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LANDSCAPE ARCHITECTURE

Kingswood -Werrington Safety Audit

Penrith City Council

Date:
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PENRITH CITY COUNCIL

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Introduction

Purpose & Scope

The purpose of this Safety Audit is to identify existing and potential safety issues across the Kingswood and Werrington precincts, and to provide evidence based recommendations that will inform the development and implementation of the shorter term Kingswood–Werrington Place Plan and other projects led by council.

This audit applies the principles of Crime Prevention Through Environmental Design (CPTED) as a structured, place-based approach to understanding how the built and natural environments influence both actual and perceived safety. CPTED recognises that thoughtful design, planning, and ongoing management of places can reduce opportunities for crime, promote positive social behaviour, and enhance community confidence and wellbeing.

Through this assessment, the audit seeks to:

- identify physical and environmental factors that may increase opportunities for crime or antisocial behaviour;
- highlight elements that positively contribute to safety, surveillance, and activity;
- evaluate how existing land uses, access networks, and public spaces perform in terms of safety and amenity; and
- recommend interventions that embed CPTED principles into future place-based planning, design, and management strategies.

The findings of this Safety Audit will provide a foundation for incorporating safety and amenity considerations into the broader Kingswood–Werrington Place Plan and other projects led by Council. This will enable Penrith City Council to prioritise future investments and activation initiatives, ensuring that improvements to public spaces, streetscapes, and infrastructure are guided by best practice CPTED principles. The audit's recommendations will support the Place Plan's implementation framework by identifying key opportunity areas and short, medium and long term actions to improve community safety and strengthen sense of place.

The scope of this assessment covers both the Kingswood and Werrington precincts, as defined by Penrith City Council's Place Plan study area. The audit is a place-based review that focuses on strategic safety outcomes across public spaces, transport nodes, movement corridors, and areas of community interaction. It is not a detailed CPTED review of any single development, building, or project proposal. Instead, it provides an overarching analysis of precinct scale conditions and patterns that influence safety, access, visibility, and amenity within these two centres.

This strategic scope enables the Safety Audit to inform long term planning and investment decisions while remaining flexible enough to guide site specific design responses and management actions as future projects within the Kingswood and Werrington precincts are developed.

The Kingswood-Werrington Place Plan

The Kingswood-Werrington Place Plan is a strategic initiative led by CRED Consulting on behalf of Penrith City Council. While long term growth and renewal are guided by Council's broader Structure Plan, the Kingswood-Werrington Place Plan focuses on a five year horizon, seeking to improve the experience, safety and activation of public spaces and local businesses within the centres. It aims to strengthen connectivity, increase footfall and commercial vibrancy, and establish clear actions for place governance.

The recommendations of this Safety Audit will inform the Place Plan's short to medium term implementation, and Council's broader Structure Plan in the long term. Together, these initiatives support Council's commitment to building thriving, inclusive and well designed local centres that reflect Penrith's identity and support its growing population.

The Safety Audit is a key technical input into the development of the Place Plan. By systematically applying the principles of Crime Prevention Through Environmental Design (CPTED), the audit provides a clear understanding of how existing environmental conditions, infrastructure, and land use patterns influence both actual and perceived safety across the two precincts. This evidence base will be used to shape the Place Plan's recommendations relating to urban design, streetscape enhancement, lighting, landscape management, wayfinding, and place activation.

CRED Consulting's role in preparing the Place Plan includes integrating the findings of the Safety Audit into the overall planning and design framework. The audit will inform the vision, guiding principles, and implementation of the Place Plan, while also supporting related projects and initiatives across the precincts. The outcomes will assist Council and its partners in identifying priority projects, design responses, and management actions that enhance safety, visibility, inclusivity, and the usability of public spaces, transport corridors, and key activity nodes.

This approach aligns with Penrith City Council's broader objectives under the Penrith Community Safety Plan, Community Strategic Plan, and associated policy frameworks that emphasise the importance of:

- improving perceptions of safety and community confidence in public spaces;
- supporting evening and nighttime activation through safe, well lit, and well managed environments;
- encouraging walking, cycling, and public transport use by enhancing connectivity and passive surveillance; and
- fostering attractive, inclusive places that promote social interaction and local identity.

Through the integration of this Safety Audit, the Kingswood–Werrington Place Plan will be able to deliver practical and place-specific strategies that balance safety, amenity, and activation. The audit findings will help Council to prioritise investment in locations where targeted interventions can make the greatest impacts, such as supporting a safer, more connected, and welcoming urban environment across both precincts.

Kingswood



Werrington



Precinct Overview

The Kingswood–Werrington Safety Audit encompasses two distinct but interconnected precincts within the Penrith Local Government Area: Kingswood and Werrington. Both are identified in Penrith City Council's strategic planning documents as important mixed-use centres supporting education, health, and community services, and as key focus areas for future urban renewal, transport investment, and place activation.

Kingswood

The Kingswood precinct forms part of the emerging Health and Education Precinct, characterised by a mix of institutional, residential, and local commercial land uses. The audit boundary in Kingswood includes the following key destinations and connecting routes:

- Kingswood Station, a central public transport hub providing frequent rail services along the Western line.
- Western Sydney University (WSU) Kingswood campus and TAFE NSW, key educational anchors that contribute to daily pedestrian and cycling flows.
- Nepean Hospital, a major health facility which generates significant 24 hour movement and activity, with associated safety considerations for both staff and visitors.
- Chapman Gardens, which provide recreational space but can be underutilised at certain times.
- Local shops and commercial strips supporting day to day needs for residents and students.
- Connecting routes and key pedestrian corridors between these destinations, including Derby Street, Great Western Highway, Bringelly Road, and the streets linking the station, university, and hospital precincts.

The precinct exhibits a diverse urban character, combining active streetscapes near transport and institutional hubs with quieter residential streets. The presence of large scale institutional land uses creates high daytime activity but relatively lower nighttime activation in some areas, influencing perceptions of safety.

The Kingswood study area also considers adjoining residential areas and supporting local centres, recognising that safety and amenity issues often extend beyond immediate precinct boundaries. For example, pathways connecting the hospital and station precincts, car parks, and local laneways were included in the field assessment to provide a holistic understanding of the local movement network and its interface with public spaces.

Current Upgrades and Development Projects

Current developments in Kingswood are shaping the built environment and influencing perceived safety, including Nepean hospital and several multi-use residential projects.

Land Use and Activity Patterns

Kingswood's activity patterns are largely dictated by its major destinations:

- High pedestrian flows occur between Kingswood Station, WSU, Nepean Hospital, and local retail strips, particularly during morning and evening peaks.
- Chapman Gardens and surrounding public open spaces provide both active and passive recreation. Floodlit facilities such as Doug Rennie Fields and Chapman Oval support organised sports, while informal or unstructured activities are largely limited to daylight hours. Non-floodlit areas, including the Chapman Gardens Baseball facilities, play areas, and passive zones, see less use outside daylight hours.
- Car parking areas at key institutional sites generate movement but may create isolated pathways that reduce natural surveillance.
- Local streets vary from active, well surveilled corridors near commercial areas to quieter residential streets with lower visibility.

Werrington

The Werrington precinct represents a smaller but strategically important neighbourhood centre within the broader corridor, serving a primarily local residential catchment. The audit boundary for Werrington includes:

- Werrington Station, serving as the primary public transport hub for the precinct and surrounding residential areas.
- Victoria Street Shops, the local retail strip providing essential services and contributing to street activation.
- Surrounding residential streets with low to medium density housing, with central open spaces, such as Rance Oval and Parkes Avenue Sporting Complex.

The Werrington study area has been defined to capture the immediate station vicinity and commercial core, with consideration of adjacent areas where lighting, visibility, or landscape conditions influence perceived and actual safety.

Current Upgrades and Development Projects

Current developments in Werrington are shaping the built environment and influencing perceived safety, including the park and residential development in Kings Central by Lendlease.

Land Use and Activity Patterns

- Pedestrian flows are concentrated around Werrington Station and the Victoria Street retail strip, particularly during commuter periods.
- Residential streets generally experience low levels of evening activity, which may reduce passive surveillance.
- Public open spaces and small parks support both passive and active recreation. Parkes Avenue Reserve, for example, accommodates evening sports through floodlighting and an engaged local football club. Other facilities, such as Rance Oval, have limited nighttime use due to a lack of floodlighting.
- Road crossings and pedestrian pathways linking the station, shops, and residential areas are critical to connectivity but have gaps in visibility or wayfinding.

Methodology



Wainwright Park, Kingswood

Audit Framework and CPTED Principles

This Safety Audit has been undertaken in accordance with Crime Prevention Through Environmental Design (CPTED) principles, drawing on both the NSW Police Force Safer by Design Guidelines, Penrith Community Safety Plan, the Queensland Government's CPTED Guidelines (2023), and Community Safety Audit Guidelines for NSW Police (2009). The Queensland framework provides an expanded and more contemporary interpretation of CPTED theory, incorporating additional sub-principles that are well suited to place-based strategic assessments such as this one.

The audit framework focuses on the four core CPTED principles listed below. Each of which contributes to creating safer, more functional, and more inviting public environments. These principles have been interpreted and applied in a way that reflects the broad scale mixture of land zoning, transport functions, and character of both Kingswood and Werrington.

The principles are:

1. Natural Surveillance

Natural surveillance is the cornerstone of CPTED, based on the idea that people are less likely to engage in antisocial or criminal behaviour when they can be easily observed. Effective natural surveillance ensures that legitimate users of public spaces can see and be seen, thereby increasing the perceived risk of detection for potential offenders.

In this audit, natural surveillance was assessed by examining:

- visibility and sightlines along key pedestrian corridors and open spaces;
- the presence and orientation of active frontages and building windows;
- lighting quality, including illumination levels and uniformity after dark; and
- patterns of use and activity across different times of day.

The audit provides additional focus on activity support, ensuring that public spaces are designed to encourage regular, positive use by a diverse range of people. This approach recognises that safety is enhanced not only through visibility, but also through the consistent presence of legitimate users who contribute to informal guardianship of space

2. Access Control

Access control refers to the design and management of the built environment in a way that clearly defines entry and exit points, discourages unauthorised access, and supports safe and legible movement patterns. The objective is not to restrict access unnecessarily, but to guide movement along predictable, well used, and well observed routes.

As part of the Safety Audit, access control was reviewed through:

- the clarity and legibility of pedestrian and vehicle routes;
- the presence of fencing, bollards, gates, and barriers that support (or hinder) safe movement;
- the permeability of the street network and the existence of informal or unsafe shortcuts; and
- wayfinding and signage that assist navigation and reinforce appropriate behaviour.

This audit extends upon this principle by incorporating target hardening (strategic physical design measures that deter criminal activity) and wayfinding and orientation, both of which have been folded into this assessment to reflect local context and movement networks.

3. Territorial Reinforcement

Territorial reinforcement focuses on fostering a sense of ownership and stewardship over public and semi-public spaces. Environments that communicate clear ownership (through design cues, landscaping, and maintenance) discourage unwanted behaviour and support a sense of pride and belonging among users.

In Kingswood and Werrington, territorial reinforcement was assessed by considering:

- the clarity of boundaries between public, semi-public, and private areas;
- the role of signage, paving, planting, and street furniture in defining space;
- the presence of community and institutional identity markers (e.g., banners, entry features, university or hospital branding); and
- the perceived level of care and management of spaces by their owners or custodians.

The audit also considers social cohesion and community ownership, acknowledging their importance in creating safe perceptions. These recognise that a strong local identity and visible community presence can significantly enhance perceptions of safety and encourage ongoing use of shared spaces.

Audit Framework and CPTED Principles

4. Maintenance & Management

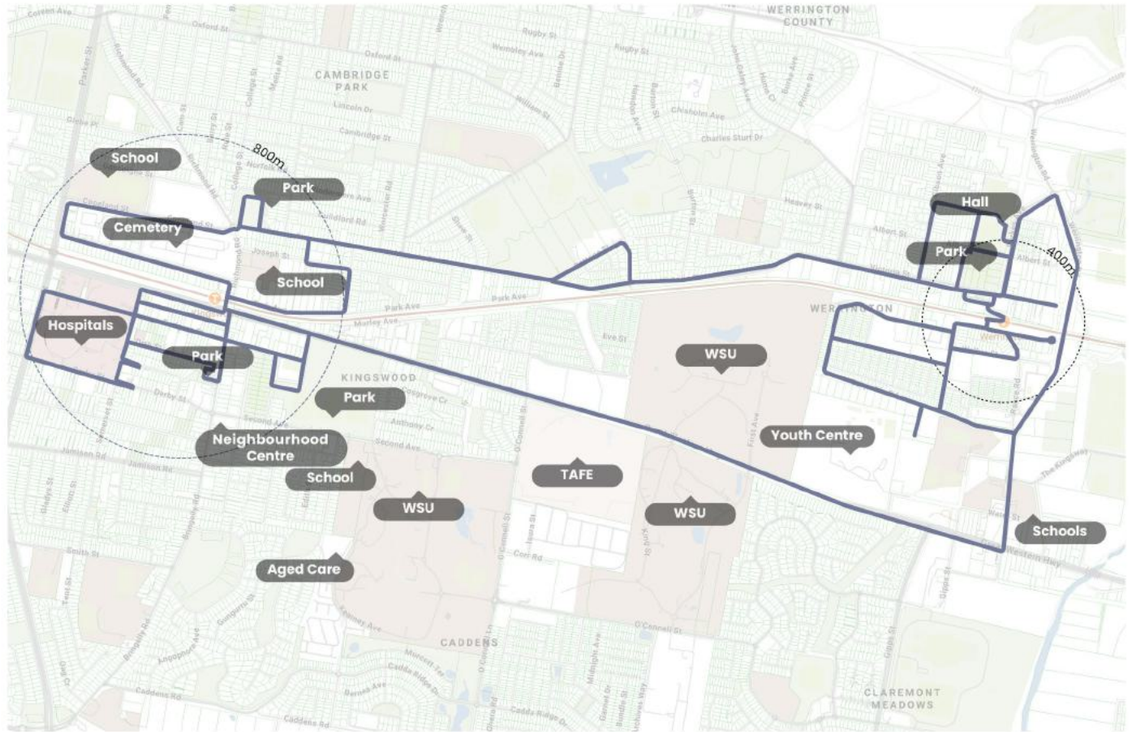
Maintenance and management emphasises the importance of ongoing upkeep, repair, and operational oversight of public places. Well maintained spaces communicate care and ownership, while neglected environments can signal disorder and attract unwanted activity.

For this Safety Audit, maintenance and management were evaluated by examining:

- the condition and functionality of lighting, paving, and public infrastructure;
- vegetation management, including pruning for sightlines and visibility;
- cleanliness, graffiti, and waste management; and
- evidence of active management or routine maintenance regimes.

This audit also explores the precinct's legibility and image, recognising that the visual quality and presentation of a space strongly influence how safe people feel using it. Regular management, good design, and responsive maintenance practices are therefore essential to sustaining long term perceptions of safety.

Together, these four CPTED principles provide the foundation for this Safety Audit, guiding the analysis of physical, social, and environmental factors across the Kingswood and Werrington precincts. By adopting insights from both NSW and Queensland frameworks, this assessment provides a comprehensive, context sensitive approach to understanding safety at a precinct scale and identifying opportunities to embed CPTED principles into the Kingswood-Werrington Place Plan.



Map showing audited routes

Background Review

To provide context and ensure alignment with existing strategies and evidence, this Safety Audit was informed by a review of relevant Council plans, previous studies, and policy frameworks relating to community safety, urban design, and place-based planning in the Penrith Local Government Area. The background review established an understanding of current conditions, previous findings, and the policy objectives that underpin safety and amenity outcomes in Kingswood and Werrington.

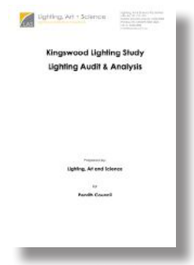
The following documents and resources were reviewed as part of this process:



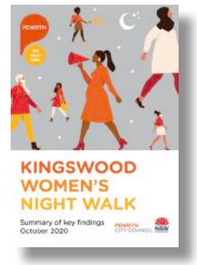
Pedestrian Access and Mobility Plan (2024)



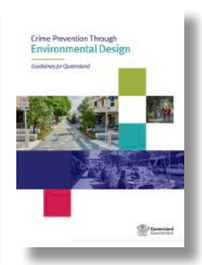
East-west Corridor Interim Centres Strategy (2020)



Kingswood Lighting Study (2019)



Kingswood Women's Night Walk (2020)



CPTED Guidelines for Queensland (2021)



Penrith Community Safety Plan (2023-2027)



Streets as Shared Spaces Program (2021-2022)



Kingswood Places to Love Case Study (2024)



Kingswood Public Domain Manual (2014)



Pedestrian Access and Mobility Plan (2019)



Kingswood Place Plan (2018-2022)



Understanding the East-West Corridor: Kingswood-Werrington (2025)



Think Bold Kingswood Place Plan (2020)

Engagement Inputs

The Safety Audit has been informed by targeted engagement with key stakeholders who hold operational knowledge and community insights regarding safety and amenity across the Kingswood and Werrington precincts. This engagement is critical to ensuring that the audit reflects not only physical and environmental observations but also the lived experiences, perceptions, and priorities of those who use, manage, and police these areas.

