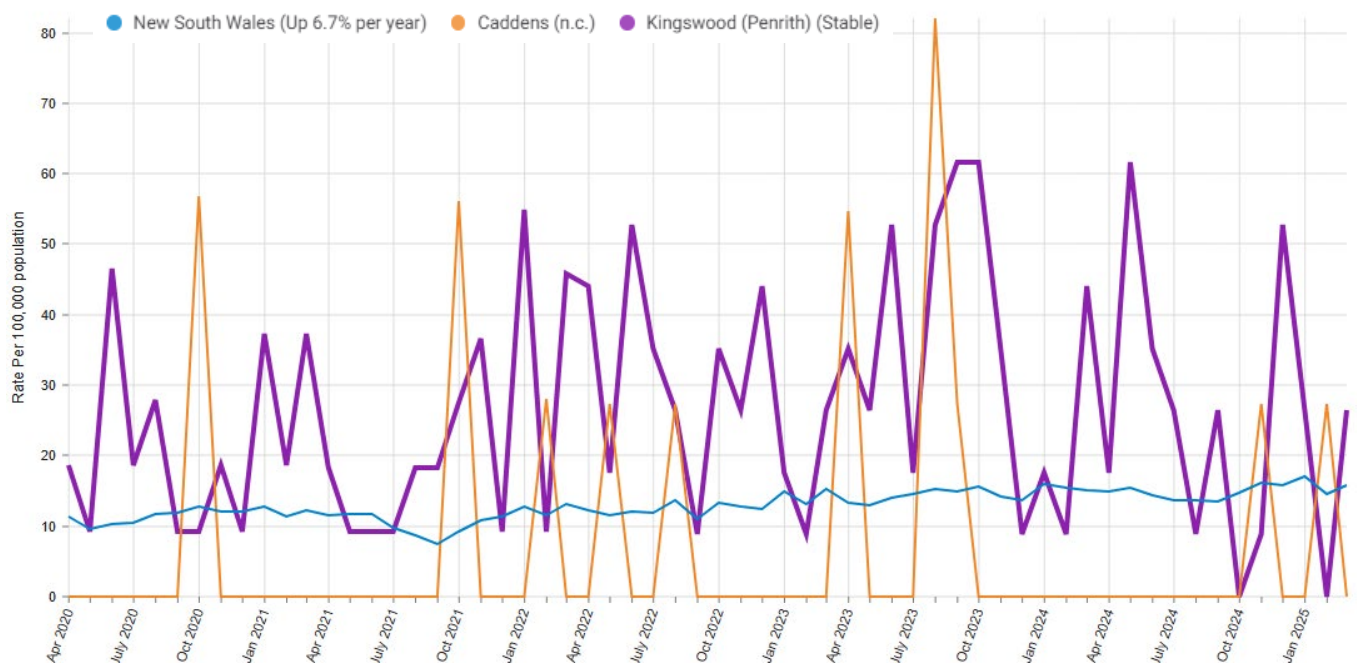


Figure 14: Rates of Motor Vehicle Theft in Caddens, April 2020 to March 2025

Figures 12 and 13 above show changes in the hotspot rate of motor vehicle theft offences in the locality between 2023 and 2025. These figures demonstrate that hotspot ratings for this crime have remained at a low to high density in proximity to the site. Areas near the Great Western Highway are of particularly high density. The site is in the vicinity of two low to medium hotspots to the north-west and east. These hotspots are concentrated around neighbouring residential areas and the Western Sydney University and TAFE NSW campuses in Kingswood to the north and west of the subject site.

Figure 14 includes a graph of the rates of motor vehicle theft, providing a comparison of Caddens, Kingswood, and the state of NSW. Over the previous five-year period, the rate of motor vehicle theft in Caddens has not seen any change since records began, with periods of non-incidence, whereas Kingswood has observed a stable incidence rate and NSW has observed an average increase in occurrence of 6.7% per year over the period.

The proposed development has implemented design measures to separate and distinguish retail and residential car parking areas and restrict unauthorised vehicle access to residential car parking areas, in order to reduce opportunities for motor vehicle theft within the precinct. These are discussed in further

detail in Section 5 of this report.

