

# **Crime Prevention Through Environmental Design Report**

**Concept proposal - Residential Flat  
Building with Infill Affordable Housing –**

**11-19 Middle Harbour Road, Lindfield**

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**SSD - 77829461**

**Prepared for:  
Castle Hill No.7 Pty Ltd**

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**Sarah George Consulting acknowledges the traditional custodians of the lands on which we work. We pay our respects to Elders past, present and emerging.**

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## 1.0 INTRODUCTION

Sarah George Consulting has been engaged by Castle Hill No.7 Pty Ltd to prepare a Crime Prevention Through Environmental Design Report (CPTED) to accompany a State Significant Development Application (SSD - 77829461) to the NSW Department of Planning, Housing and Infrastructure for a concept proposal for a residential development including infill affordable housing on the site at 11-19 Middle Harbour Road, Lindfield.

This report has been prepared based on site inspections and a review of the proposed concept plans, with consideration of CPTED principles.

This CPTED report has been undertaken to assess the potential opportunities for crime and the perceived fear of crime that may be associated with the proposed development.

CPTED is a situational crime prevention strategy that focusses on the design, planning and structure of the environment. This assessment aims to identify potential opportunities for crime created by the proposed development by assessing the proposal in the context of CPTED principles.

Other information relied on for the preparation of this report includes *Crime Prevention Through Environmental Design Handbook* and *Fact Sheets* prepared by Crime Prevention NSW; NSW Department of Planning and Environment and NSW Police.

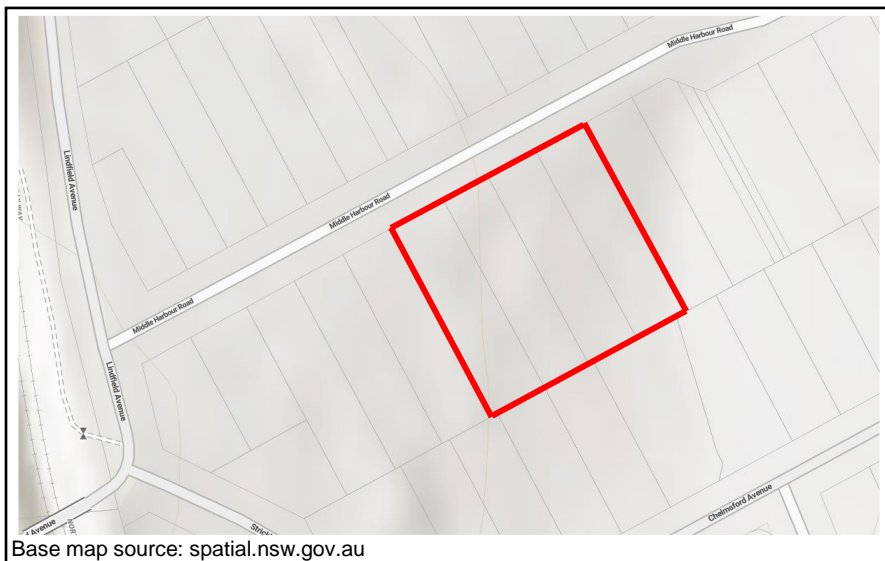
## 2.0 SUBJECT SITE AND PROPOSED DEVELOPMENT

### 2.1 Subject site

The subject site has the street address of 11-19 Middle Harbour Road, Lindfield. The sites are currently occupied by separate, single residential dwellings and associated structures.

The site is rectangular in shape and has overall site has a total area of 5,217m<sup>2</sup>.

**Figure 1 – Subject site**



Development around the site is predominantly low density residential with large dwellings on large blocks of land.

The site is located within walking distance to the Lindfield shopping strip which includes supermarkets and specialty shops, cafes and restaurants fronting Lindfield Avenue. Lindfield Train station is located approximately 450m walking distance from the site, making the proposal a transport oriented development. Lindfield Train Station is two stops from Chatswood Train Station, providing access to the Metro, and to the north, trains travel to Hornsby.

The site is also serviced by buses, from Lindfield Avenue providing access to Routes 565 and N90 travelling to and from Chatswood and the Sydney CBD.