Community Engagement

The following engagement processes have been undertaken prior to, and during the development of the Safety Audit, including:

- Engagement with the community through online surveys and social mapping was undertaken by PCC in November 2025 as part of the early engagement for the Structure Plan.
- A community "Walkshop" - a guided site walk involving a cross section of local community members. The walking route was informed by the Safety Audit to gather deeper nuance about some of the priority intervention sites.
- Stakeholder interviews with key stakeholders in the precinct including Nepean hospital, TAFE, Western Sydney University and the Nepean Business Chamber to discuss experiences of safety, perceptions of amenity, and opportunities for activation and partnership.
- Intercept surveys and pop-ups with Kingswood High School, local businesses and community members in each centre. This focused on lived experiences of safety, perceptions of amenity, and opportunities for activation and community ownership of spaces.

These engagement inputs have added valuable qualitative insights to the audit, complementing physical observations and data analysis. They helped ensure that the assessment reflected both the technical and social realities of how spaces are used and perceived. Stakeholder feedback has been documented in the final report to support a collaborative, evidence based approach to improving safety, amenity, and activation across the Kingswood and Werrington precincts.

Site Observations & Mapping

Site based field audits formed a central component of this Safety Audit, providing first hand observations of existing environmental conditions, activity patterns, and spatial characteristics that influence actual and perceived safety across the Kingswood and Werrington precincts:

Timing and Structure of Field Audits

Field inspections were undertaken during both daylight and evening periods to capture variations in visibility, lighting performance, activation, and user behaviour across different times of day. This approach allowed for a more comprehensive understanding of how the precincts function under varying conditions and how environmental factors contribute to perceived safety.

- Daytime audits focused on assessing spatial layout, natural surveillance opportunities, legibility, and accessibility. Observations included the presence of active uses, the relationship between buildings and the public realm, and potential concealment areas created by landscape or built form elements.
- Evening audits concentrated on evaluating lighting quality and distribution, shadowing, visibility to and from key public spaces, and patterns of evening activity. The assessment also noted areas of low pedestrian presence, inactive frontages, or poorly illuminated routes that may heighten perceptions of vulnerability after dark.

Each audit session was structured around a consistent checklist based on CPTED principles, ensuring that all relevant aspects were observed, recorded, and mapped systematically.

Key Observation Themes

During the field audits, specific attention was given to the following factors:

- Lighting - adequacy, distribution, and uniformity of public lighting; functioning of fixtures; and the ability to achieve facial recognition distances in key pedestrian routes.
- Sightlines and Visibility - obstructions caused by vegetation, infrastructure, or built form; concealed corners or dead spaces; and opportunities for improved passive surveillance.
- Access and Connectivity – clarity and legibility of pedestrian routes, crossings, and desire lines; connectivity between key destinations such as stations, campuses, and open spaces.
- Activation and Use - types and timing of activity within streets and public spaces; mix of land uses; and the extent to which passive surveillance is supported by surrounding buildings or uses.
- Vegetation and Landscaping – species type, density, and height of plantings that influence visibility; maintenance levels and potential concealment risks.
- Maintenance and Asset Condition - condition of paving, lighting, street furniture, and signage; presence of graffiti, litter, vandalism, or evidence of neglect that could contribute to a perception of disorder.

These observations were made with reference to both the Kingswood and Werrington study areas, focusing on key nodes such as transport interchanges, main pedestrian corridors, community facilities, and open spaces.

Tools and Mapping Methods

A range of digital and spatial tools were used to record and analyse the site observations:

- Photographic documentation was undertaken during both day and night audits to capture lighting conditions, visibility constraints, and environmental features.
- Annotated base maps and PDF overlays were used on site to record locations of observed issues, such as poor lighting, concealment points, or underutilised spaces.
- Geographic Information System (GIS) data was reviewed to analyse land use patterns, public infrastructure networks, and spatial relationships between activity nodes.
- Aerial imagery and satellite mapping were used to contextualise observations, verify connections between sites, and support the preparation of spatial analysis maps within this report.

Together, these tools provided a consistent framework for documenting and analysing the physical environment. The combination of field data and spatial mapping ensured that observed issues were spatially referenced, allowing the audit findings and subsequent recommendations to be clearly aligned with specific locations within each precinct.

Limitations

This Safety Audit has been undertaken as a strategic, high level assessment of the Kingswood and Werrington precincts, rather than a detailed technical evaluation of specific developments or individual sites. While every effort has been made to capture and analyse relevant safety issues, certain limitations inherent to the scope and methodology of the audit should be acknowledged:

1. Strategic, Place-Based Focus

- The audit informs broader place planning and design interventions rather than provides exhaustive analysis of micro scale features, individual properties, or internal building environments.
- Observations and recommendations have been targeted at publicly accessible spaces, transport corridors, open spaces, and key pedestrian routes, rather than private domains or detailed architectural elements.

2. Temporal Constraints

- Field audits were undertaken at specific daylight and evening periods. While these observations captured typical activity patterns and environmental conditions, they may not fully reflect variations across all times of day, weekdays versus weekends, or seasonal differences in lighting, vegetation, and activity.

3. Potential for Unobserved Issues

- Despite systematic site inspections and engagement with stakeholders, there is a possibility that micro scale issues (such as minor concealment points, intermittent maintenance problems, or short term behavioural risks) were not identified during the audit.

4. Data Limitations

- The assessment relies on available BOCSAR crime statistics, Council records, and stakeholder input. These sources have provided valuable insights but may not capture all incidents, underreporting of crime, or nuanced local perceptions of safety.
- Similarly, GIS and aerial mapping data was accurate at the time of review but may not account for very recent or ongoing changes in land use, development, or infrastructure upgrades.

5. Engagement Scope

- Input from stakeholders has been incorporated along with broader community consultation undertaken as part of CRED's Place Plan engagement program. Although multiple efforts have been undertaken to engage with the community and stakeholders, certain insights and lived experiences may not have been fully captured.

6. NSW Police / Nepean Area Command

- At the time of writing, input from Nepean Police had not yet been received. While BOCSAR data reflects reported offences, additional operational insights from local police may provide further context to crime patterns and safety concerns within the precinct.

In summary, the Safety Audit provides a strategic, evidence based foundation for understanding safety and CPTED opportunities across Kingswood and Werrington. While attention to detail has been given, the report recognises that it is not a substitute for site specific technical audits, and some micro scale issues may remain unobserved. The findings should be applied in conjunction with ongoing engagement, maintenance monitoring, and detailed design assessments during future planning and implementation phases.



Kingswood Walkshop participants at Rodgers Street Car Park (Source: CRED Consulting)

CPTED Assessment



Bringelly Road Commercial Strip, Kingswood

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BOCSAR Analysis

BOCSAR, the Bureau of Crime Statistics and Research, is a New South Wales government agency that collects, analyses, and reports on crime and criminal justice data to support evidence based policy, planning, and research.

Alcohol Related Assault

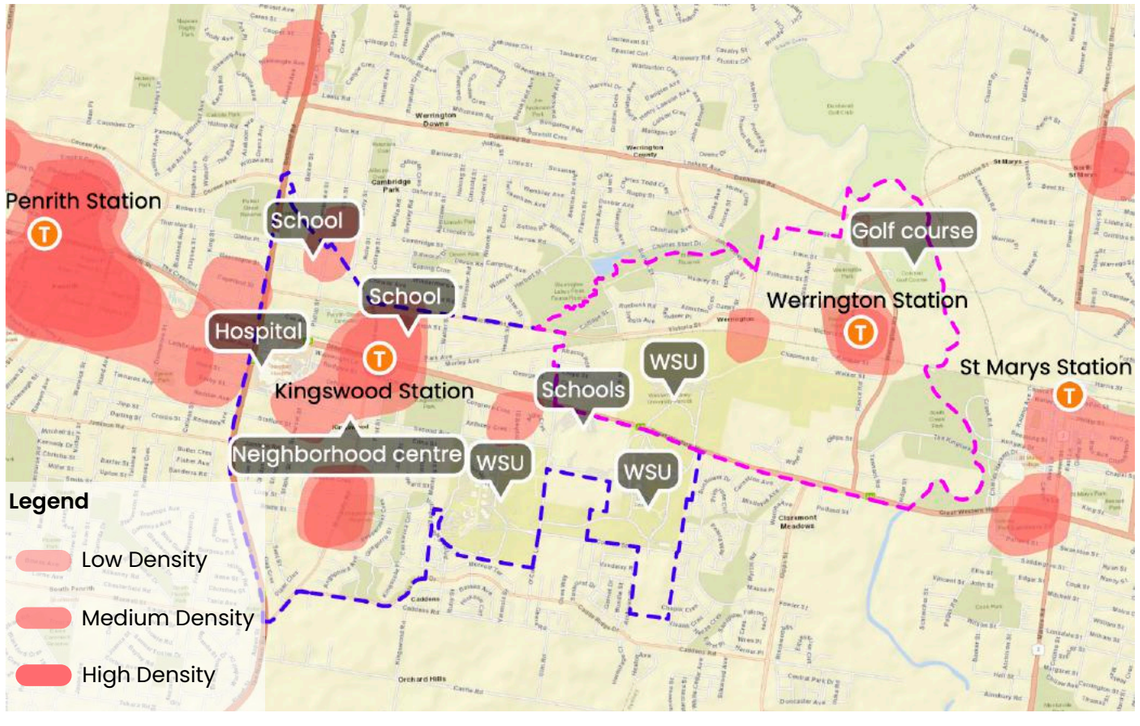
Alcohol related assault remains a notable contributor to violence in Kingswood-Werrington. Both precincts record elevated rates above the NSW average, with Kingswood at 1.6 times and Werrington at 1.3 times the state rate, indicating increased vulnerability to alcohol fuelled incidents in local community settings.

Spatial pattern

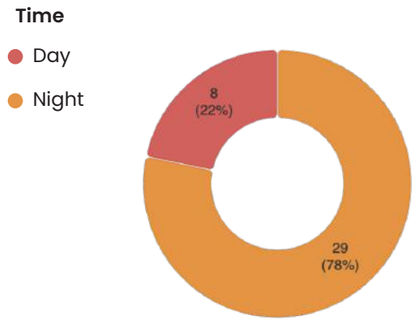
Alcohol related assaults cluster in environments where socialising and drinking occur, such as licensed premises and streets. Incidents also occur within residential settings where alcohol consumption takes place privately. This mix suggests both private setting and nightlife adjacent risks, with situational risk across multiple public uses rather than a single dominant hotspot.

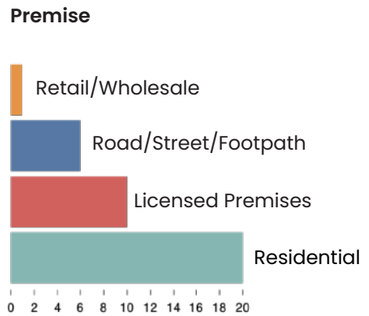
Temporal pattern

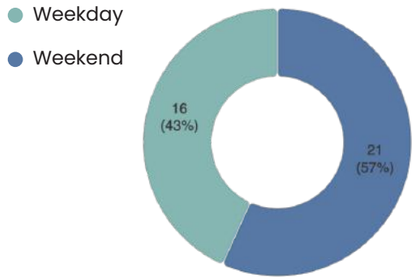
Alcohol related assault demonstrates strong nighttime and weekend concentration, reflecting drinking patterns that align with leisure time and social drinking.

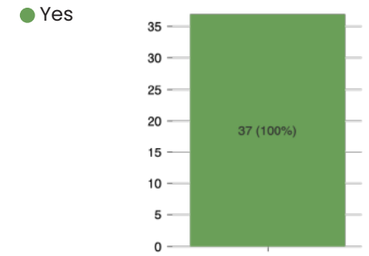


Kingswood

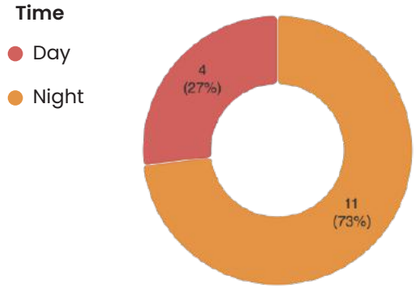


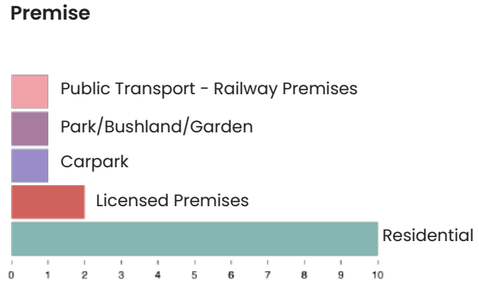


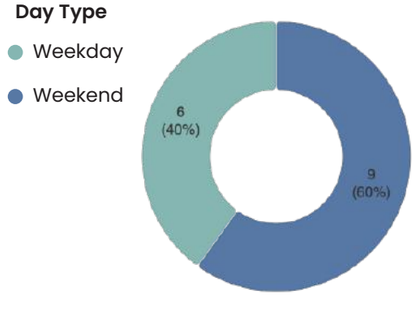


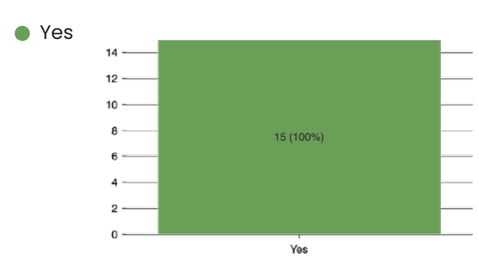


Werrington









BOCSAR Analysis

Domestic Assault

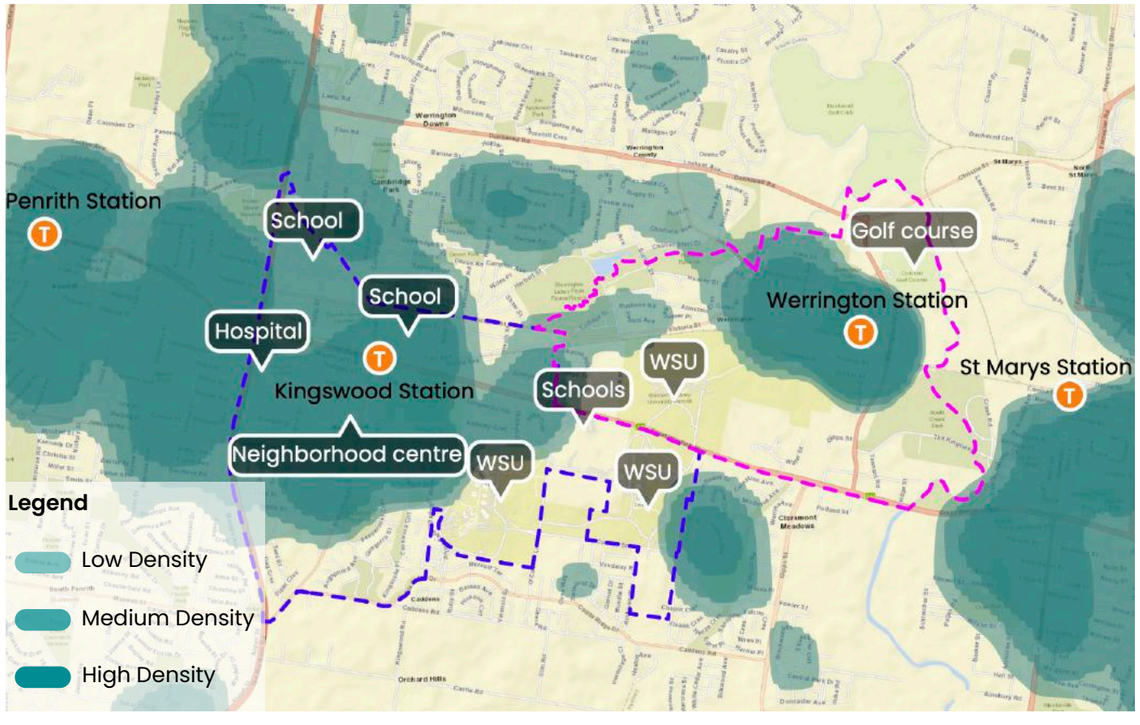
Domestic violence related assault is identified as one of the highest priority offences in the Penrith City Community Safety Plan (2023–2027). BOCSAR data indicates that incident rates in Kingswood-Werrington remain a significant safety concern, occurring at approximately 2 - 2.5 times the NSW average.