4.5 Break and Enter (Non-Dwelling)

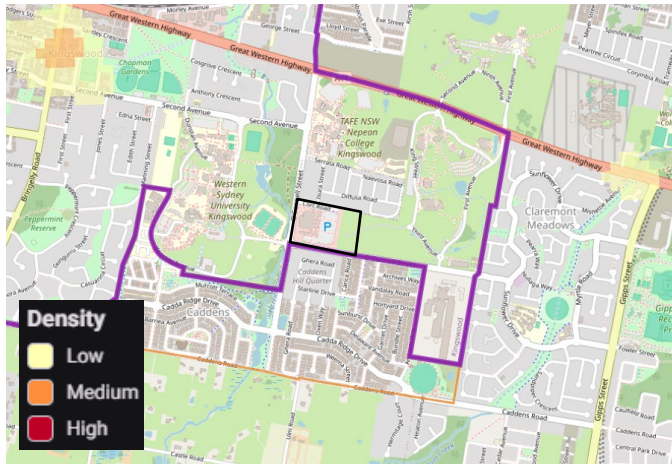


Figure 15: Break & Enter (Non-dwelling) 2023-2024

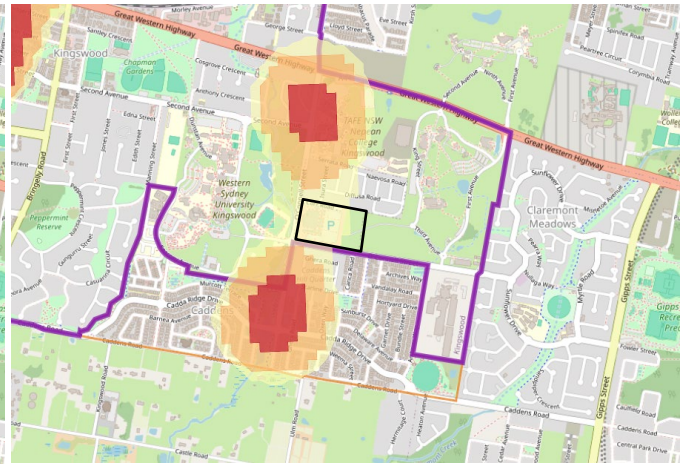


Figure 16: Break & Enter (Non-dwelling) 2024-2025

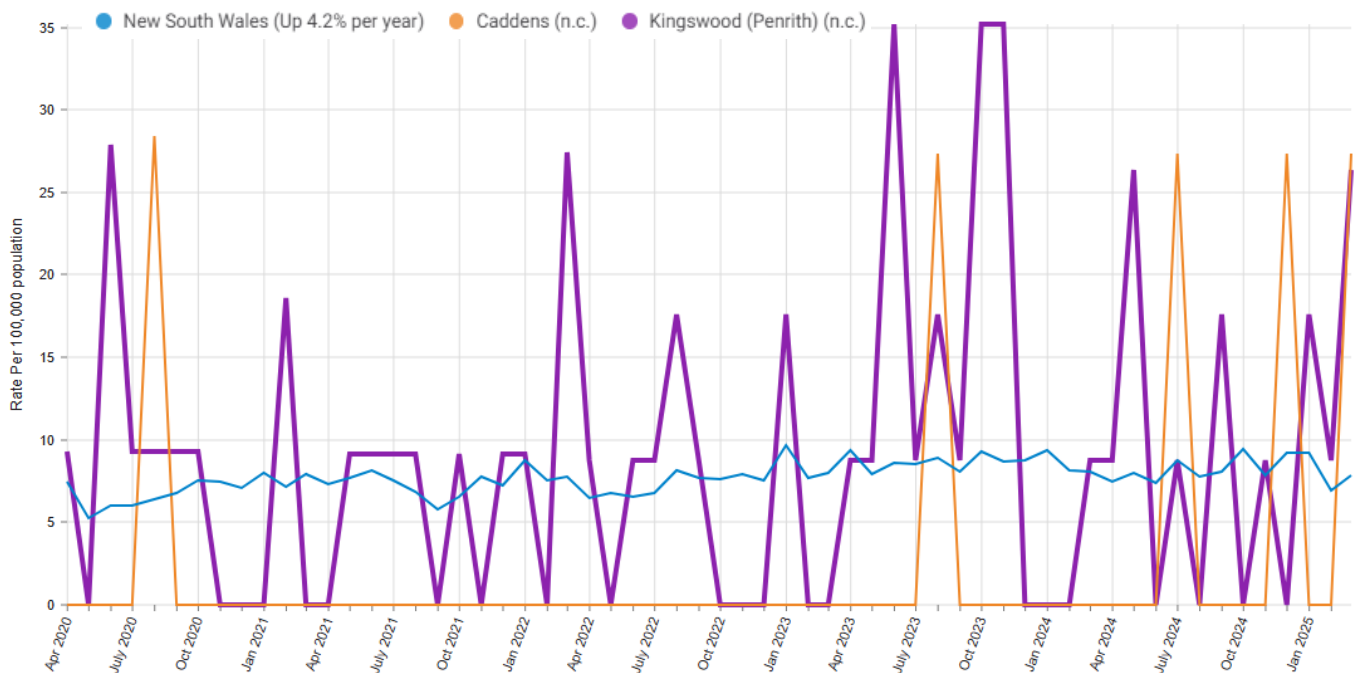


Figure 17: Break and Enter (Non-dwelling) in Caddens, April 2020 to March 2025

Figures 15 and **16** above show changes in the hotspot rate of break and enter (non-dwelling) in the locality between 2023 to 2025. The figures confirm there has been an increase in hotspot events surrounding the subject site to the north and south. The site is located within a low-density hotspot for this type of crime, and located between two high-density hotspots along O'Connell Street between Western Sydney University and TAFE NSW campuses.

Figure 17 includes a graph of the rates of break and enter (non-dwelling), providing a comparison of Caddens, Kingswood, and the state of NSW. Over the previous five-year period, the rate of retail theft in Caddens and Kingswood has not seen any change, observing periods of time without incidence, whereas NSW has observed an increase of 4.2% per year.

5 Proposed Development

The SSDA seeks development consent for a mixed-use development (including in-fill affordable housing) comprising a combination of shop-top housing, residential flat buildings and a commercial premises (shop) at 68-80 O'Connell Street, Caddens. The proposed works include site preparation works, excavation, infrastructure, construction of the buildings and associated landscaping works.

Specifically, the SSDA seeks development consent for:

- demolition of an existing at grade car park
- construction of 4 x 4 - 6 storey shop top housing buildings at 68 O'Connell Street, Caddens, comprising:
 - 177 residential dwellings
 - ground floor commercial, retail and medical uses
- construction of a single storey commercial premises (shop) located at the south western corner of 68 O'Connell Street
- construction of basement carparking to service the shop top housing, ground floor commercial and commercial premises at the southwestern corner
- construction of 11 x 4 – 7 storey residential flat buildings at 80 O'Connell Street, including
 - 305 residential dwellings
 - basement carparking
- internal roads
- associated infrastructure and services
- landscaping and communal open spaces including a 'public square'

An extract of the Site Plan is provided in **Figure 18**. The precinct will adjoin the existing Caddens Corner shopping centre. A new commercial premises is proposed in the south-west of the site. Buildings R, S, T and U will provide retail floor space at the ground floor level. All other buildings in the precinct will support residential development only. Detailed discussion of more specific proposed elements is provided under subheadings below.

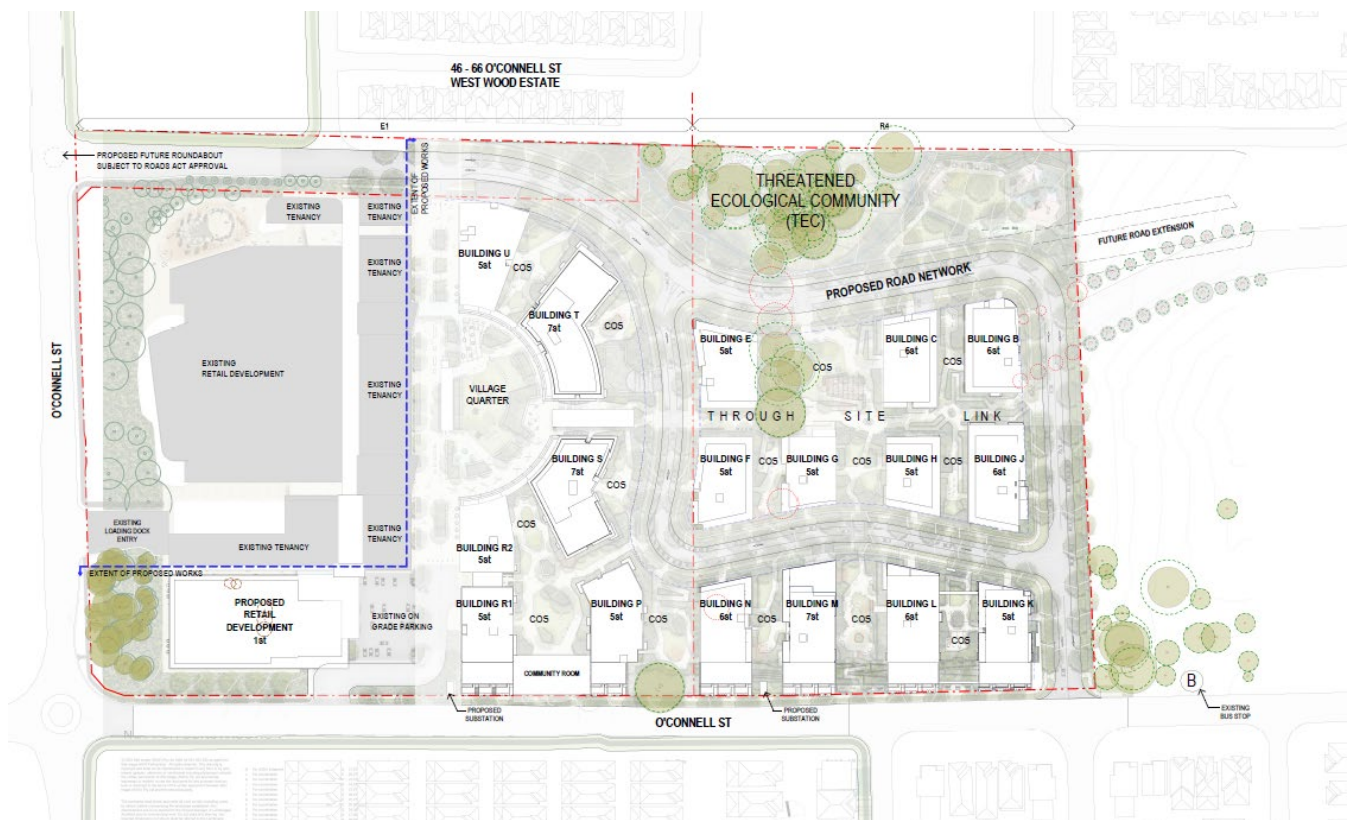


Figure 18: Extract from Site Plan (Source: Group GSA, 2025)

5.1 Buildings R, S, T and U & Retail Floor Space

Retail floor space will be provided at the ground floor in Buildings, R, S, T and U in the west of the precinct, adjacent to the existing Caddens Corner shopping centre as shown in **Figure 19**. The retail floor space will be provided with dedicated retail car parking spaces separate from residential car parking facilities as indicated in development plans.

Residential development above retail floor spaces is to be provided with separate access points and lifts, toilet facilities and waste collection rooms. Note that these access points are in addition to public lifts and stairways to elevated public spaces between residential buildings and the through site link. Spaces between the buildings are provided with clear sightlines, assisting wayfinding and providing observation between building exteriors and the public domain.