## 2.2 Proposed development

The concept proposal seeks consent for:

- Demolition of the existing dwellings on the sites.
- Tree removal and site clearing
- Construction of a 9 storey building with approximately 174 apartments (inclusive of affordable housing apartments) with the following indicative unit mix:
  - 40 x 1 bedroom
  - 98 x 2 bedroom
  - 36 x 3 bedroom.
- Communal open spaces on the ground floor, and on upper floors
- External landscaping works

The proposal will include adaptable dwellings.

17% of the total proposed Gross Floor Area (GFA) will be dedicated as affordable housing utilising the Transport Oriented Development (TOD) provisions of SEPP (Housing) 2021 Chapter 5 and Infill affordable housing provisions of SEPP (Housing) 2021 Chapter 2.

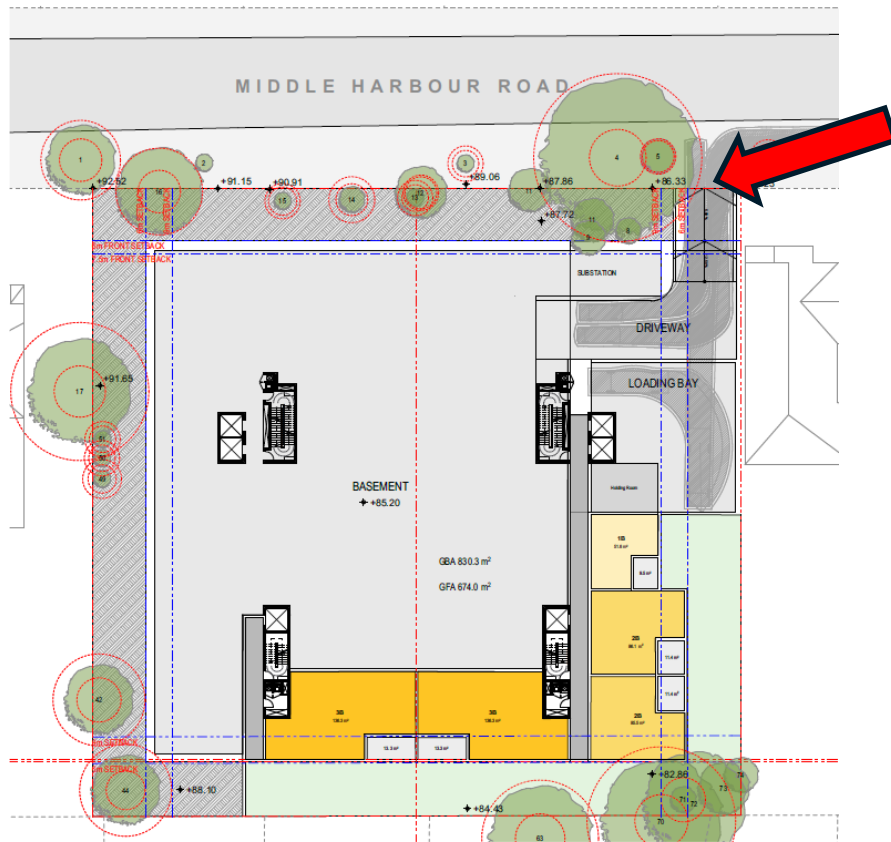
Plans of the concept proposal prepared by DKO accompany the application.