Spatial pattern

Domestic assault incidents display a dispersed pattern across the study area rather than clustering into small, discrete hotspots. Higher offence concentrations are observed within more residential and densely populated areas, particularly in western and north-western Kingswood and central Werrington. Unlike alcohol related assault, these incidents do not correlate strongly with transport nodes or licensed premises, reflecting their location within private dwellings and residential environments. These areas also align with pockets of lower socioeconomic advantage (based on ABS IRSD indicators), suggesting a relationship between social stress factors and domestic violence prevalence.

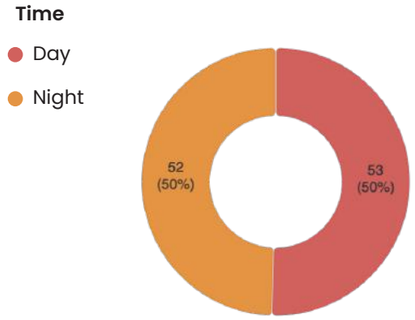
Temporal pattern

Domestic assault incidents are recorded relatively evenly across daytime and nighttime periods. This temporal stability is consistent with domestic violence occurring predominantly within the home environment, driven by ongoing situational stressors rather than nighttime leisure activity.

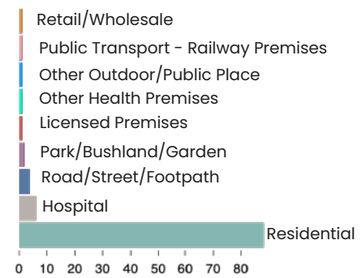


Kingswood

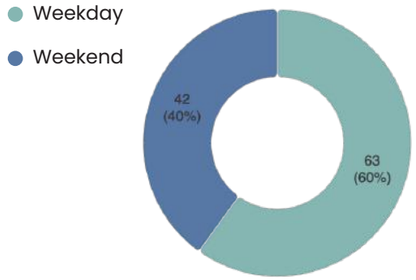
Time



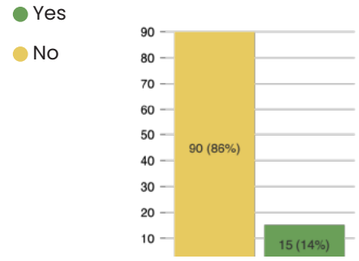
Premise



Day Type

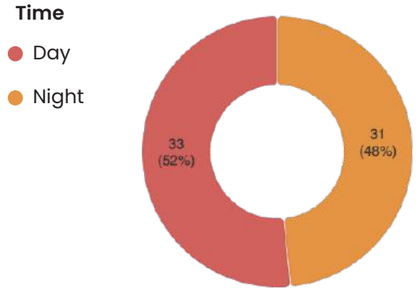


Alcohol Related

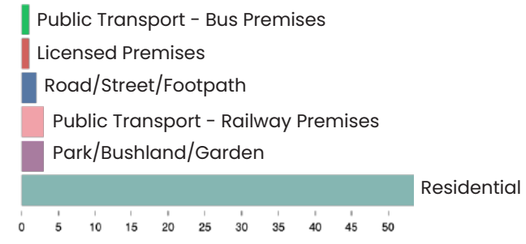


Werrington

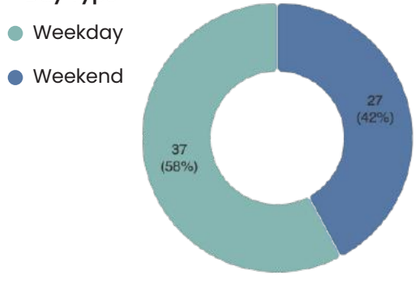
Time



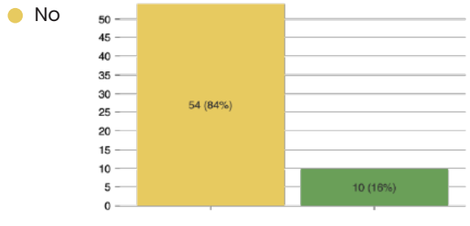
Premise



Day Type



Alcohol Related



BOCSAR Analysis

Non-domestic Assault

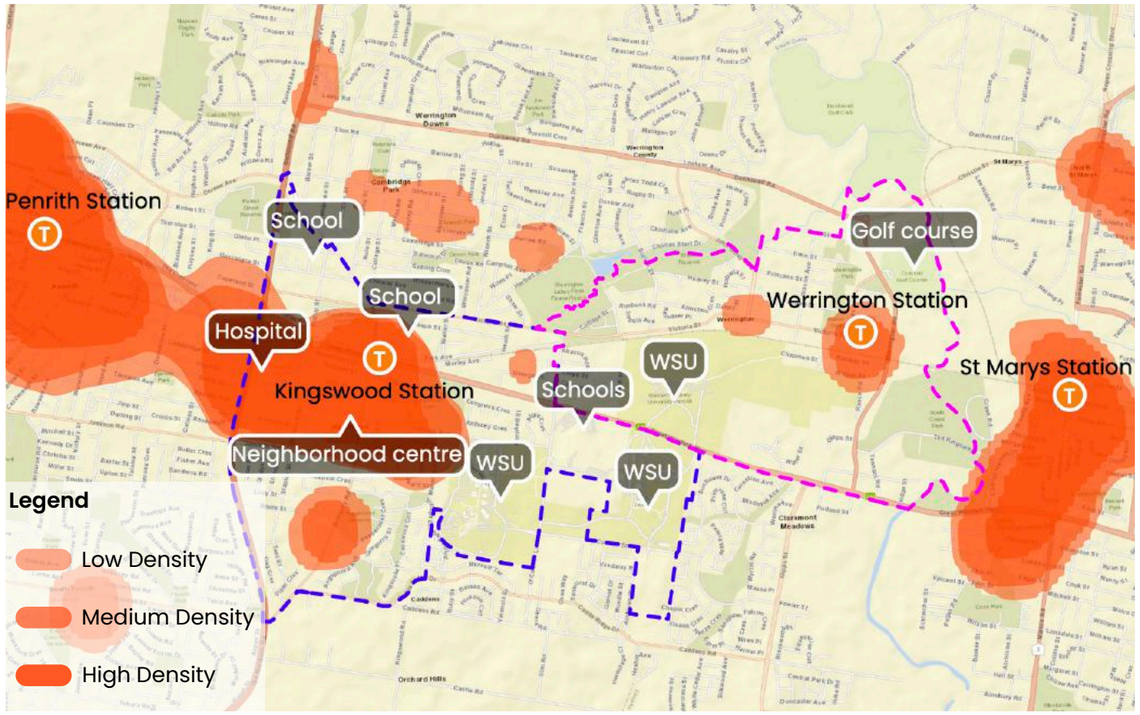
Non-domestic assaults also represent a significant public space safety concern in Kingswood-Werrington area. Both precincts exceed the NSW average assault rate, with Kingswood recording approximately 3.3 times and Werrington 1.2 times the state average, highlighting elevated exposure to public place violence locally.

Spatial pattern

Non-domestic assault presents a more location specific pattern than domestic assault, occurring primarily in public and institutional environments rather than predominantly only in private dwellings. For Kingswood, the highest concentration of incidents occurs within major public infrastructure such as the hospital. Residential premises and streets/footpaths are also prone to such assaults. This reflects a strong institutional and public movement risk profile, distinct from nightlife driven assault patterns observed in more urbanised precincts. For Werrington, a predominantly residential hub where public infrastructure is limited, incident prone premises are less concentrated but follows a similar trend where streets/footpaths, licensed and public transport premises form secondary hotspots. Overall, hotspots align with areas where people congregate, transit, and access services, contrasting with the largely home based nature of domestic assault.

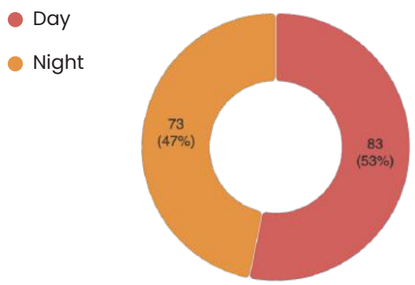
Temporal pattern

Similar to domestic assault, non-domestic assault incidents are also recorded relatively evenly across daytime and nighttime periods.

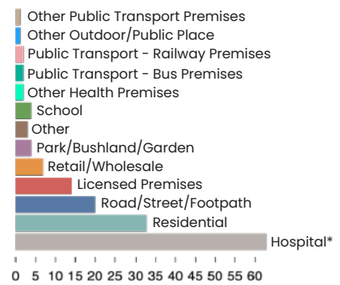


Kingswood

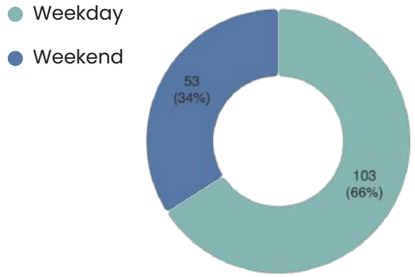
Time



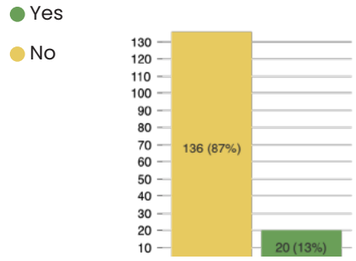
Premise



Day Type

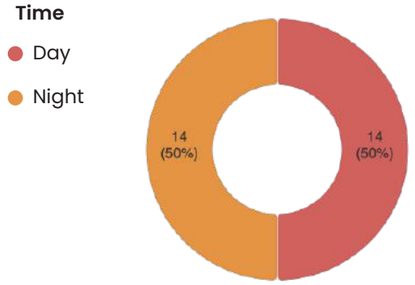


Alcohol Related

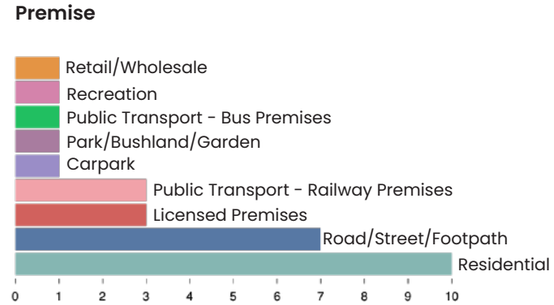


Werrington

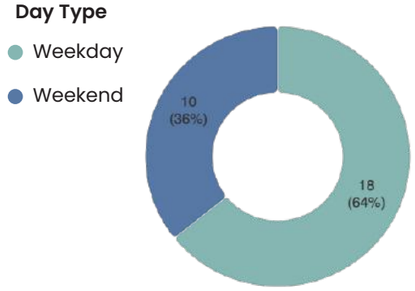
Time



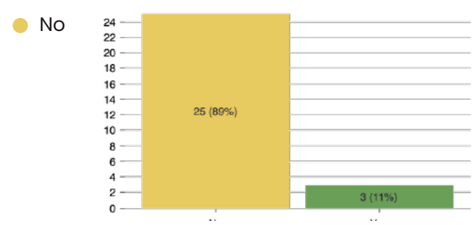
Premise



Day Type



Alcohol Related



*Assault counts at the hospital include incidents inside the facility, including patient to staff assaults, which may affect the overall figures.

BOCSAR Analysis

Break & Enter Dwelling

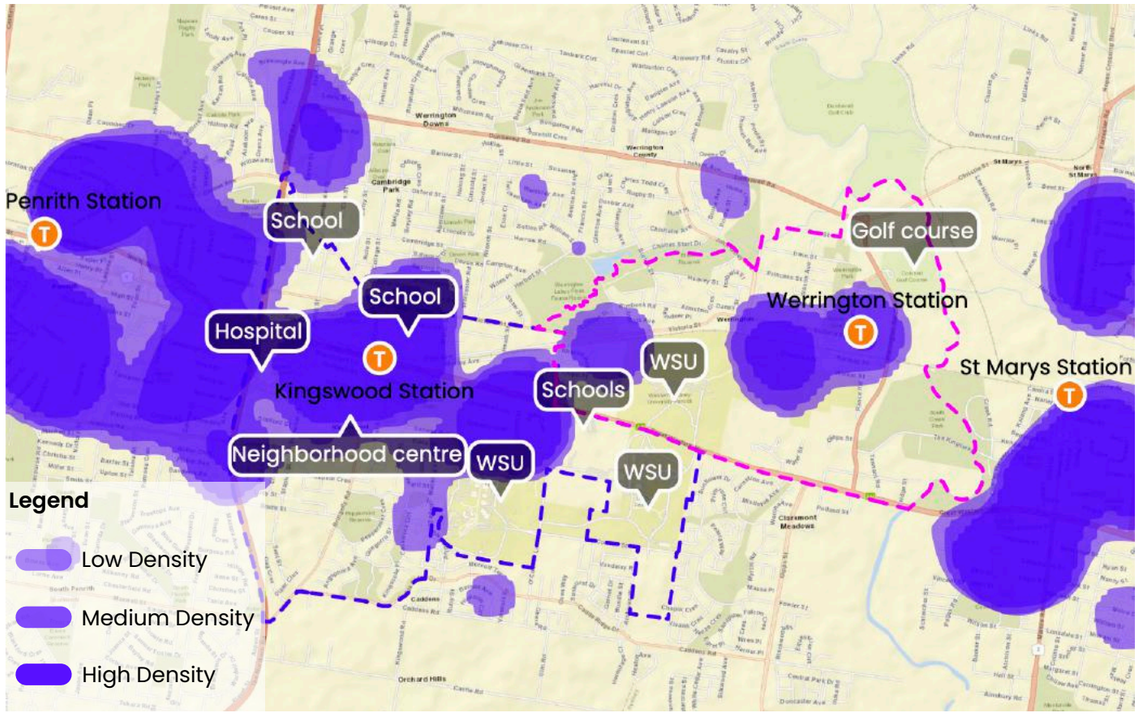
Break & enter dwelling is a notable safety issue in both suburbs. Kingswood experiences substantially higher risk (2 times NSW average), while Werrington also exceeds statewide norms (1.4 times NSW average). The weekday and daytime/nighttime spread suggests offenders are opportunistic and familiar with local residential patterns, reinforcing the need for CPTED measures, community awareness, improved home security, and proactive policing.

Spatial pattern

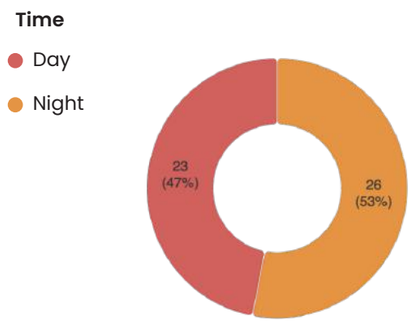
Break & enter dwelling incidents display a dispersed spatial pattern across the study area, with higher offence concentrations reported within more residential and densely populated areas, particularly in western and north-western Kingswood and central Werrington.

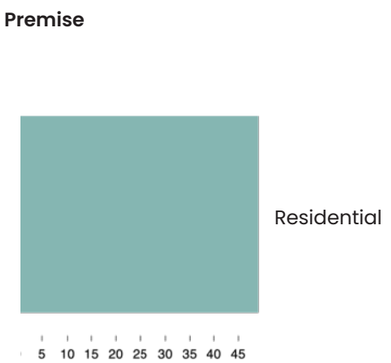
Temporal pattern

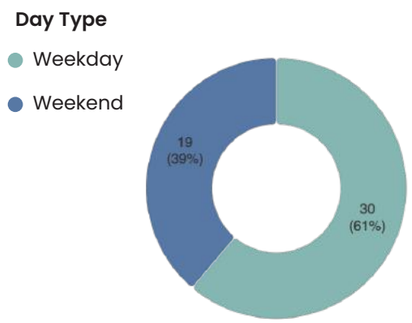
Break and enter offences in Kingswood are relatively evenly distributed across day and night, with a slight night time emphasis. Weekdays account for the majority of incidents, suggesting offenders may be targeting unoccupied homes while residents are at work or school. Werrington shows a different temporal pattern, with slightly more incidents occurring during the day. Similar to Kingswood, most offences occur on weekdays, again indicating offenders may be taking advantage of predictable daily routines and vacant dwellings.