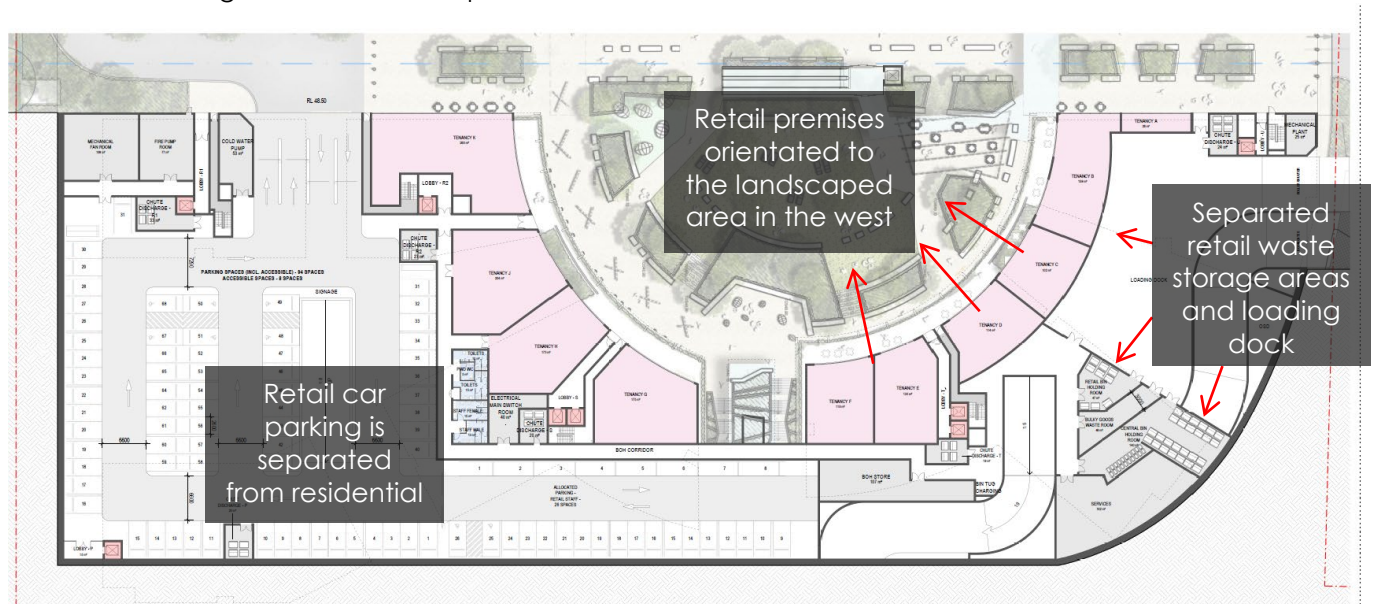


Figure 19: Extract from Building P-U Retail Level Plan [RL 50.70] (Source: Group GSA, 2025)

5.2 Commercial Premises

The proposed single-storey retail tenancy in the south-west of the site is to be located adjacent to the existing shopping centre and divided by the access road and carparking from the rest of the proposed mixed-use and residential precinct. An extract from the proposed floor plans is included as **Figure 20** below, showing the new tenancy location.

The new tenancy will be serviced by a proposed extension of the existing shopping centre's basement loading dock, which will include a goods lift.

Extracts of the proposed elevations are provided as **Figure 21** below. Glazing along the retail tenancy's western, northern and eastern facades will promote natural surveillance of building perimeters and surrounding spaces. The back-of-house area does not include glazing but will be screened by landscaping.

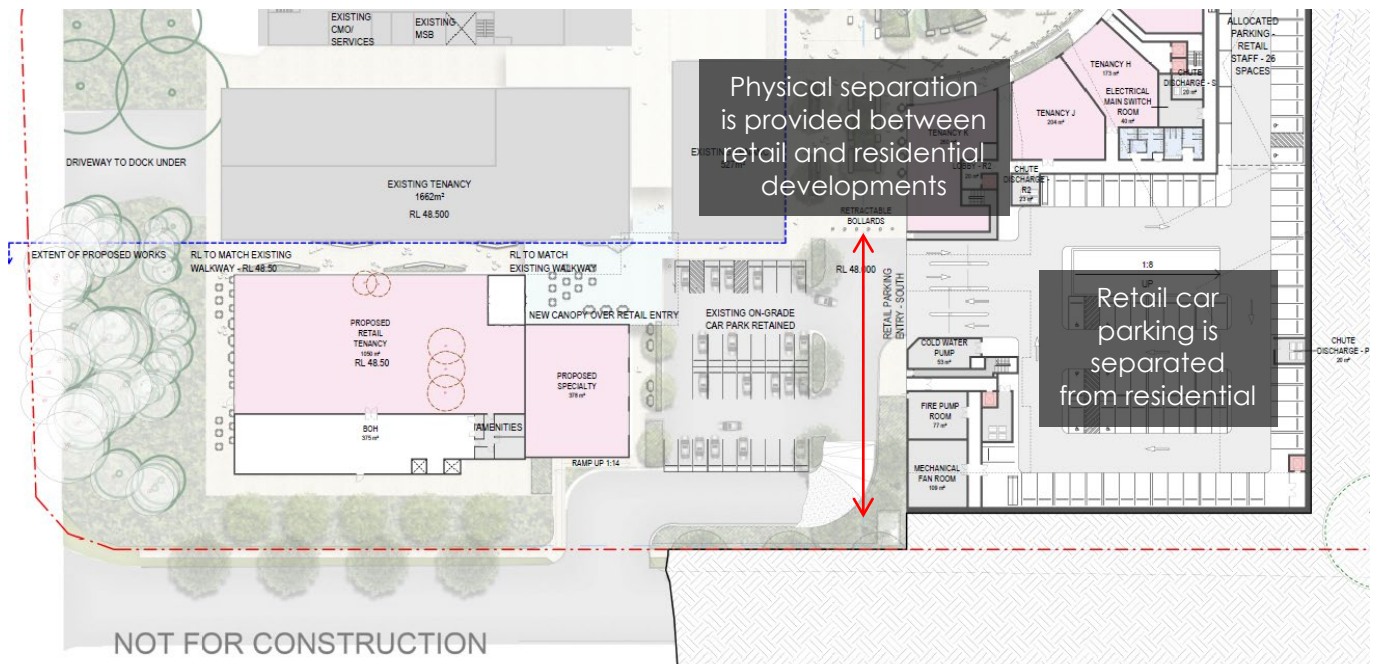


Figure 20: Extract from GA Plans [RL 50.70] (Source: Group GSA, 2025)