## 2.3 Proposed Access Arrangements

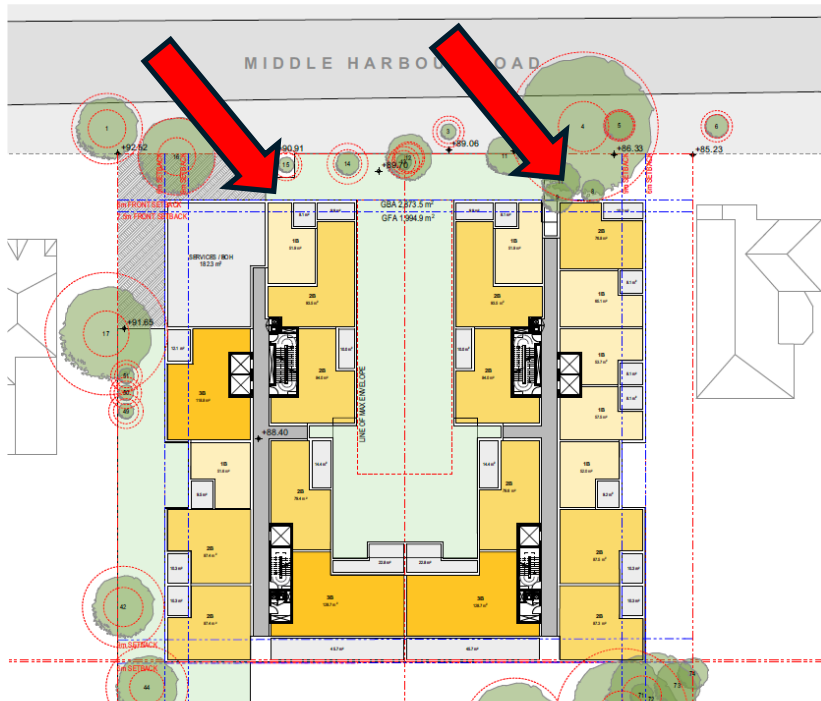
Based on the concept plans for the proposal, pedestrian access to the proposed building will be via Middle Harbour Road, where two entrances are provided. Access to the car parking area is a combined ingress/egress driveway off Middle Harbour Road.

Figure 2: Ground floor and Level 1 plans

## Ground Floor:



## Level 1:



Source: DKO

Access control arrangements to the premises are to include:

- Fob controlled access to the resident lobby/ies from the ground floor level, with a video intercom.
- Fob controlled access to the car parking levels with roller shutters and controlled through fob access.
- Lift access will similarly be controlled by fob to ensure only residents have access to the residential levels.
- Locked gate access to ground level private open space and resident communal open spaces.
- Locked gates to control access to communal open spaces to ensure resident access only.
- Mail boxes/parcel room is located within the residential lobby, accessed via the same fob control as the resident lobby.



### 3.0 LOCALITY CHARACTERISTICS

#### 3.1 Locality

The subject site is located within the suburb of Lindfield, an area generally characterised by single residential federation style dwellings on larger blocks. In more recent years, there has been an increasing number of residential flat building developments in close proximity to the Train Station and shopping strip, which extends to both sides of the railway line.

Lindfield is located two train stations to the north of Chatswood, which is the nearest major shopping centre.

#### 3.2 Existing Crime Data

The NSW Bureau of Crime Statistics and Research prepares crime *rate maps* and *hotspot maps* which identify densities of crimes in an area. The crime maps for the suburb of Lindfield and the Ku-ring-gai LGA indicate that the suburb and the LGA generally have low rates and low densities of crimes compared to NSW.

**Table 3: Crime rate table:**

Crime	Lindfield suburb	Ku-ring-gai LGA	NSW
<b>Assault</b>	150.7 (lowest density)	222.69 (lowest density)	905.9
<b>Domestic Assault</b>	88.7 (lowest density)	120.5 (lowest density)	458.8
<b>Non-domestic assault</b>	53.2 (lowest density)	100.0 (lowest density)	415.2
<b>Assault Police</b>	8.9 (lowest density)	2.4 (lowest density)	31.9
<b>Robbery</b>	0.0	3.2 (lowest density)	23.6
<b>Theft</b>	815.6 (lowest density)	882.8 (lowest density)	2244.7
<b>Malicious damage to property</b>	2303.5 (lowest density)	212.6 (lowest density)	587.8
<b>Sexual offences</b>	62.1 (lowest density)	100.0 (lowest density)	229.2

January 2024 – December 2024 - <http://crimetool.bocsar.nsw.gov.au/bocsar/>

BOCSAR also prepares ‘hotspot’ maps, that geolocate crimes close to where they occur. The subject site is not within any identified hotspot for any crimes.

## 4.0 CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

Crime Prevention through Environmental Design (CPTED) is a crime prevention strategy that focuses on the planning, design and structure of cities and neighbourhoods and can be applied to specific developments. It aims to reduce opportunities for crime by using design and place management principles that reduce the likelihood of essential crime ingredients (*law, offender, victim or target, opportunity*) from intersecting in time and space<sup>1</sup>.