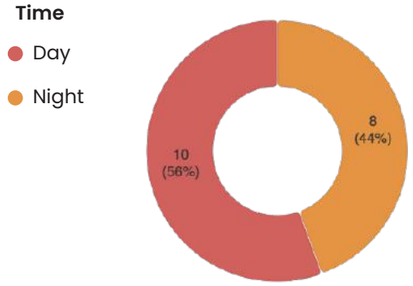
Kingswood

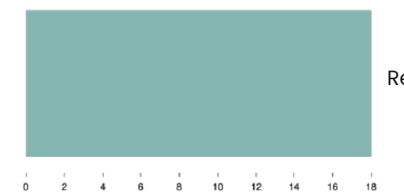


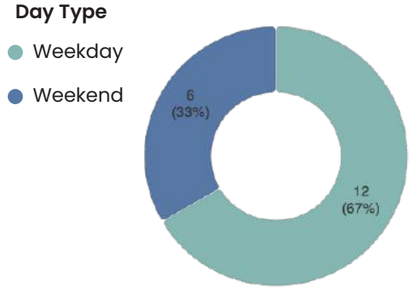




Werrington







BOCSAR Analysis

Break & Enter Non-dwelling

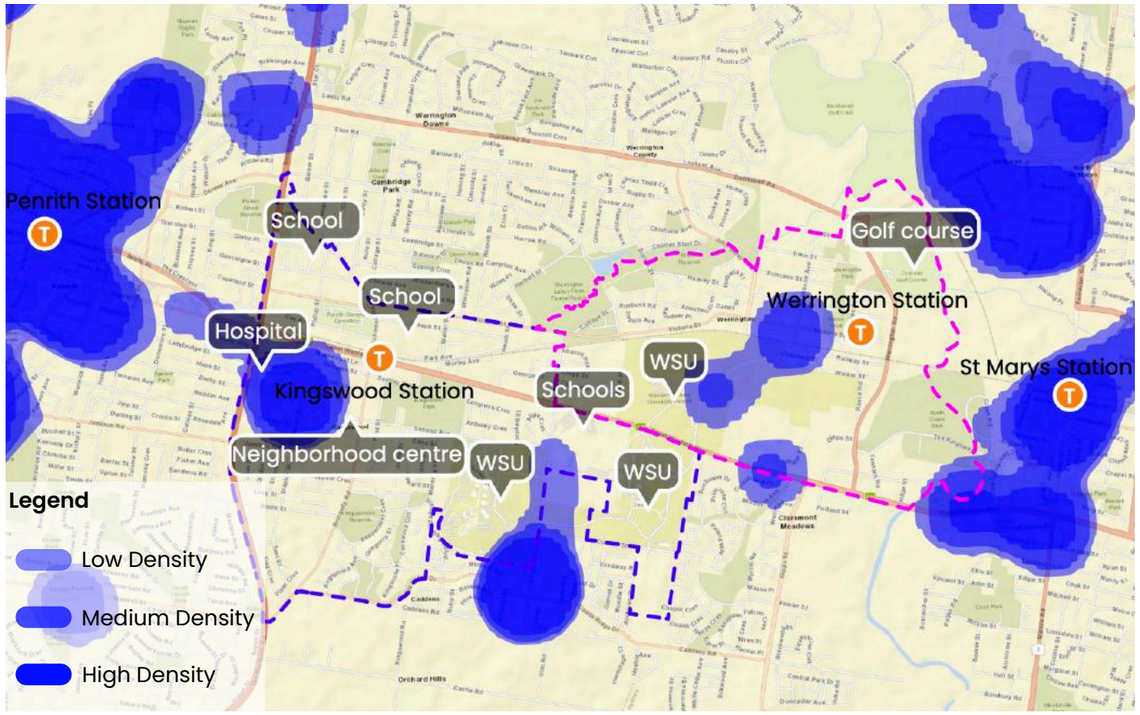
While break and enter non-dwelling incidents in Kingswood aligns with state average, reported targeting of commercial premises still highlights an opportunity for enhanced after hours monitoring and improved CPTED treatments such as lighting, access controls, and increased passive surveillance. Werrington's elevated daytime risk indicates a need to strengthen operational security and awareness among local businesses and educational facilities.

Spatial pattern

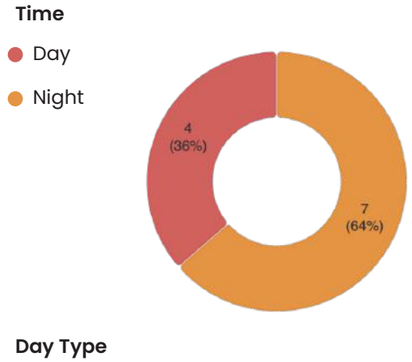
The spatial pattern of break and enter non-dwelling across the study area is aligned with concentrations of local commercial and educational hubs.

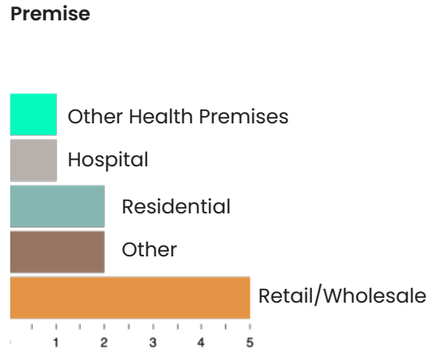
Temporal pattern

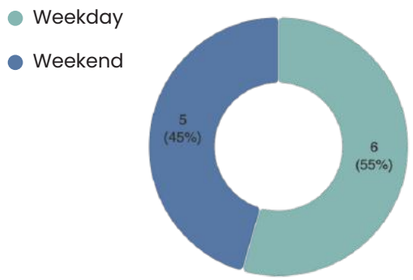
Break and enter incidents targeting non-residential premises in Kingswood occur predominantly at night, indicating offenders are likely exploiting reduced activity and surveillance after trading hours. Incidents are relatively evenly split between weekdays and weekends, reinforcing that risk persists throughout the week. In contrast to Kingswood, non-dwelling break and enter incidents in Werrington occur more frequently during the day. This may reflect exposure of industrial, commercial or public facilities with predictable unlocked access or lower active guardianship during operational hours. Incidents are split evenly across weekdays and weekends, indicating no strong temporal pattern linked to business activity cycles.



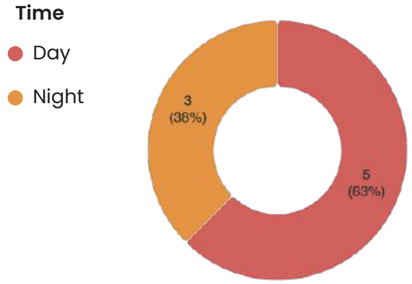
Kingswood



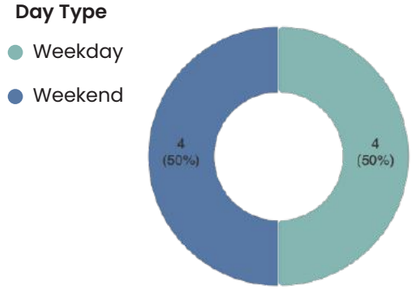




Werrington







BOCSAR Analysis

Malicious Damage to Property

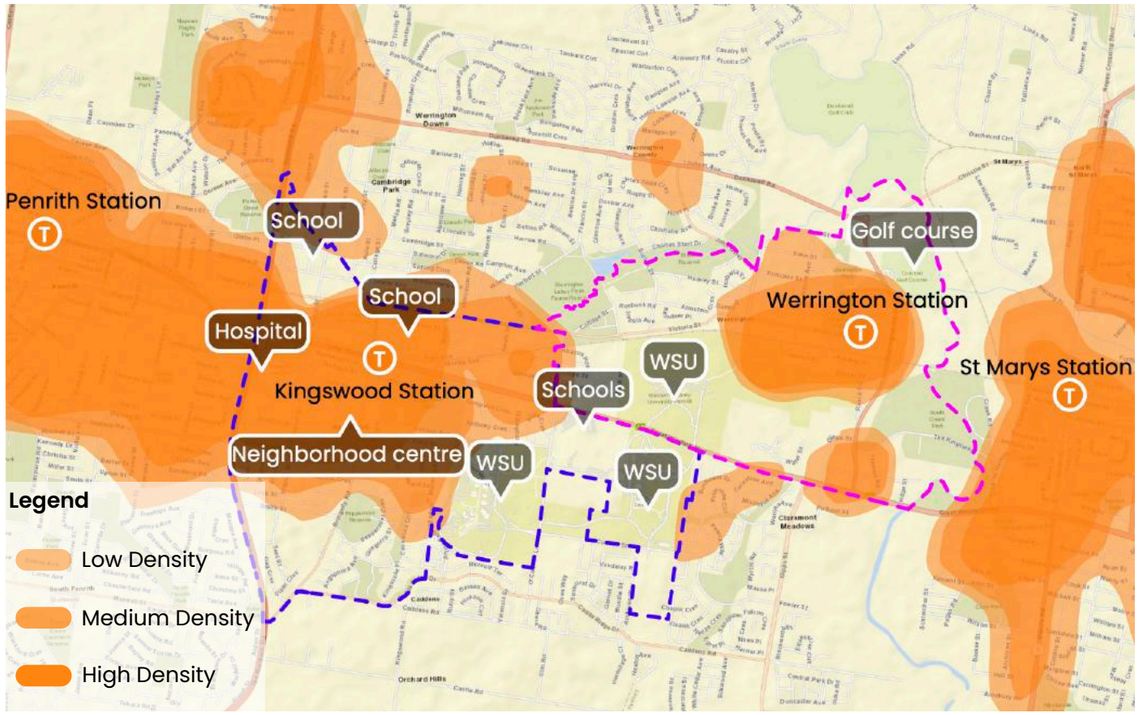
Malicious damage is highly prevalent across the Kingswood–Werrington area, with both suburbs recording more than 2 times the NSW average (2.6 and 2.5 times). This offense category represents a visible and disruptive crime type that undermines perceptions of safety and place activation. Addressing hotspots, particularly residential zones, transit infrastructure, and public streets, through CPTED enhancements and increased guardianship will support improvements in community confidence and amenity.

Spatial pattern

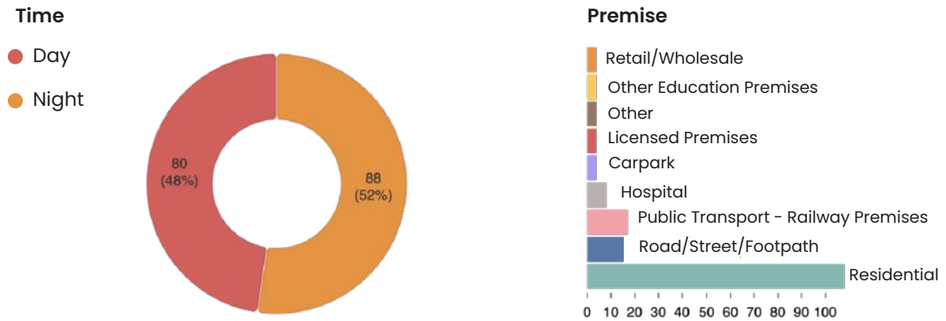
Similar to domestic assault, malicious damage to property incidents display a dispersed pattern across the study area rather than clustering into small, discrete hotspots. Higher offence concentrations are reported within more residential and densely populated areas. These areas also align with pockets of lower socioeconomic advantage (based on ABS IRSD indicators), suggesting a relationship between social stress factors and malicious damage to property prevalence.

Temporal pattern

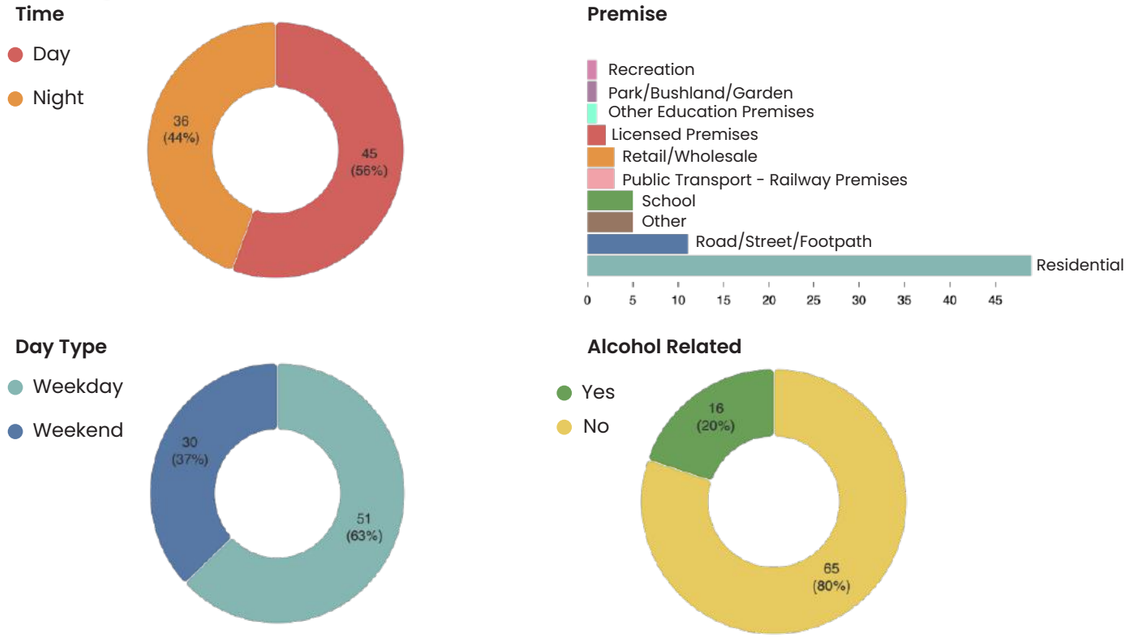
Malicious damage incidents in Kingswood occur slightly more often at night, suggesting that reduced visibility and lower levels of active guardianship may be enabling vandalism and property destruction. Incidents are also slightly more prevalent on weekdays, which may reflect daily movement patterns, increased use of public spaces and facilities, and higher occupancy of residential areas. Werrington shows a slightly different temporal profile, with most incidents occurring during the day. This suggests offenders may be opportunistically targeting properties when residents are away or when public areas are active but poorly monitored.



Kingswood



Werrington



BOCSAR Analysis

Motor Vehicle Theft

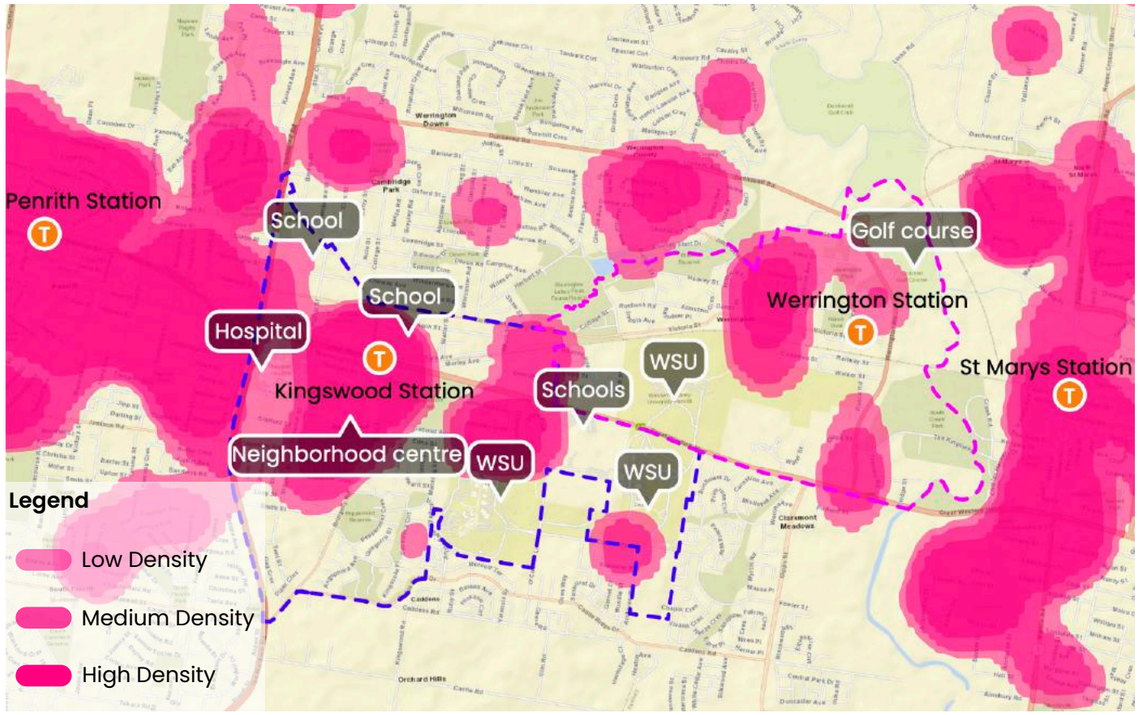
Motor vehicle theft is elevated across both suburbs relative to NSW (1.5 and 1.3 times), with noteworthy similarities in temporal patterns. The patterns suggest that vehicle security improvements at residences, activation of street environments, and CPTED upgrades such as lighting, surveillance, and clearer territorial control could meaningfully reduce theft opportunities.