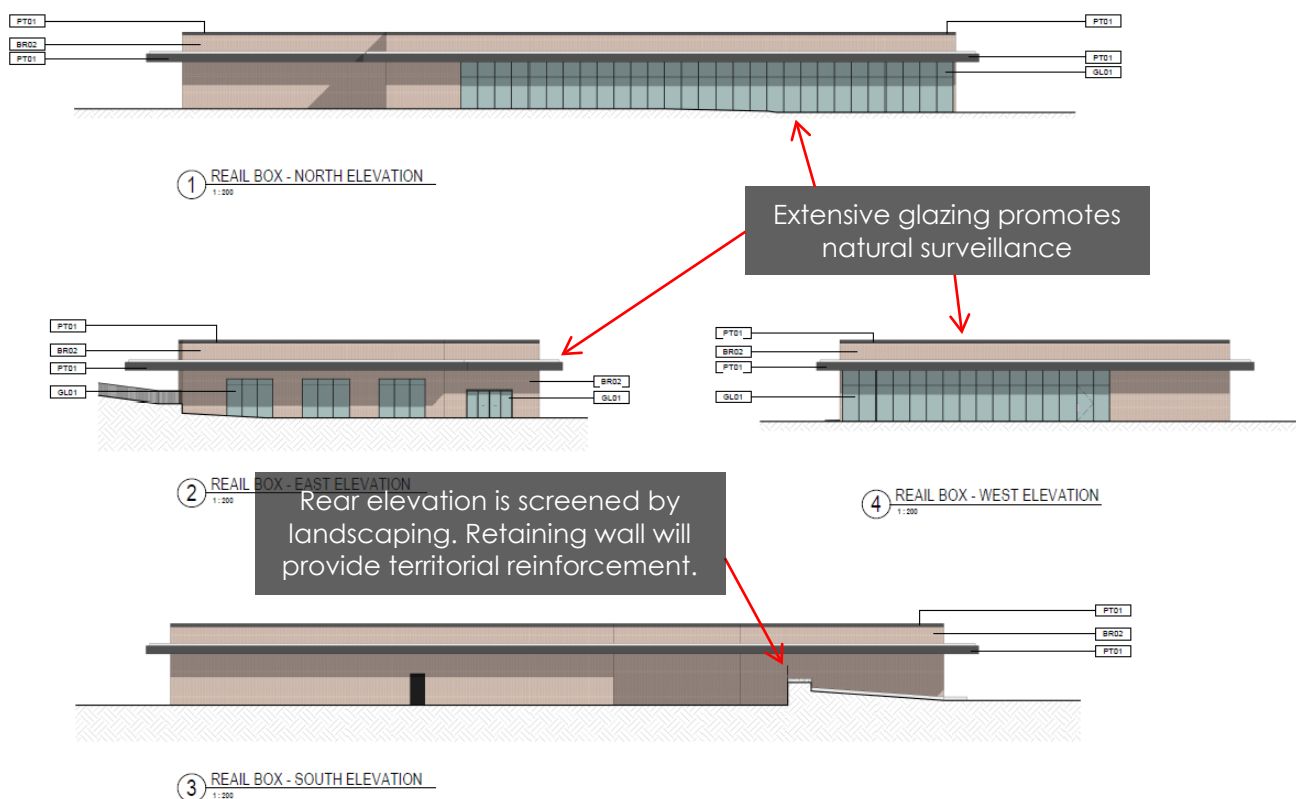


Figure 21: Extract from Retail Tenancy Elevations (Source: Group GSA, 2025)

5.3 Residential Development

With the exception of the commercial premises in the south-west, all buildings will incorporate residential accommodation. The masterplan layout has been designed to facilitate natural surveillance of building entry points, vehicle entry points and pedestrian thoroughfares through the site. Natural surveillance will be further promoted through balconies and glazing within storeys above shared spaces.

As discussed above, a separation of retail and residential car parking areas and vehicle access points has been maintained across the precinct design to reinforce the appropriate access and use of private and semi-private spaces.

Residential apartments will be accessed from lobby entries at ground level with controlled entry and lift access to levels above. Basement parking will be provided for all buildings with vehicle access provided from the new internal road network. Parking is discussed in more detail in Section 5.4.

Balconies associated with residential apartments will not be accessible from commercial or communal areas, only from the interiors of residential apartments.

Refer to **Figures 22** and **23** below for an analysis of proposed elevation plans and CPTED design measures.



Figure 22: Extract from West Elevation (Source: Group GSA, 2025)

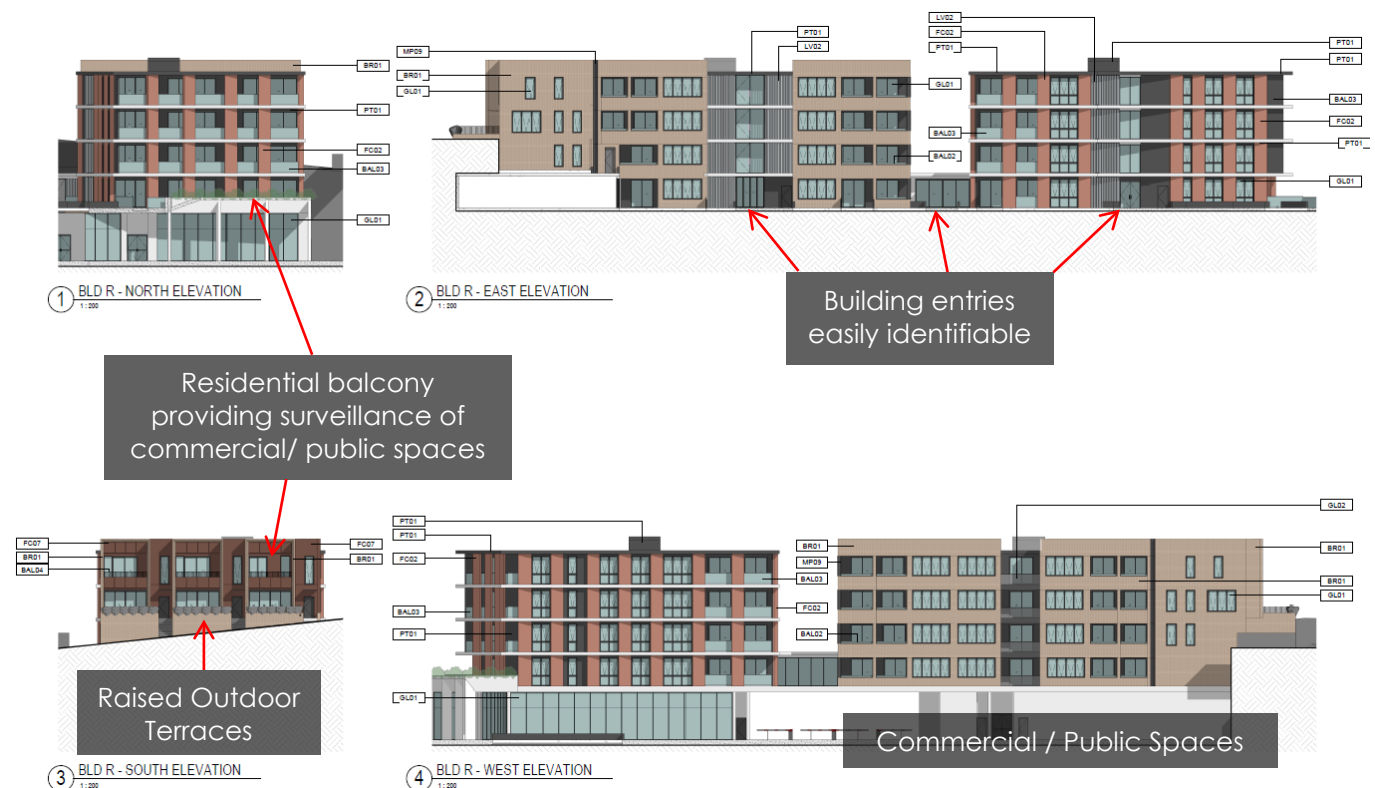


Figure 23: Extracts from Building R Elevations (Source: Group GSA, 2025)

5.4 Car Parking

Parking will be provided within a number of basement facilities that service different buildings and land uses within the precinct as shown in **Figures 24 – 26** below.

Dedicated retail parking is accessible via the access road from O'Connell Street to the south-west, comprising three (3) levels of basement and lower ground level parking for retail patrons and staff. These areas are separate to and do not provide vehicle access to residential carparks.

Retail parking is located on the three upper floors of the western car park, including the ground floor. The lowest levels of the western car park is restricted to use by residents of Buildings P, R, S, T, and U.

Residential parking comprises three (3) carparks accessed via the proposed new internal roads – a western carpark comprising two (2) basement levels servicing Buildings R, S, T, U, and P; a southern carpark with four (4) levels for Buildings N, M, L, and K; and a central carpark with two (2) levels servicing Buildings B, C, E, F, G, H, and J.

The precinct car parks minimise unnecessary obstructions and possess clear sightlines of vehicle passageways and entries.

All vehicle entry points will benefit from boom gate or roller door entry to basement levels, providing appropriate security for vehicles between the mixed uses in addition to separation of parking areas.