The key areas within residential developments where there may be potential for crime include:

- Building entrances and exits
- Car parking entrances and exits
- Car parking areas
- Mail room/letterboxes
- Site perimeter/landscaping

The key principles of CPTED include surveillance, access control, territorial reinforcement and space management. These principles, as they apply to the concept proposal, and specifically the areas noted above, based on the concept plans, are discussed below.

### 5.1 Principle 1 – Surveillance

Effective surveillance, both natural and technical, can reduce the attractiveness of crime targets. Good surveillance ensures that people can see what others are doing. In design terms, good surveillance includes:

- clear sightlines between public and private places;
- effective lighting of public places

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<sup>1</sup> [https://www.police.nsw.gov.au/safety\\_and\\_prevention/policing\\_in\\_the\\_community/safer\\_by\\_design](https://www.police.nsw.gov.au/safety_and_prevention/policing_in_the_community/safer_by_design)

- landscaping that makes places attractive but does not provide potential offenders with a place to hide or entrap victims.

The proposed development has the potential to provide casual surveillance from upper floors over communal space, the car park entrance and building entrances on the ground floor level, as well as to Middle Harbour Road. This casual surveillance can contribute to a sense of safety both in and around the site.

The detailed plans of the proposed development should ensure effective surveillance through the provision of clear sightlines throughout the internal areas of the residential spaces, as well as through lobbies and communal areas.

The continued residential uses on the site provide access 24 hours a day, 7 days a week, and increased population on the site will result in increased activity on the site. This increased activity will improve surveillance of both internal and external areas such as in the communal open spaces, and to Middle Harbour Road.

Increased activity and surveillance provides a further deterrent to potential crime on the site.

***Recommendations:***

- Lighting:
  - Residential entrances, communal open spaces, car parks and perimeters should be well lit at night.
  - Pedestrian pathways through the site are to be well lit at night, at both foot level and from above to ensure clear visibility.
  - The vehicular access off Middle Harbour Road to be clearly sign posted and lit at night.
  - Tamper-proof lighting should be installed at a height to sufficiently illuminate the rights of way to minimise opportunities for concealment.
  - The car parking area should be well-lit to ensure good visibility across the whole area and to reduce areas of low light where concealment may be possible.
- Natural Surveillance:

- Promote natural surveillance via balconies overlooking building entries, and over the Ground Floor communal open space;
- Landscaping:
  - Maintain sight lines to entry points via effective landscaping techniques using CPTED principles, with taller elements to the rear to reduce the potential for concealment.
  - Ensure regular maintenance of landscaping.
  - Avoid the inclusion of high walls that may create concealed or recessed areas.
- CCTV:
  - Ensure building and vehicle entries, lift lobbies, and mail areas are monitored via CCTV.
  - Ensure the car parking area, including lift lobbies, are monitored by CCTV.
  - Signage should be present to identify permanent surveillance of these areas.
- Concealment:
  - Reduce the opportunity for hiding in bushes and landscaping in secluded areas via low planting or taller trees and canopies.

## **5.2 Principle 2 - Access Control**

Access control refers to the physical and symbolic barriers that can be included in a development to attract, channel or restrict the movement of people. Access controls can minimise the opportunities of crime and increase the effort required to commit crime.<sup>2</sup>

Development design can make it clear where people are permitted to go or where they are not permitted. By clearly identifying areas, it can become difficult for potential offenders to reach and victimise people or their property.

Access control features such as clear and legible boundary markers, and clearly defined spaces make it clear when someone is in a space they are not supposed to be in.

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<sup>2</sup> [https://www.police.nsw.gov.au/\\_data/assets/pdf\\_file/0003/9390/duapguide\\_s79c.pdf](https://www.police.nsw.gov.au/_data/assets/pdf_file/0003/9390/duapguide_s79c.pdf)

Effective access control can be achieved by creating:

- landscapes and physical locations that channel and group pedestrians into target areas;
- public spaces that attract, rather than discourage people from gathering
- restricted access to internal areas or high-risk areas such as car parks or other rarely visited areas.

Access control is often achieved through physical barriers such as fences, doors and cages as well as through signage, colour and textural changes denoting different areas.