Spatial pattern

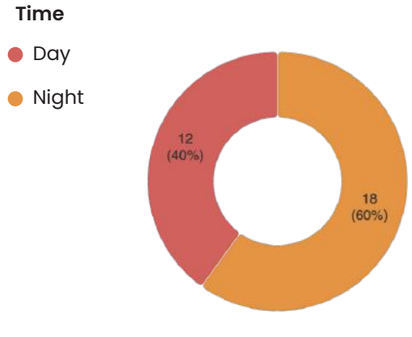
In Kingswood, the majority of incidents take place in residential locations, followed by street environments, suggesting that offenders are primarily targeting vehicles parked close to homes or in areas with insufficient passive surveillance and secure parking options. In Werrington, motor vehicle theft primarily occurs in street locations, followed by residential areas and then carparks, suggesting public road networks and open access parking facilities are the most exposed environments.

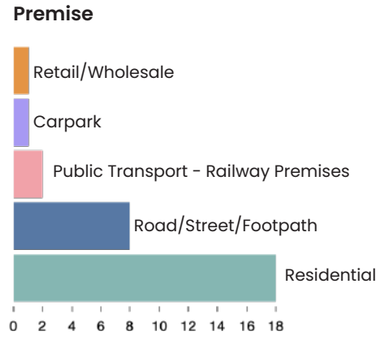
Temporal pattern

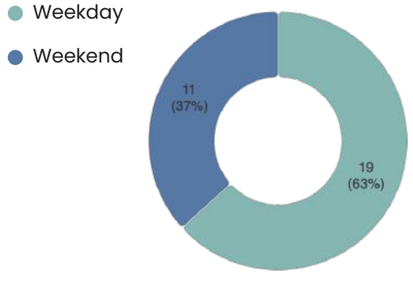
Motor vehicle theft in Kingswood occurs more frequently at night , indicating vehicles are particularly vulnerable during periods of reduced surveillance and household inactivity. Incidents are also more common on weekdays, likely tied to routine parking patterns such as overnight street parking or vehicles left in driveways while residents are at work. Werrington shows a stronger night time skew, indicating a clear linkage between motor vehicle theft and low visibility conditions.



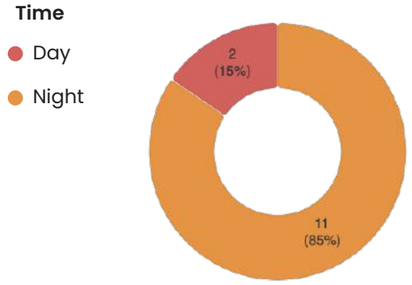
Kingswood

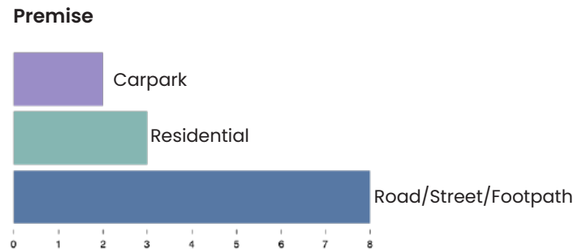


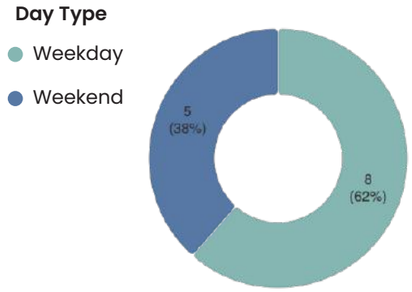




Werrington







BOCSAR Analysis

Stealing from dwelling

Stealing from dwellings is a significant issue across both suburbs, with consistent daytime patterns and elevated risk levels (2.4 and 2.2 times NSW average). This points to the importance of residential CPTED interventions such as improved neighbour surveillance networks, clearer territorial reinforcements, and better access control measures.

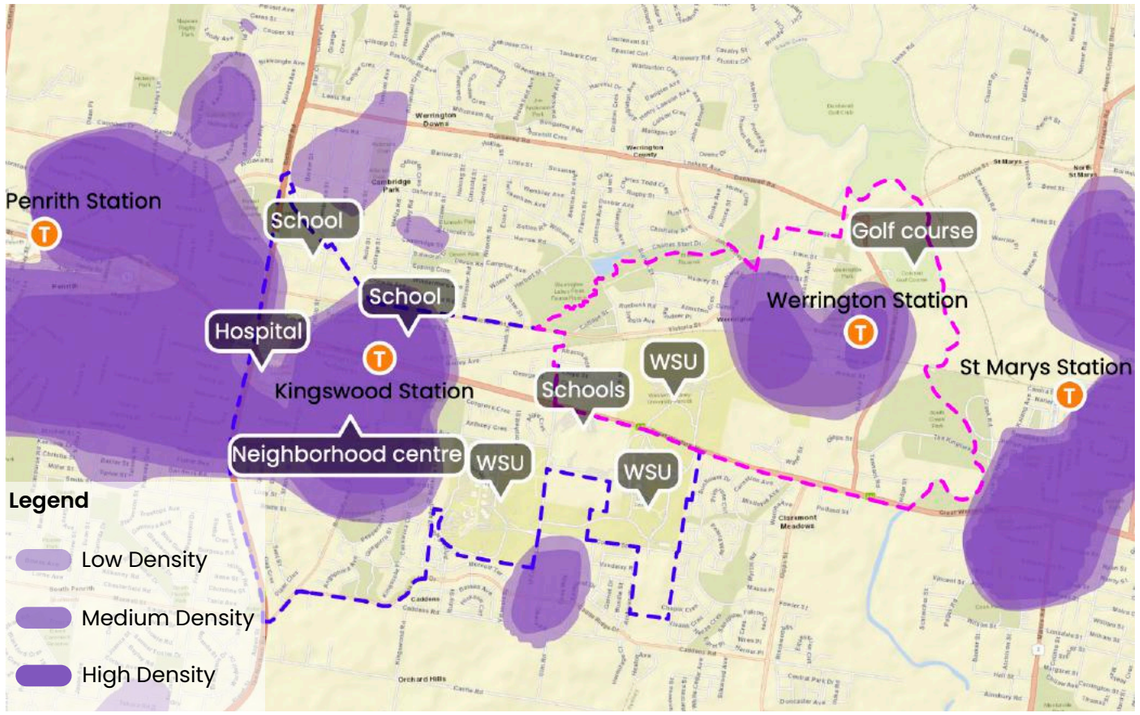
Spatial pattern

Similar to domestic assault and malicious damage to property, stealing from dwelling incidents display a dispersed pattern across more residential and densely populated areas. These areas also align with pockets of lower socioeconomic advantage (based on ABS IRSD indicators), suggesting a relationship between social stress factors and malicious damage to property prevalence.

Temporal pattern

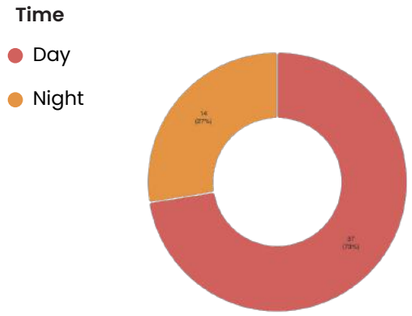
Stealing from dwelling incidents in Kingswood predominantly occur during the day, strongly indicating that offenders are targeting homes while residents are away or when open access points are more common (e.g. doors, garages, and yards left unsecured). Weekday incidents form the majority, reflecting daily absence patterns linked to work and school routines.

Werrington demonstrates an even stronger daytime skew, making it clear that most thefts occur when homes are unoccupied. Weekdays again represent the highest risk, suggesting offenders take advantage of predictable absence periods.

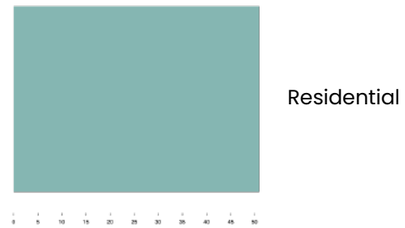


Kingswood

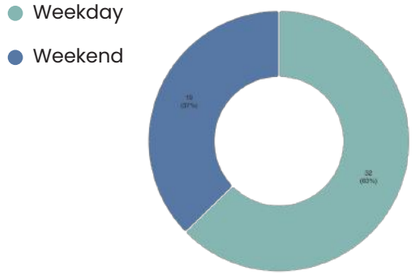
Time



Premise

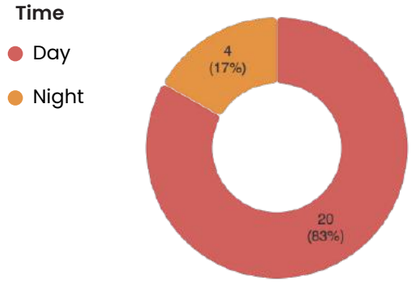


Day Type

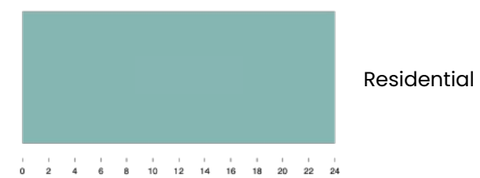


Werrington

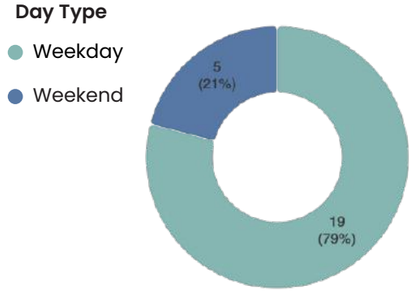
Time



Premise



Day Type



BOCSAR Analysis

Stealing from person

Kingswood is a clear outlier in stealing from person incidents, recording rates dramatically above the state average. Strengthening safety along key pedestrian corridors, particularly around transport nodes and Nepean Hospital, should therefore be a priority focus for CPTED interventions.

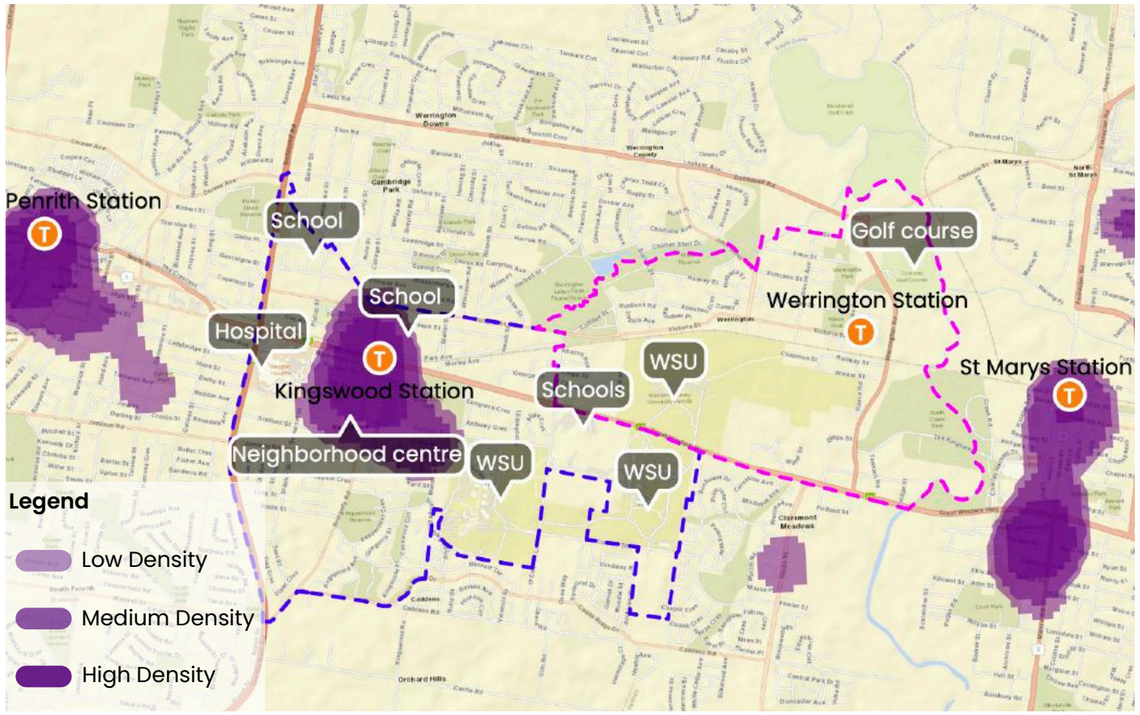
Spatial pattern

Kingswood records a very high rate at 6.2 times the NSW average, marking it as a significant hotspot for personal theft relative to the state. Incidents are most commonly associated with street environments, public transport hubs, high density residential areas, and the hospital precinct - places where victims may have limited awareness of offenders due to transit, crowding, or personal circumstances.

Temporal pattern

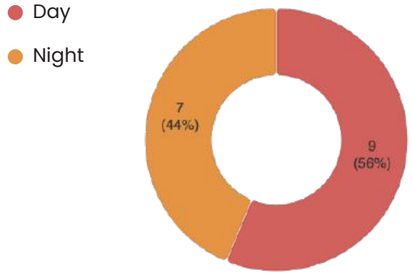
Stealing from person incidents in Kingswood occur slightly more during the day, indicating offences often take place in settings where people are active and distracted, such as walking along streets or moving through busy precincts. The strong weekday dominance suggests a connection to commuter and service related activity rather than nightlife or weekend events.

There were no recorded incidents of stealing from person in Werrington during the analysis period. This may reflect lower pedestrian movement, reduced commercial/public facility density, or stronger passive surveillance in daily activity spaces. However, continued monitoring is recommended as increased precinct activation and population growth may shift risk exposure over time.

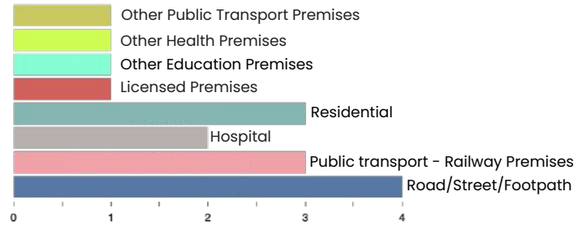


Kingswood

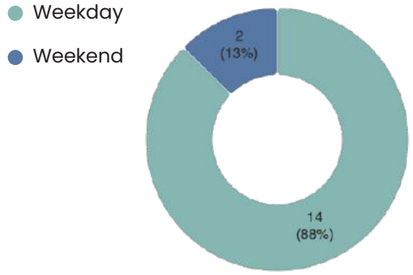
Time



Premise



Day Type



Werrington

Time

N/A

Premise

N/A

Day Type

N/A

BOCSAR Analysis

Stealing from vehicle

Both suburbs show significant risk elevation compared to NSW and follow similar crime patterns. This indicates the need for residential CPTED responses, including improved lighting, passive surveillance from dwellings, and secure parking arrangements. Strengthening neighbourhood guardianship and increasing awareness across parking areas would also support crime reduction.

Spatial pattern

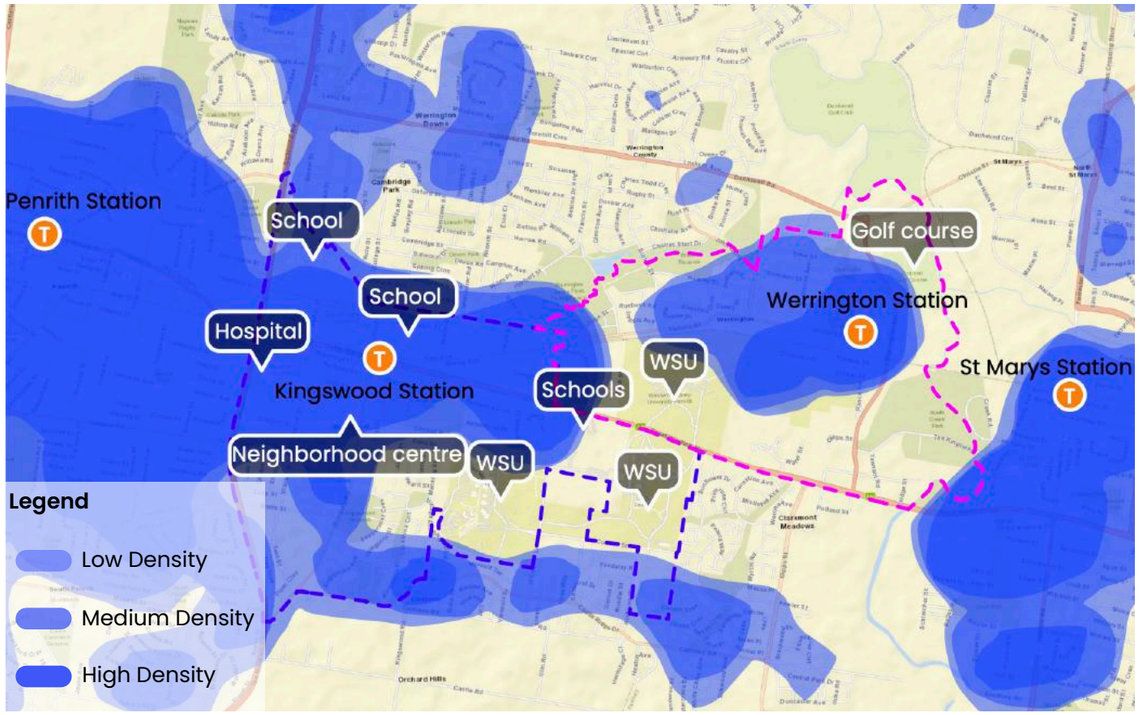
Kingswood records 2.3 times the NSW average, indicating a significantly elevated risk. Incidents are concentrated in residential premises, followed by streets and carparks, pointing to unsecured or poorly overlooked parking locations as key targets.