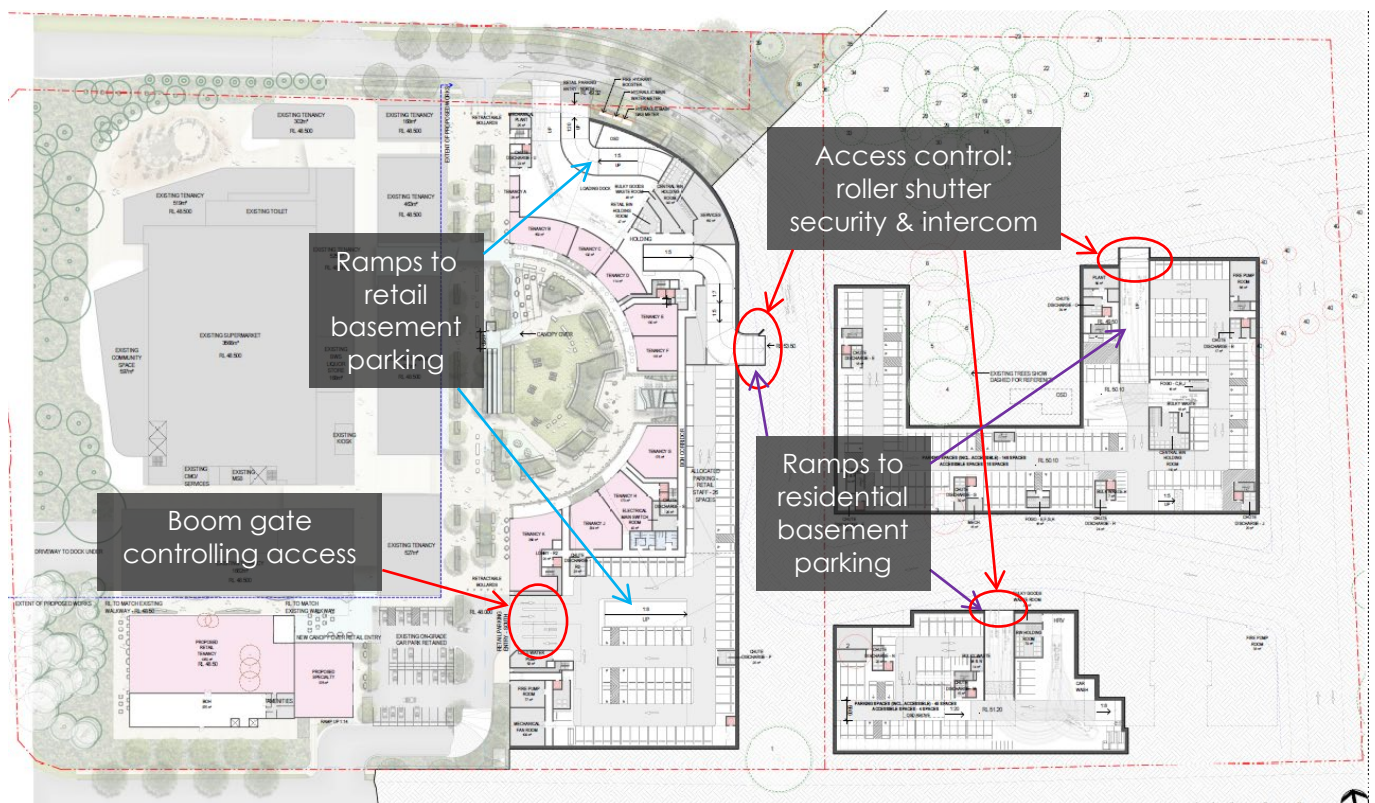


Figure 24: Extract from GA Plans [RL 50.70], showing car parking (Source: Group GSA, 2025)

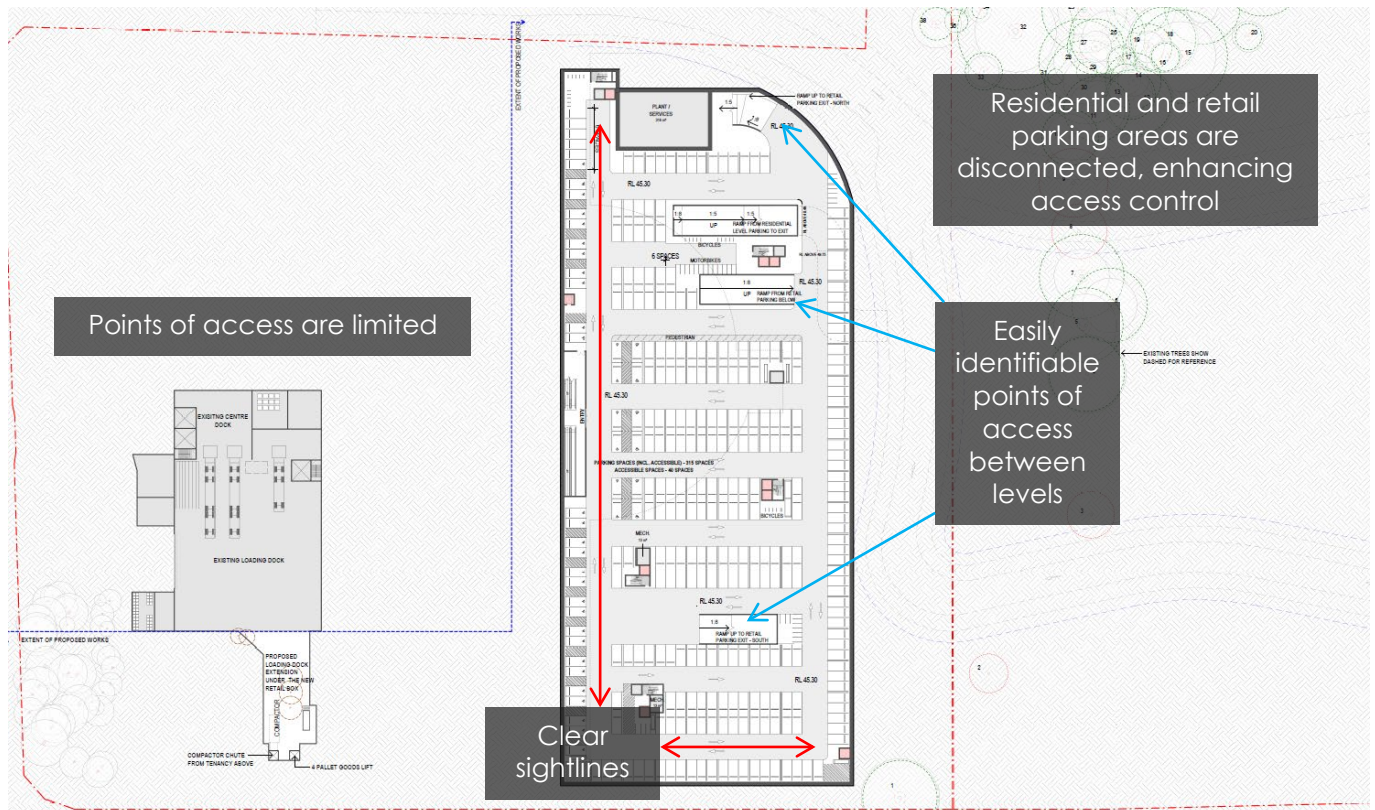


Figure 25: Extract from GA Plans [RL 46.50], showing car parking (Source: Group GSA, 2025)

5.5 Communal & Public Open Spaces

The precinct benefits from a number of public open spaces including a publicly accessible through site link and public landscaped areas and parks in the north and south of the precinct.

Semi-private, communal spaces for residents include communal gardens, a community room between Buildings R and P, rooftop gardens on Buildings T and S, and gated courtyards providing access to residential floors of buildings.