Access control arrangements typically installed in a residential development, include:

- Fob controlled access to the resident lobby from the ground floor level, with a video intercom.
- Fob controlled access to the car parking levels with roller shutters and controlled through fob access.
- Lift access will similarly be controlled by fob to ensure only residents have access to the residential levels.
- Locked gate access to ground level private open space and resident communal open spaces.
- Locked gates to control access to communal open spaces to ensure resident access only.
- Mail boxes/parcel room is located within the residential lobby, accessed via the same fob control and the residential lobby.

The access control measures included in the detailed design of the proposed development will reduce the potential for crime on the site, including malicious damage to property.

### **Recommendations:**

In addition to the design inclusions preventing access to resident areas by non-residents, the following recommendations should be included in respect of access:

- Designated fob Access:

- Fob access should enforce restricted access to residential lobbies and lifts, residential premises, basement car park and loading areas;
- Landscaping:
  - Large trees should not be planted immediately adjacent to balconies to prevent the vegetation being used as a “ladder”;
- Communal Open Space Areas:
  - These areas should be clearly designated with signage to identify who should be using communal spaces and when the spaces are accessible;
- Signage:
  - Provide signage identifying restricted and monitored areas, including the car park;
- Security:
  - Ensure use of high-quality locking systems, reinforced glass, signage and stickers.

### **5.3 Principle 3 - Territorial Reinforcement**

Territorial reinforcement includes physical cues indicating the different uses of space, but also relates to a sense of use and ownership of a space.

Territorial reinforcement can be achieved through:

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

The detailed design of the proposed development is to include clearly identified entrances.

The proposed landscaping plans should indicate that the landscape design, textures and built forms that maintain a distinction between residential entries and communal areas.

#### ***Recommendations:***

- Fencing:

- Ensure fencing or other built forms that identifies a clear distinction of areas within ground floor areas.
- Include clear directional signage to the building entrance.
- Car Park:
  - Clearly delineate spaces through signage, physical separation and painted elements on the ground to identify walkways and direction cues.

#### **5.4 Principle 4 - Space Management**

Space management is linked to territorial reinforcement and ensures that space is appropriately utilised and well cared for.

Space management strategies include activity coordination, site cleanliness, rapid repair of vandalism and graffiti, the replacement of burned-out pedestrian and car parking lighting and the removal or refurbishment of decayed physical environments.

##### ***Recommendations:***

The proposed space management practices suggested to be implemented at the proposed development include:

- regular maintenance of the premises, including cleaning up of litter or rubbish from the car parking areas and grounds;
- regular waste removal;
- CCTV monitoring and access control to reduce the potential for graffiti or vandalism including:
  - rapid removal of any graffiti that may be undertaken on the site;
  - regular checks of and rapid repairs to lighting and signage and any damage on the site.

#### **5.5 Letterboxes**

Letterboxes are an attractive target for crime, and it is recommended letterboxes be constructed of quality material and fitted with robust locks.

Letterboxes should be located in the foyer area of the complex, rather than on the outside.

***Recommendations:***

It is recommended that access to the letter box room/mail area be controlled by fob and monitored by CCTV so only residents, tenants and authorised mail/courier/delivery personnel can gain access.



## 7.0 CONCLUSION

The proposal for a residential development including affordable housing 11-19 Middle Harbour Road, Lindfield has been assessed based on the provided concept plans in terms of potential for crime, and opportunities for application of Crime Prevention Through Environmental Design Principles.

The design of the concept proposal has regard for CPTED principles. Should the recommendations outlined in this report be included in the detailed design and operation of the development including:

- access control measures to ensure only residents and their visitors access residential areas
- lighting on all entrances, exits, and in the car parking area;
- inclusion of security features such as CCTV coverage of external areas, entrances and communal areas;
- territorial reinforcement through clear signage;
- secure doors;
- and regular maintenance and repairs on the buildings and grounds with any damage or graffiti removed promptly;

then the proposed development is unlikely to result in any significant risks in terms of crime generation.

With the inclusion of the above, and the broader consideration of the CPTED principles in the design of the proposal, the proposed development is unlikely to result in any discernible impacts in terms of crime rates in the area and we support its endorsement on this basis.