Werrington shows 2.2 times the NSW average, signalling a comparably elevated theft risk to Kingswood. Offences follow a similar spatial pattern to Kingswood, indicating that residential and public parking remain vulnerable to opportunistic theft.

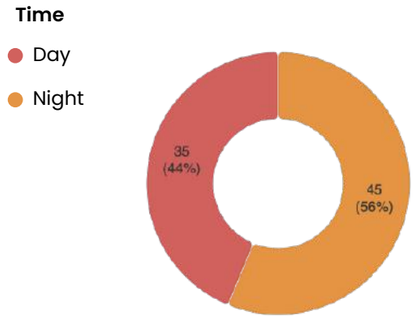
Temporal pattern

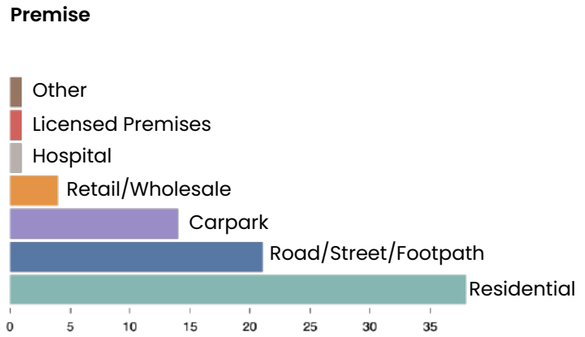
Stealing from vehicle incidents in Kingswood occur more often at night, reflecting increased vulnerability when vehicles are parked outside homes or in public areas with minimal surveillance. Weekdays experience the majority of offences, suggesting offenders are targeting vehicles left unattended for longer periods due to commuting or work routines.

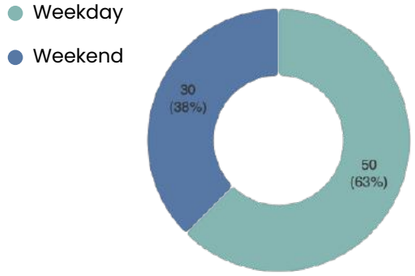
Werrington displays a similar temporal pattern, with slightly more incidents occurring at night. Weekdays again represent the highest risk window, consistent with vehicle movement and unattended periods linked to work routines.



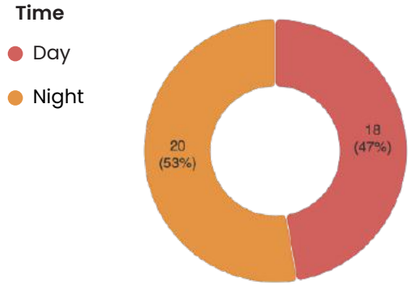
Kingswood

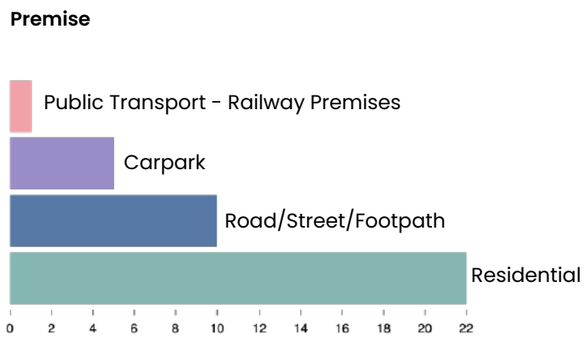


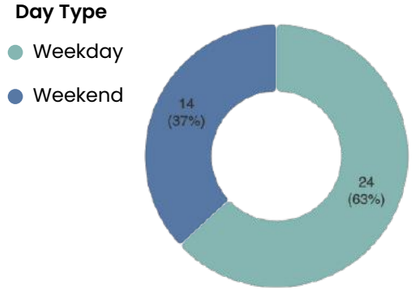




Werrington







BOCSAR Analysis

Robbery

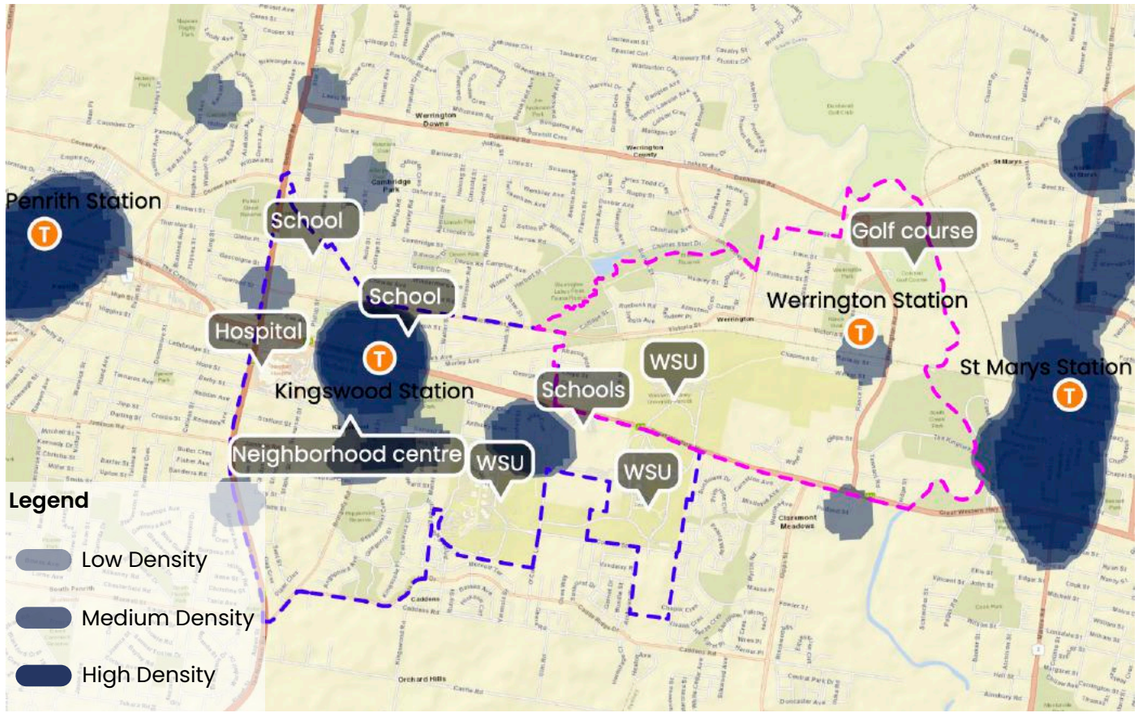
Robbery risk is concentrated in Kingswood, particularly at locations where people are transitioning through public spaces or entering or exiting residences. Targeted CPTED measures, such as enhanced visibility, surveillance coverage along pedestrian corridors, and increased guardianship around transport nodes, would support reductions in confrontational property crime.

Spatial pattern

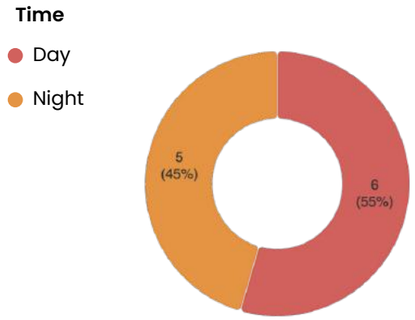
Robbery hotspots in the Kingswood–Werrington corridor appear highly concentrated around major transport, medical, educational infrastructure and key activity hubs. There are only a few localised clusters within the study area, with more pronounced intensities forming outside the boundary closer to Penrith Station and St Marys Station. Kingswood records a significantly elevated robbery rate at 4.4 times the NSW average, making it a notable hotspot relative to state benchmarks. Incidents are concentrated in residential areas, street environments, and public transport locations, suggesting offenders are capitalising on limited guardianship or situational vulnerability during routine travel or close to victim residences.

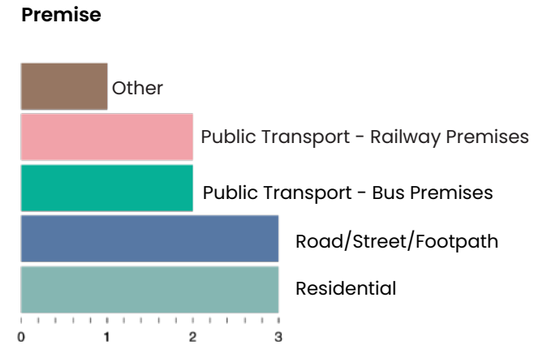
Temporal pattern

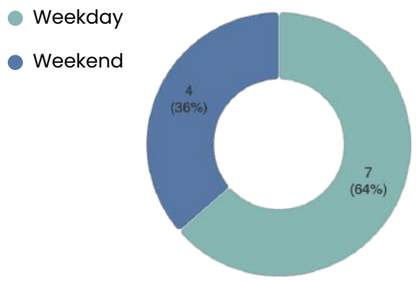
Robbery incidents in Kingswood occur more often on weekdays, likely aligning with transport use and daily trip patterns rather than nightlife or weekend social activity. Robbery incidents are rare in Werrington, with only one recorded incident, occurring during the day on a weekday, and linked to public transport premises. Werrington shows 0.8 times the NSW average, indicating a lower relative risk and limited recorded activity within the review period. However, the presence of rail infrastructure suggests a potential vulnerability that may require proactive monitoring as travel demand grows.

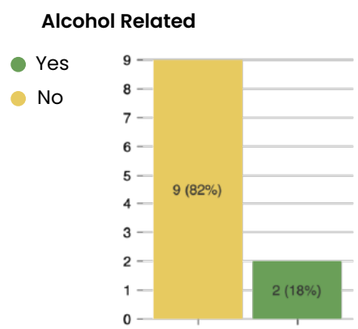


Kingswood

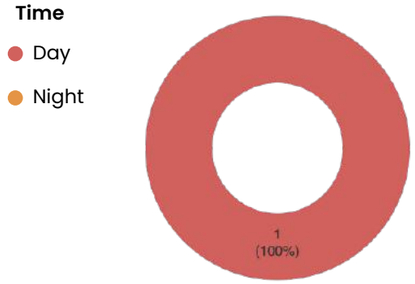


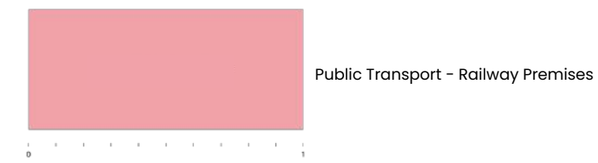


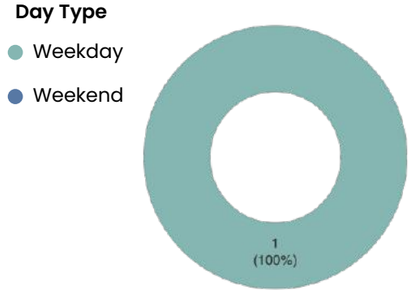


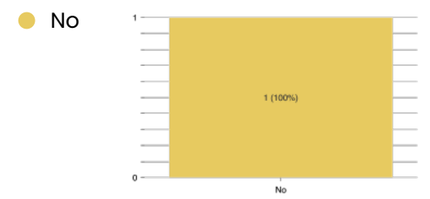


Werrington









Kingswood: Natural Surveillance

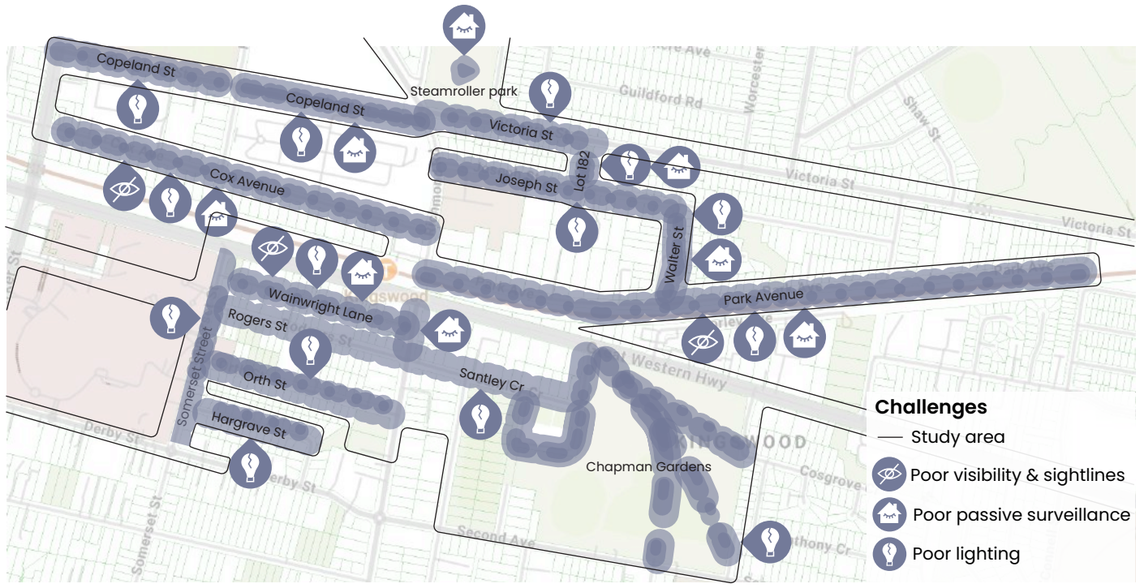
Key Findings

Overall visibility across Kingswood is strongest along major pedestrian corridors linking Kingswood Station, Western Sydney University and Nepean Hospital. The Bringelly Road spine and hospital precinct benefit from high daytime activity levels, active frontages and consistent passive surveillance.

Within the town centre, visibility is more variable. Shopfronts along parts of the Great Western Highway and Bringelly Road provide reasonable surveillance during trading hours. However, long inactive frontages, deep and variable building setbacks, and service areas reduce natural surveillance outside peak times. Streets including Rodgers Street, Orth Street and parts of Second Avenue experience reduced evening observation due to their residential character and inconsistent lighting.

Several streets and public spaces demonstrate constrained sightlines and limited observation opportunities. Cox Avenue, Park Avenue and sections of Wainwright Lane are affected by fencing, dense vegetation, high walls, industrial building interfaces and, in the case of Cox Avenue, a minor crest that may impede sightlines. Passive surveillance is also low in areas lacking active edges or residential presence, including the Walter Street vacant lot, Steamroller Park's vegetated central area, Wainwright Park interfaces and Chapman Gardens. Large building setbacks in these locations further reduce opportunities for natural surveillance.

Lighting quality across the precinct varies. Main streets and the Bringelly Road corridor generally achieve adequate illumination, while residential / local streets and parks frequently experience dark spots due to vegetation obstruction, and broken lights which limit facial recognition at night. These combined conditions create heightened vulnerability in side streets, small parks and lower activity areas.



Kingswood: Access Control

Key Findings

Access control across the Kingswood precinct is inconsistent, with several movement networks and entry points enabling uncontrolled or unsafe access. Within the Kingswood town centre, particularly along the Bringelly Road spine, the shops south of the Great Western Highway, and areas surrounding Nepean Hospital, high pedestrian demand is not consistently supported by clear, legible, or well controlled movement routes. The Great Western Highway functions as a significant barrier, with limited formal crossing points resulting in observed jaywalking and unsafe midblock crossings between the town centre, hospital, and surrounding neighbourhoods.

Pedestrian paths are frequently obstructed, especially along Cox Avenue where industrial driveways and parked vehicles block walkability, while informal desire lines in Chapman Gardens, around Wainwright Park and the neighbourhood centre, and at the Copeland Street/Richmond Road roundabout indicate a lack of well designed pedestrian routes. Connectivity gaps further weaken access control, including the abrupt termination of Bringelly Lane, limited pedestrian permeability around Rodgers and Orth Streets, and the absence of continuous path networks along Walter Street and parts of Second Avenue. A long stretch of Somerset Street also lacks formal crossings, prompting hospital users to cross unsafely wherever convenient.