Residential buildings within the precinct overlook these spaces, providing passive surveillance and natural security of the area and streetscape (see purple annotations in **Figure 26** below indicating examples). Residential apartments have been designed to share views of outdoor public areas whilst maintaining the privacy of internal habitable areas and private open spaces.

The design orientation towards public and shared open spaces also provides implicit reinforcement of the space as being public space, rather than having ambiguous use or ownership. This further clarifies the appropriate use and access of the space to visitors and residents in line with social norms.

Access to semi-private courtyards and any rooftop communal spaces will be controlled by gates, secure doors and fencing with swipe card control to be implemented for residents only. Communal spaces and hallways benefit from the maximisation of clear sightlines, minimising ambiguous spaces and potential hiding places which may be used by trespassers or offenders. Rooftop gardens in Buildings T and S are only accessible from the interiors of these buildings, with their use exclusive to tenants and their guests. Access control measures at lower levels will prevent unauthorised access to these areas.

The precinct has been designed to facilitate pedestrian movement and circulation through the site at ground level as evident in **Figure 26** below. Gated, fenced private open space areas will ensure the public access through the site will not generate any unacceptable access to property concerns. Further, the increased natural surveillance that public access and street-level activity will provide is beneficial for

the security of the precinct. Recommendations for CCTV surveillance of public lift access points are provided in Section 6.1.

Retractable bollards will prevent unauthorised vehicle access into pedestrian-only areas.

The adopted CPTED design measures will reduce opportunities for crimes such as break and enter, by increasing criminals' perceptions of risk and likelihood of being caught, as well as the criminals' effort required to commit and benefit from a crime.

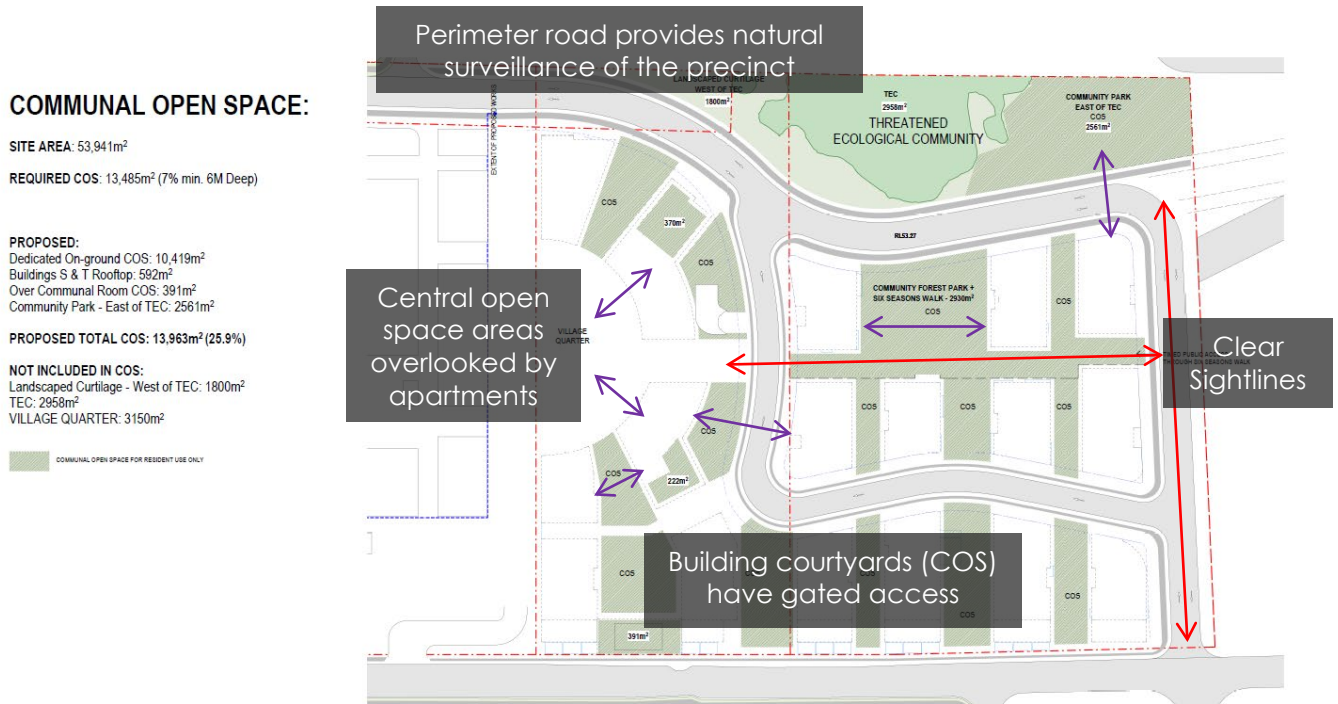


Figure 26: Extract Communal Open Space Plan (Source: Group GSA, 2025)

5.6 Landscaping

Landscape Plans have been prepared by Site Image Landscape Architects and submitted as part of the development application. Extracts from the proposed Landscape Plans are provided in **Figures 27** and **28** below.

A public park is proposed in the northeast of the site which will facilitate community interaction within a welcoming landscaped space.

Landscaping across the precinct includes an appropriate mix of street trees and planting of common open space areas such as courtyards. Trees are to be located a suitable distance from balconies, roofs, and living spaces to prevent use as improvised/natural ladders. Building exteriors are bounded by various garden beds and suitable scale of plantings, discouraging vandalism and trespassing onto terraces and into low-lying dwellings, retail tenancies, or semi-private spaces.

Trees and shrubs are well-spaced to prevent their use for concealment, and landscaping around building perimeters is to be low in height. Clear sightlines are preserved throughout the precinct, the streetscape, around walkways, and between buildings.

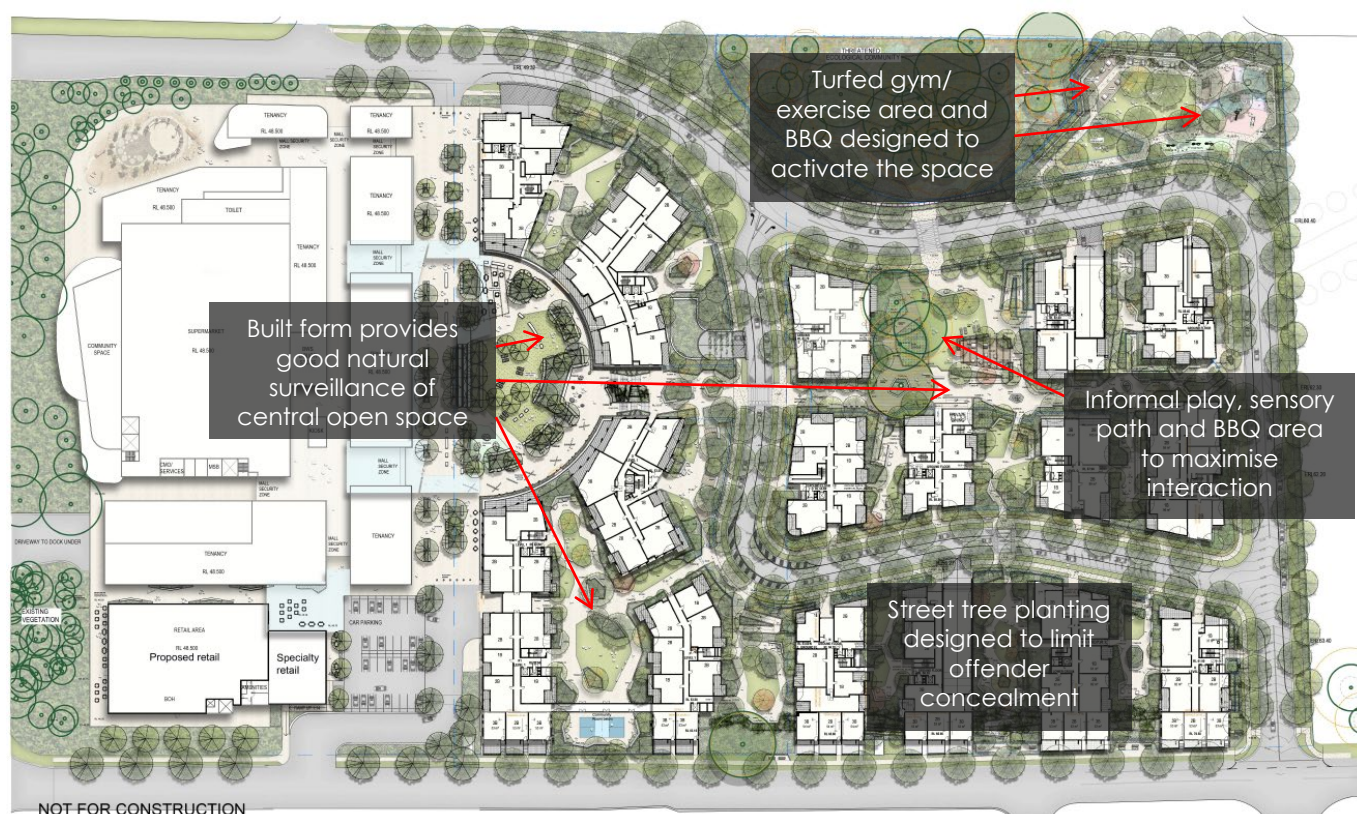


Figure 27: Landscaping Masterplan (Source: Site Image Landscape Architects, 2025)



Figure 28: Landscaping for Buildings P, R, S, T, & U (Source: Site Image Landscape Architects, 2025)

6 CPTED Principles

6.1 Surveillance

The Crime Prevention and the Assessment of Development Applications states that 'the attractiveness of crime targets can be reduced by providing opportunities for effective surveillance, both natural and technical'.

From a design perspective, 'deterrence' can be achieved by:

- clear sightlines between public and private places;
- effective lighting of public places; and
- landscaping that makes places attractive, but does not provide offenders with a place to hide or entrap victims.

Positive surveillance features of the Caddens Corner mixed-use development include:

- Residential apartments facilitate passive surveillance of commercial areas, entry points and public and communal open spaces;
- Clear sightlines are maintained between and within public and private spaces within the residential precinct; and
- Landscape design provides aesthetic enhancement of the development and maintains privacy, without obscuring visibility, safety or surveillance of public areas or points of entry.

Table 2 lists potential 'surveillance' issues and recommended strategies to minimise crime risk.

Table 2: Surveillance issues and recommendations

Surveillance Issues	Recommendation
Perimeter	• Minimise density of planting around building perimeters to maintain clear sightlines and limit natural ladder opportunities. • Public and commercial areas, including perimeters and the access roads, shall be well lit at night in accordance with the Australian Standards for lighting.
Entrances	• All entrances should be well lit at night especially in alcoves and corners. • Entrances should be well defined and clearly sign posted. • Consideration should be given to the use of sensor lights at entry points that don't require permanent evening illumination. • Glazing should allow natural surveillance of surrounding areas from within interior spaces.
Public Lift	• Ensure the public lift and surrounds are well lit at night in accordance with Australian standards. • Consider use of CCTV surveillance at lift entry points and the publicly accessible areas in the centre of the precinct. • Signage should identify any CCTV surveillance in this area to further deter criminal activity.
Car Parking	• Minimise density of planting near car park entry points to maintain clear sightlines to retail and residential car parking areas. • Car parks within the precinct should be well lit at night and

Surveillance Issues	Recommendation
	minimise potential places for entrapment. Consideration should be given to the installation of Closed Circuit TV (CCTV) in these areas.
Positioning of CCTV cameras	- Consideration should be given to the installation and maintenance of CCTV throughout the precinct. It is recommended that lobby areas, pedestrian pathways, retail spaces and landscaped public open space areas (including the public park) should also be clearly visible through CCTV. - Position CCTV at places where the offender(s) is most likely to have to pass or want to access, such as building entry/exit points, storerooms or areas where high value items are kept. - CCTV should be: - Clearly visible to deter potential offenders. - Placed at a height that captures a full view of the offender's face whilst not being obscured by other interferences. - In areas where image capture will not be compromised by insufficient lighting.
Lighting	- Lighting should be vandal resistant. - Lighting should satisfy the relevant Australian Standard. - Effective illumination at ground level should reduce any opportunity for shadowing along the pedestrian access paths. - Car parks should be illuminated to provide increased visibility, particularly in storage areas or areas of potential entrapment. - Street numbers on buildings should be illuminated to facilitate site identification.
Landscaping	- Planting proposed in the Landscape Plan should not obstruct surveillance along road frontages and site perimeters. - Landscaping should allow clear sightlines along designated pedestrian paths through the precinct and within areas of mature tree planting. - Vegetation should be low in areas where offenders could easily hide. - Landscaping should not impede natural surveillance of building or car park entries. - Landscaping should be effectively maintained to promote active surveillance from residents and any vegetation or debris on pathways must be removed to maintain sightlines.
General Recommendations	- Entry areas to foyers should have transparent doors and glazing. - Minimise posters on shop / retail / commercial windows (where possible) to ensure visibility to and from the public domain is maintained. - Signs should be erected in areas which are restricted prohibited or under surveillance to discourage criminal or anti-social activity. - Consider contracting a local security firm for regular inspections of the site. - Prune all trees and shrubs around buildings to enable clear visibility.

6.2 Access Control

Access Control can be defined as physical and symbolic barriers that are used to 'attract, channel or restrict the movement of people'.

Effective access control can be achieved by creating:

- landscapes and physical locations that channel and group pedestrians into target areas;
- public spaces which attract, rather than discourage people from gathering; and
- restricted access to internal areas or high-risk areas (like car parks or other visited areas). This is often achieved through the use of physical barriers.

Positive access control aspects of the design include:

- Retail and residential spaces are accessed via separate points of entry for pedestrians and vehicles at the ground floor level;
- Courtyard areas between buildings for residents only are to be separated from the public domain by gated access;
- Internal areas, including residential hallways and courtyards, are to be secured with high quality doors;
- Retail and residential car parks are disconnected from one another and possess limited entry / exit points;
- Access to residential car parking is restricted by roller doors linked to swipe card and intercom systems; and
- Residential lifts and stairways are located internally, and lifts are secured for use by residents using swipe card systems to levels above.

Table 3 lists potential 'access control' issues and recommended strategies to minimise crime risk.

Table 3: Access control issues and recommendations

Access Control Issues	Recommendation
Perimeter	• Secure fencing should be constructed and maintained within private residential terrace areas at ground level in order to prevent unauthorised access from pedestrians, users of nearby commercial premises or other trespassers. • Consider the use of sensor lighting in these areas and communal spaces.
Ram Raids	• Where accessible by a vehicle, bollards, large rocks or planter boxes should be installed at entrances to prevent ram raids. • Any ATMs should be located within buildings to minimise ram raid risk and the potential use of explosives to access ATMs.
Service Counter	• Consider installing above counter barriers to prevent criminals from jumping or climbing retail counters.
Landscaping	• Avoid planting large trees or shrubs directly adjacent to buildings to prevent use of "natural ladders" for access to roofs, balconies or residential terrace areas. • Vegetation should be maintained to allow for clear sightlines. • Landscaping should not inhibit entry to access gates, paths or building entries.
Entrances	• Entrances should be secured and controlled via electronic cards and intercom. • Elevator access to residential floors and interiors should only be available via an electronic swipe card or intercom system.

Access Control Issues	Recommendation
	Regular maintenance of lobby areas, car parks, and building entrances is essential for effective access control.
Car Parking	Electronic access doors to residential car parks secured by swipe cards or intercom systems should be maintained in order to effectively limit unauthorised access and mitigate opportunities for theft.
General Matters for Consideration	- Fully secure all external doors and windows with good quality locking devices. Make sure they are regularly maintained. All doors should be of solid construction and well fitted. - Make use of signage and stickers promoting security measures such as: security alarms, video surveillance, security contractors, time delay locks, and minimum cash held on premises. - Ensure all back and side doors and windows are kept secure. - All glass should be reinforced. - Predetermine and designate escape routes and safe areas for employees to move to when required. - Ensure that staff members are aware of security and armed robbery procedures and what to do in the case of such an event. This routine should be regularly practiced as with any other type of emergency drill.