Ambiguous or poorly monitored access points, including the vacant lot at Walter and Amaroo Streets and service dominated rear lanes near the town centre, create opportunities for concealment, loitering, or entrapment. Overall, the precinct's fragmented pedestrian infrastructure, barrier effects of major roads, and unregulated access points, particularly within the evolving town centre, diminish safety, legibility, and the ability to manage movement effectively as the area undergoes future change.



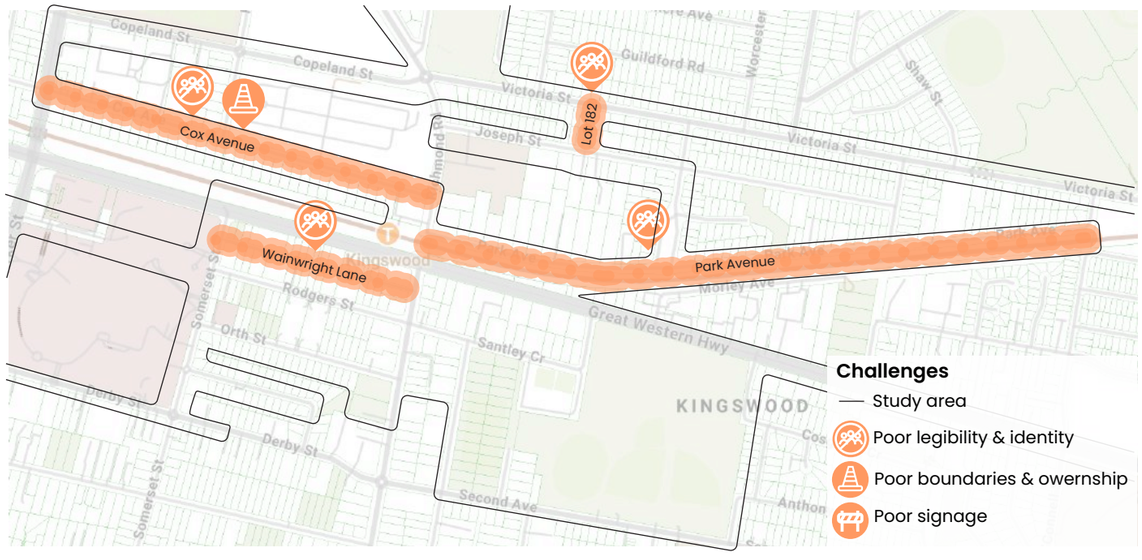
Kingswood: Territorial Reinforcement

Key Findings

Legibility and sense of place are weak in several parts of the Kingswood precinct. This is particularly evident along Cox Avenue, Lot 182 Linear Park, Park Avenue and Wainwright Lane. In these locations, inconsistent industrial frontages, inactive building edges and limited community focused uses create environments that feel disconnected and lack clear identity.

Similar conditions are present in open spaces and car park areas south of the Great Western Highway, between Nepean Hospital and Chapman Gardens. Expansive surface parking, service oriented layouts and poor pedestrian definition weaken spatial legibility and dilute the sense of arrival or transition between key destinations.

Territorial cues and ownership are also poorly defined in some areas, most notably on Cox Avenue and within shared car park and open space interfaces. In these locations, parking and service activities regularly spill across public and private boundaries. This reduces clarity around control and maintenance responsibilities, undermines perceptions of care and safety, and contributes to environments that appear neglected and less welcoming to legitimate users.



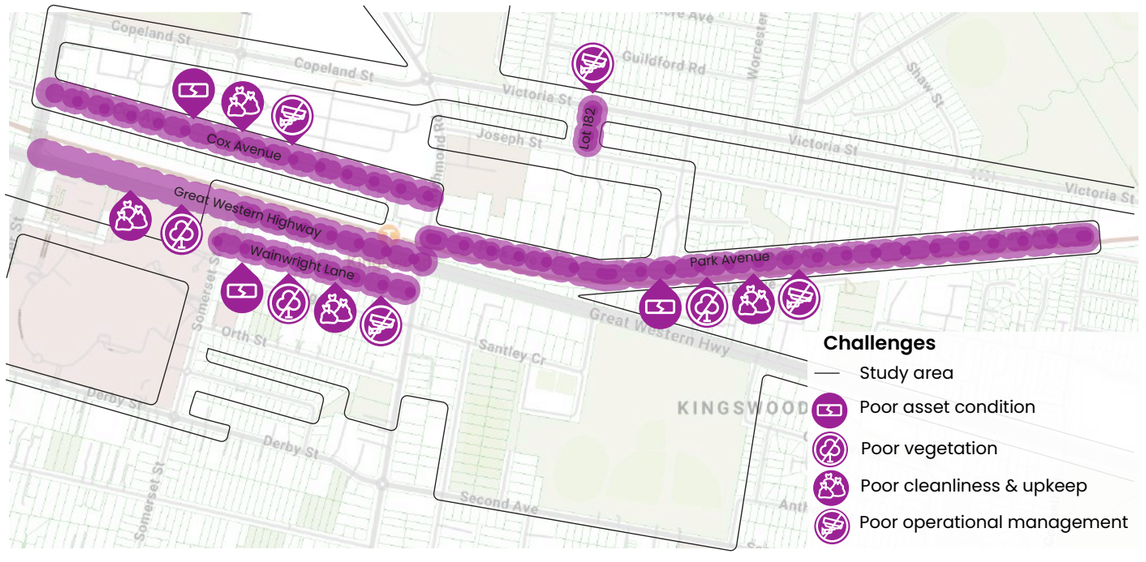
Kingswood: Maintenance and Management

Key Findings

The Kingswood precinct shows varying levels of upkeep, with several areas displaying visual neglect that can undermine perceptions of safety. Cox Avenue, Park Avenue, and Wainwright Lane exhibit deteriorating asset conditions. Vegetation management is inconsistent, with overgrown shrubs obstructing sightlines along Park Avenue, around vacant lots on Wainwright Lane, and within open spaces such as Wainwright Park and the neighbourhood centre. Landscaping along the Great Western Highway and the Bringelly Road spine, including areas near the town centre shops and hospital, also appears poorly maintained. Second Avenue, as a complementary north-south spine, links residential streets, open spaces, and neighbourhood facilities with Bringelly Road and the station. Together these spines form a key pedestrian and cyclist corridor between transit, education, and commercial uses. Ensuring clear sightlines, consistent maintenance, and active frontages along these spines is critical to supporting connectivity and reinforcing safety across the precinct.

Cleanliness concerns are evident through noticeable litter, graffiti, and vandalism, particularly along Cox Avenue, Wainwright Lane, Park Avenue, the Great Western Highway, and surrounding car park areas south of the highway between the hospital and Chapman Gardens, where signs of rough sleeping were also observed. Low amenity activation in areas such as Cox Avenue, Lot 182 Linear Park, Wainwright Lane and town centre parks and plazas further contributes to a diminished sense of ownership and ongoing management presence.

Collectively, these conditions reduce perceptions of care and weaken place identity across the precinct, including within the town centre where future change and intensification will require coordinated maintenance, activation and design interventions to reinforce safety, usability and connectivity.



Werrington: Natural Surveillance

Key Findings

Visibility across the Werrington precinct is generally clear. However, facilities near Rance Oval, including amenity buildings, storage structures and shipping containers, create enclosed pockets with reduced sightlines.

Passive surveillance is limited in key areas, such as Victoria Lane, which is defined by long inactive frontages on one side and a low use car park and rail corridor on the other, offering few natural observers. The paths and roads providing access to Werrington Station on both the northern and southern sides of the rail line also experience limited passive surveillance, with adjacent low activity frontages, fencing, and car park edges offering minimal opportunity for natural observation. Rance Oval similarly lacks residential edges, leaving the space poorly overlooked, particularly outside sporting activity hours.

The open space between Werrington Road and adjoining residential lots presents additional challenges. While apartments and dwellings adjoin this corridor, many provide minimal active frontage, with fencing, setbacks and limited habitable room orientation reducing casual overlooking. The width of the open space further weakens passive surveillance, as edge activity is often too distant to provide effective natural observation.

Nighttime safety is affected by uneven lighting. Railway Street and Werrington Road are lit only on one side, there is no illumination east of Rance Road, and Walker Street has similarly limited lighting. This inconsistent distribution reduces visibility along station access routes, open spaces and off peak areas after dark.



Werrington: Access Control

Key Findings

Movement networks in Werrington are generally clear, with pedestrian paths accessible throughout most of the precinct, except along Walker Street where no formal path exists. The absence of informal desire lines indicates low pedestrian usage across the area. Entry and exit points are mostly well defined; however, multiple ambiguous or poorly monitored access points around buildings near Rance Oval create potential opportunities for loitering or entrapment.

Connectivity and wayfinding are generally adequate, though dead ends near the playground and tennis courts, as well as at the eastern end of Railway Street, generate minor navigational challenges and may reduce legibility for pedestrians.



Werrington: Territorial Reinforcement

Key Findings

Territorial reinforcement across Werrington is generally adequate, with clear boundaries and ownership cues evident throughout most of the precinct. However, Victoria Lane lacks a sense of belonging, feeling dominated by vehicular use rather than pedestrian or community activity.

Territorial reinforcement is weaker in the area immediately north of Werrington Station. Limited viewlines from Victoria Street to the station, combined with a broad open space and road environment, reduce clarity around movement, destination and perceived ownership.

The absence of signage near key locations, including Rance Oval, Railway Street, Rance Road, and Walker Street, reduces clarity of space function and further limits the legibility and perceived ownership of these areas.



Werrington: Maintenance and Management

Key Findings

Overall, the Werrington precinct appears to be well maintained. However, Railway Street presents a notable exception, where elevated levels of litter, frequent dumping of rubbish, and overflowing bins were observed, particularly around vacant lots exhibiting excessive waste accumulation.



Findings & Recommendations



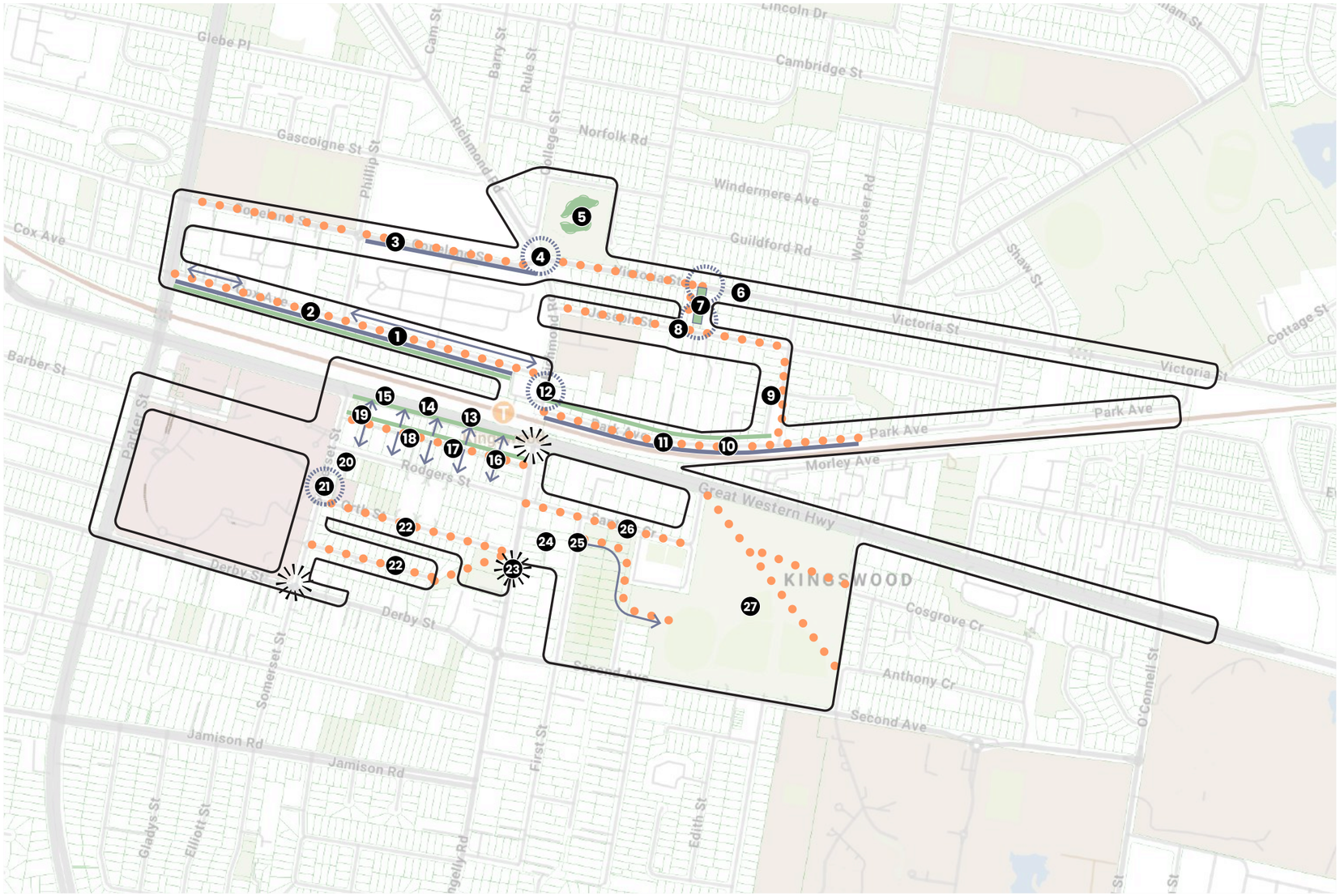
Kings Central, Werrington

Kingswood: Recommended interventions

The adjacent diagram highlights the key opportunities to improve crime prevention through environmental design solutions. These opportunities respond directly to observed safety conditions and illustrate where targeted improvements can meaningfully strengthen safety outcomes. The proposed opportunities are primarily focused on areas observed during the site survey and reflect conditions identified at the time of inspection; they are therefore targeted rather than exhaustive across the broader precinct.

Prominent solutions involve improvements to physical assets, such as pathways, access and lighting which ensure CPTED principles of safety, access and territory are clearly addressed. Other improvements, such as maintenance, wayfinding and the provision of landmarks seek to address general perceptions of safety and people's sense of place within the Kingswood area.

Refer to the following pages for detailed recommendations.



Legend

- Provide lighting upgrade / repair / tree maintenance
- Explore boundary improvements
- Establish maintenance protocols
- Create path networks
- Provide safe crossings
- Establish landmarks or wayfinding

Kingswood: Recommended Interventions cont.

	Location	Key Observation	Responsibility	Action	Timeframe
1	**Cox Avenue**	**Natural Surveillance** Fencing, walls, signs, improperly parked cars and vegetation obscure the property boundaries and reduce passive surveillance. Lighting is below average	Council / Property Owners	○ Review street lights for adherence to standards ○ Establish a consistent street frontage through verge landscaping and new maintenance regimes ○ Provide footpath connections where missing	Long (5 yrs+)
2	**Cox Avenue**	**Access Control / Territorial Reinforcement** Pedestrian path is often inaccessible due to cars parked across council owned verge	Council / Property Owners	○ Establish ranger protocols ○ Establish a consistent boundary treatment to delineate ownership	Medium (2-5 yrs)
3	**Copeland Street**	**Natural Surveillance / Maintenance & Management** Cemetery and Council depot offer minimal passive surveillance. Lighting conditions are less than ideal	Council	○ Review street lights for adherence to standards ○ Prune shrubs around the cemetery perimeter to a height and density that allows some visibility of pedestrians on footpaths, while retaining the cemetery landscape buffer character.	Medium (2-5 yrs)
4	**Copeland Street**	**Access Control** Informal desire lines suggesting poor official routes were observed at the roundabout of Richmond St which lacks any formal pedestrian crossing locations	Council	○ Explore opportunities for pedestrian crossings at the Copeland Street / Richmond Road roundabout and to assist school children path of travel	Medium (2-5 yrs)
5	**Steamroller Park**	**Natural Surveillance / Maintenance & Management** Centre of the park is heavily obscured by low vegetation. The park's namesake, a historic steamroller is rusted and poorly visible	Council	○ Prune shrubs to a height that allows some visibility of pedestrians on footpath without diminishing the intent of the native gardens. Consider removing tree branches at or below eye level if appropriate. ○ Explore opportunities to re-establish historic steamroller	Medium / Long (2-5 yrs +)
6	**Victoria Street**	**Natural Surveillance / Access Control** Lighting is less than ideal. Path abruptly ends in multiple locations. No formal pedestrian crossings along street observed between Richmond Road and Lethbridge Avenue - a distance of +2.5km	Council	○ Review street lights for adherence to standards ○ Provide footpath connections where missing ○ Explore opportunities to establish safe pedestrian crossings	Long (5 yrs+)
7	**Lot 182 Linear Park (btwn Victoria St & Joseph St)**	**Natural Surveillance** Low usage highlights poor passive surveillance. No lighting observed	Council	○ Improve wayfinding and accessibility through the inclusion of midblock crossings to better activate the park. ○ Review opportunities for park lights in alignment with council policy and standards	Long (5 yrs+)

Kingswood: Recommended Interventions cont.