6.3 Territorial Reinforcement

Territorial reinforcement can be achieved by enhancing 'community ownership of public space' as it sends positive signals and reduces opportunities for crime.

Effective territorial reinforcement and community ownership can be achieved by creating:

- design that encourages people to gather in public space and to feel some responsibility for its use and condition;
- design with clear transitions and boundaries between public and private space; and
- clear design cues on who is to use space and what it is to be used for.

Care is needed to ensure that territorial reinforcement is not achieved by making public spaces private spaces, through gates and enclosures.

Positive territorial reinforcement aspects of the proposal include:

- Entrance design to buildings provide a clear demarcation between public and semi-private space for residents, using design cues and secure doors;
- Residential car parking features access control measures, including roller door systems, and clear physical separation from public retail parking and the precinct streetscape, which indicate distinct usage and private access separate to the public domain;
- Semi-private courtyard areas between buildings for residents only are to be separated from the public domain by gated access;
- Clear design cues associated with fenced residential terraces delineate these private spaces and identify who they are owned and used by; and
- Architectural design incorporates common areas and public open spaces which promote resident interaction and the responsibilities of users for areas.

Table 4 lists potential 'territorial reinforcement' issues and recommended strategies to minimise crime risk.

Table 4: Territorial reinforcement issues and recommendations

Territorial Reinforcement Issues	Recommendations
Creating a sense of place/ownership	• Common open space areas for residents should allow resident maintenance and inclusion, in conjunction with a designated environmental contractor maintenance plan. • A clear distinction should be provided in landscaping and paving to identify separation between public and private spaces.
Way Finding	• Provide clear signage for pedestrians and motorists, including directional and information signage for areas accessible to the public. • Consider the introduction of a public address system for within the precinct to assist with security and management of emergencies. • Signage is recommended to be installed at foyer entries and primary pedestrian points identifying a masterplan map to enable residents and visitors to locate certain areas within the precinct. • Paths within communal residential and public open spaces should be maintained and appropriate for all mobilities. • Entry and exit points should be clearly identified, particularly in basement car parks throughout the precinct where way finding may be more difficult.
Communal Areas	• Internal hallways, stairs, lifts and courtyard areas to residential buildings should be well maintained to allow the spaces to be used by residents and visitors. • These areas should encourage social interaction between all residents to increase surveillance and reinforce ownership of these spaces by residents of the precinct. • Ground floor residential terrace fencing and gates should be regularly maintained.
General Recommendations	• Consider installation of a monitored security alarm system. • Prominently display any signs indicating the presence of a security system throughout the precinct, the continual surveillance of significant areas such as site links, car parking and open space, and any other security measures present. • Consider installation of security screens or roller shutters to vulnerable retail windows and/or skylights, subject to BCA compliance.

6.4 Space Management

Space management 'ensures that space is appropriately utilized and well cared for'. Strategies include activity coordination, site cleanliness, rapid repair of vandalism and graffiti and the replacement of decayed physical elements.

Table 5 lists potential 'space management' recommendations to minimise crime risk. The objective should be to minimise the perception of urban decay by maintaining clean and undamaged areas to minimise the fear of crime and avoidance behaviour.

Table 5: Space management issues and recommendations

Space Management Issues	Recommendations
Waste storage	• Garbage bins and waste storage receptacles should be regularly emptied to prevent overflowing rubbish. • Designated waste storage areas should be secured for authorised access only. • Signage should be displayed distinguishing separate retail and residential waste storage spaces.
Graffiti	• Remove graffiti as quickly as possible to minimise potential for cumulative graffiti and vandalism actions. • Install vandal resistant lighting where applicable. • Shrub planting along building perimeters and the frontage of the retail tenancies to prevent graffiti on blank walls.
Toilets	• Toilets should be regularly maintained and kept clean at all times. • Lighting should be consistent and even to maximise visibility. • Consider installing vandal proof mirrors in communal or commercial facilities. • Consider installing vandal proof lighting.
Lighting Repair	• The management regime should ensure that lighting is repaired as soon as possible after any lighting failure or damage.
Cleanliness and Maintenance	• The management regime shall ensure that the site is kept clean and tidy at all times. • Clear all building perimeters including fences of rubbish and potential climbing aids. • Maintain well-built and adequately secured boundary gates and fences.

7 Conclusion

Our assessment of the proposal in accordance with the CPTED principles confirms that the development can be managed to minimise the potential risk of crime and a re-design of the proposal is not required.

The recommended strategies are summarised as follows:

Surveillance

- *Lighting*: Building entrances, public and semi-private open spaces, car parks and building perimeters should be well lit at night;
- *Natural Surveillance*: Promote natural surveillance via residential balconies, terraces and interiors, the precinct streetscape and communal open spaces. Entry areas to foyers should have transparent doors and glazing. Minimise posters on shop windows (where possible) to ensure visibility to and from the public domain is maintained;
- *Landscaping*: Maintain sight lines wherever possible via effective landscaping techniques using CPTED principles;
- *Concealment*: Reduce opportunities for hiding in bushes and landscaping in secluded areas via low planting or taller, thinner trees and canopies; and
- *Formal Surveillance*: Consider installation of Closed Circuit TV (CCTV) at key building entry points in addition to the contracting of a formal surveillance team to perform regular security assessments of the precinct.

Access Control

- *Designated Key Card Access*: Key/swipe card access should be implemented to enforce restricted access to residential lifts, interiors, and car parking and restricted commercial areas;
- *Landscaping*: Large trees should not be planted immediately adjacent to roofs, balconies and terraces to prevent the vegetation being used as an improvised or “natural ladder”;
- *Internal Communal Areas and Semi-Private Spaces*: These areas for residents should be clearly designated and access control should be maintained via key/swipe card access or intercom systems;
- *Car Parking*: Retail and residential car parking should be clearly designated and access to residential car parking should be controlled using effectively maintained key/swipe card door access or intercom systems;
- *Signage*: Signage should be provided identifying restricted and monitored areas, including car parks;
- *Security*: Ensure use of high-quality locking systems, reinforced glass, signage and stickers. All glass should be reinforced. Predetermine and designate escape routes and safe areas for employees to move to when required. Ensure that staff members are aware of security and armed robbery procedures and what to do in the case of such an event. This routine should be regularly practiced as with any other type of emergency drill; and
- *Crime Prevention*: Bollards, large rocks or planter boxes should be installed at entrances to prevent ram raids. Any ATMs should be located within buildings to minimise ram raid risk and the potential use of explosives to access ATMs. Consider installing above counter barriers to prevent criminals from jumping or climbing retail counters.

Territorial Reinforcement

- *Landscaping*: Engage a landscape contractor to maintain precinct perimeter and communal areas and keep pathways free of vegetation;
- *Signage & Way Finding*: Provide signage to visitors of the site outlining access control measures, emergency evacuation measures and procedures. Signage should be implemented in pedestrian site links and distinguishing public and restricted spaces. A public address system

should be implemented to facilitate navigation of the precinct for security and emergencies. Street numbers on buildings should be illuminated to facilitate site identification;

- *Fencing*: Ensure fencing identifies a clear distinction of private areas within low-lying terraces;
- *Car Parking*: Clearly delineate spaces through signage, boom gates or shutter doors, physical separation and other security measures; and
- *Alarm*: Consideration should be given to the installation of an alarm and dedicated CCTV system.

Space Management

- Implementing an on-going maintenance plan for waste, vandalism, toilets, community facilities, landscaping, fencing, and lighting across the precinct.

This report can be relied on as a guide for security management across the site.