	Location	Key Observation	Responsibility	Action	Timeframe
8	**Joseph Street**	**Natural Surveillance** Lighting is below average	Council	○ Review street lights for adherence to standards	Medium (2-5 yrs)
9	**Walter Street**	**Access Control / Territorial Reinforcement / Maintenance & Management** Vacant Lot 21 is readily accessible from the street, deep and fenced on all three remaining sides. This results in hiding spots and entrapment scenarios.	Council / Property Owner	○ Explore ownership opportunities. Consider acquisition, the removal of fences and / or the creation of a public space fronted by the Lot 19 and Lot 23 properties ○ Establish new maintenance regimes ○ Provide footpath connections where missing	Long (5 yrs+)
10	**Park Avenue**	**Natural Surveillance** Dense shrubs, limited street lighting and footpath on northern side only greatly limits street surveillance.	Council / TfNSW	○ Provide footpath connections on southern side of Park Avenue ○ Review street lights for adherence to standards	Medium (2-5 yrs)
11	**Park Avenue**	**Maintenance & Management** Evidence of asset neglect (damaged fencing and pathways), overgrown vegetation and graffiti were observed in multiple locations	Council	○ Establish new maintenance regimes	Short (0-2 yrs)
12	**Park Avenue**	**Access Control** No path on southern side of Park Ave. Lack of clear pedestrian crossing points at the corner of Park Ave and Richmond Rd	Council / TfNSW	○ Provide footpath where missing ○ Explore traffic and pedestrian interventions to improve pedestrian crossing opportunities	Long (5 yrs+)
13	**Great Western Highway**	**Natural Surveillance** Multiple inactive shop frontages, reflective mirror windows and closed shutters limit street surveillance.	Council / Property Owner	○ Support shop owners to improve street transparency and facade upgrades to achieve a consistant frontage ○ Explore DCP requirements for perforated shutters that maintain visibility after hours ○ Explore temporary activation of vacant lots with pop-up uses, such as community group events, temporary murals and installations	Medium (2-5 yrs)
14	**Great Western Highway**	**Access Control** Chokepoints in footpath were observed where ramps and handrails occur. A few ambiguous / hidden access points which enable loitering and entrapment were observed. Road crossings are ~800m apart	Council	○ Improve footpath grades to avoid overreliance on handrail obstructions ○ Work with property owners to provide wayfinding and lighting at laneways through private property ○ Engage and garner support from TfNSW to classify sections of GWH as an Arterial High Street to improve pedestrian priorities, such as crossings, lower speeds, increased verge width and amenity and vegetation	Medium (2-5 yrs)
15	**Great Western Highway**	**Maintenance & Management** Temporary plant installations were in poor condition. Several examples of graffiti was noted. A person experiencing homelessness was observed sleeping in building alcoves	Council	○ Establish new maintenance regimes ○ Explore opportunities to garner planter support from local businesses who are interested in assisting in maintenance duties ○ Work with support services to assist individuals experiencing homelessness	Short (0-2 yrs)

Kingswood: Recommended Interventions cont.

	Location	Key Observation	Responsibility	Action	Timeframe
16	**Wainwright Lane**	**Natural Surveillance** Obstructed sightlines due to building walls and industrial clutter. Long inactive frontages due to nature of the service lane. Street lighting dark spots and overshadowing	Council	○ Require development upgrades to interface with Wainwright Lane and to provide access points to Great Western Highway ○ Review existing lights, tree pruning and the installation of additional lights if required.	Long (5 yrs+)
17	**Wainwright Lane**	**Maintenance & Management** Street is poorly maintained, featuring weeds, graffiti and rubbish. This is likely due to its nature as a service lane and various vacant lots.	Council	○ Establish new maintenance regimes	Short (0-2 yrs)
18	**Wainwright Lane**	**Access Control** The laneway is long and lacks any opportunities to exit, outside of the intersection at Somerset St and Bringelly Rd.	Council / Developer	○ Work with future developers to establish permeable access points between Great Western Hwy and to an activated Wainright Lane	Long (5 yrs+)
19	**Red Cross Anniversary Park**	**Natural Surveillance / Maintenance & Management** A few locations are obscured by low branches and vegetation. Street lighting is sometimes overshadowed by vegetation	Council	○ Review existing lights and the need for tree pruning to ensure lighting aligns with standards	Medium (2-5 yrs)
20	**Somerset Street**	**Natural Surveillance** Lighting is less than ideal, specifically on the eastern side within the public carpark near Rodgers Street. This is of high importance due to the proximity to the hospital, which operates at all hours.	Council	○ Improve carpark lighting	Short (0-2 yrs)
21	**Somerset Street**	**Access Control** No safe pedestrian crossings occur between Hargrave Street and Great Western Hwy - a length of 300m. This is of high importance due to public carparks and train and bus stops located on the opposite side of the hospital.	Council	○ Explore opportunities for pedestrian crossings along Somerset Street	Short (0-2 yrs)
22	**Hargrave Street & Orth Street**	**Natural Surveillance / Access Control** Lighting is infrequent. Incomplete footpaths along street verge were observed	Council	○ Provide footpath connections ○ Review street lights for adherence to standards	Medium (2-5 yrs)

Kingswood: Recommended Interventions cont.

	Location	Key Observation	Responsibility	Action	Timeframe
23	**Wainwright Park**	**Natural Surveillance** Lighting appears low, given the frequency of use at night. Some lights were observed to not be working	Council	○ Review condition of existing lights, tree pruning and opportunities for park lights in alignment with council policy standards	Medium (2-5 yrs)
24	**Bringelly Road**	**Territorial Reinforcement** Bringelly Road shops provide a sense of place, but lack street presence on arrival.	Council	○ Establish gateway landmarks to assist in establishing Bringelly Road and improving wayfinding ○ Work with transport authorities to revise Bringelly Lane into a High Pedestrian Activity Area and to promote safer road crossings	Long (5 yrs+)
25	**Bringelly Lane**	**Natural Surveillance / Access Control** Passive surveillance is limited away from Bringelly Street shops. Overgrown vegetation was observed obstructing lights. Bringelly Lane ends abruptly, creating an entrapment point.	Council	○ Seek opportunities with local shops to activate Bringelly Lane ○ Review condition of existing lights and tree pruning ○ Provide raised laneway threshold to delineate the pedestrian area (east-west between Bringelly Rd and First St) and service area (north south behind Bringelly Street shops)	Medium (2-5 yrs)
26	**Santley Crescent**	**Natural Surveillance** Lighting conditions are less than ideal	Council	○ Review existing lights and the need for tree pruning to ensure lighting aligns with standards	Medium (2-5 yrs)
27	**Chapman Gardens**	**Natural Surveillance / Access Control** Lighting conditions are low outside of sporting fields during events. Informal desire lines were observed between Santley Cres and Second Ave, suggesting that additional footpaths are required.	Council	○ Review opportunities for park lights in alignment with council policy and standards ○ Provide footpath connections along desire lines	Long (5 yrs+)
28	**Broader Kingswood Area**	BOCSAR analysis identifies several hotspot locations outside the Kingswood and Werrington core precincts. While these areas were not subject to detailed site assessment as part of this study, the following CPTED-aligned measures are provided as general guidance to support future investigations and targeted improvements where required	Council	○ Improve lighting levels and uniformity in areas of identified risk ○ Maintain clear sightlines through vegetation management ○ Improve pedestrian crossing safety and movement legibility ○ Enhance passive surveillance through activation or improved land use interface ○ Address maintenance issues including graffiti and asset condition ○ Improve wayfinding and signage where movement patterns are unclear ○ Continue monitoring through crime data and community feedback	Long (5 yrs+)

Werrington: Recommended Interventions

The diagram below highlights the key opportunities to improve crime prevention through environmental design outcomes across the Werrington area. These opportunities respond directly to observed safety conditions and indicate where targeted improvements can meaningfully strengthen visibility, access and activation.

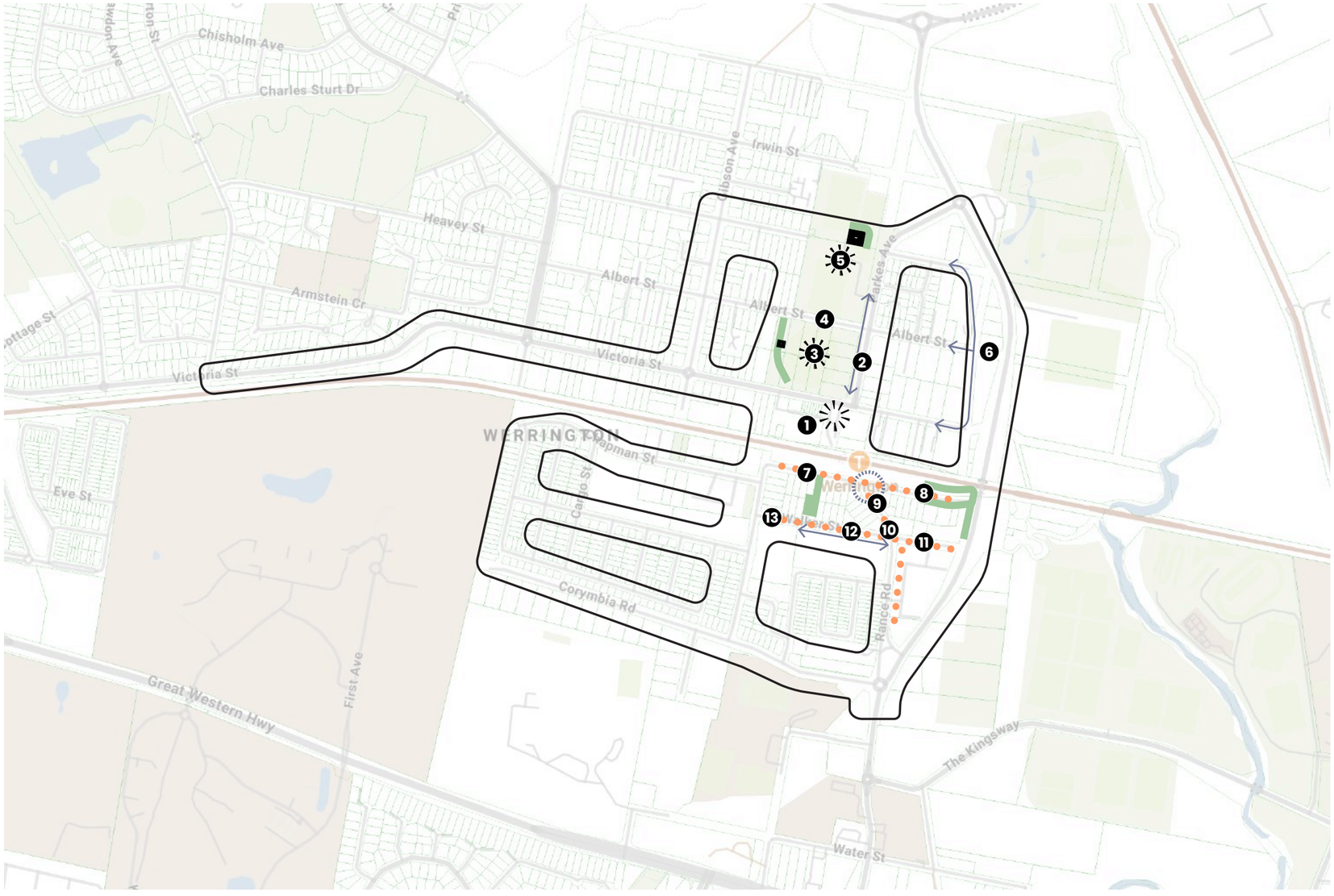
A majority of the opportunities occur close to the train station and established open space areas, where historic design choices no longer align with community needs and safety best practices.

Many of the opportunities focus on upgrading physical assets, such as providing safe path networks along key desire lines, improving kerbs and vegetation, and installing pedestrian crossings at priority intersections. These reinforce CPTED principles of natural surveillance, access control and territorial definition. Other opportunities seek to enhance the overall sense of safety and place, including clearer wayfinding to and within parks, improving maintenance, and exploring the removal of outdated structures and shipping containers.

Refer to the following pages for detailed recommendations.

Legend

- Provide lighting upgrade / repair / tree maintenance
- Explore boundary improvements
- Establish maintenance protocols
- Create path networks
- Provide safe crossings
- Establish landmarks or wayfinding



Werrington: Recommended Interventions cont.

	Location	Key Observation	Responsibility	Action	Timeframe
1	**Victoria Lane & Train Station Northern Entrance**	**Natural Surveillance / Territorial Reinforcement** Long inactive frontages were observed due to shop back-of-house and low use carpark / train corridor. Long lengths of fencing bound the carpark, creating entrapment issues. The space is dominated by cars, and shop back-of-house detract from a sense of place.	Council / TfNSW	○ Remove superfluous fencing ○ Explore opportunities to activate shop back-of-house ○ Explore opportunities to close and activate Kazanis Court, including the relocation of bus stop and redesign of drop-off zone/pick-up zone to create a sense of arrival	Short (0-2 yrs)
2	**Parkes Avenue**	**Natural Surveillance / Territorial Reinforcement** Lighting is moderate, limited to one side of the road. No pedestrian path was observed on the park side of the road. The road dominates the area, detracting from the sense of place.	Council	○ Review opportunities for park lights in alignment with council policy and standards ○ Provide footpath connections ○ Explore opportunities to increase landscaping along street verge to both create a sense of arrival for vehicles entering from Werrington Road, and to create buffer between pedestrian areas and the road	Medium (2-5 yrs)
3	**Rance Oval / Parkes Avenue Sporting Complex**	**Natural Surveillance / Maintenance & Management** Multiple buildings and shipping containers within the open space area restrict visibility, create shadows at night and create entrapment issues. While some areas, such as the playground, are lit at night, pathways are not.	Council	○ Reduce overuse of built forms near fence line, (ie, near the tennis court) to avoid creating entrapment areas. i.e. remove enclosed shelters and replace with open shelters ○ Prune and thin out low branches and unwanted seedlings	Short (0-2 yrs)
4	**Rance Oval / Parkes Avenue Sporting Complex**	**Natural Surveillance / Maintenance & Management** Multiple buildings and shipping containers within the open space area restrict visibility, create shadows at night and create entrapment issues. While some areas, such as the playground, are lit at night, pathways are not.	Council	○ Review opportunities for park and flood lights in alignment with council policy and standards ○ Review location of the playground and other park facilities to encourage an activated hub closer to Victoria Street Shops	Long (5 yrs+)
5	**Rance Oval / Parkes Avenue Sporting Complex**	**Access Control / Territorial Reinforcement** Pathways are limited to western edge of the parks. Rance Oval section is heavily screened by trees and low branches. The large size of the open space lacks clear wayfinding	Council	○ Expand the existing amenities building on Parkes Avenue to replace the need for shipping containers ○ Provide circuitous path networks around the parks and intersecting roads and along desire lines ○ Provide wayfinding to highlight key sport and park destinations	Medium (2-5 yrs)
6	**Werrington Road Open Space**	**Natural Surveillance** A liminal space located between Werrington Road and apartment houses. Due to its location, it offers little surveillance and is generally 'hidden' from the local community.	Council	○ Formalise footpaths, including connectivity to Rance Oval / Parkes Avenue Sporting Complex and to Victoria Street ○ Seek opportunities to activate the open space as part of a broader recreation loop, using wayfinding and low-cost amenity interventions	Long (5 yrs+)

Werrington: Recommended Interventions cont.

	Location	Key Observation	Responsibility	Action	Timeframe
7	**Railway Street**	**Natural Surveillance / Access Control** Lighting is below average, with none east of Rance Road. East of Rance road lacks an established kerb, results in a dead end which is poorly signed.	Council	○ Review condition of existing lights, tree pruning and the installation of additional lights if required to meet minimum standards. ○ Upgrade kerb and footpaths ○ Provide standardised signage such as “No through road”	Medium (2-5 yrs)
8	**Railway Street**	**Maintenance & Management** Dumped rubbish, weeds and long grass was observed at a number of vacant lots	Council / Property Owner	○ Establish new maintenance regimes	Short (0-2 yrs)
9	**Railway Street**	**Access Control** Lack of clear and safe crossings to and from the train station.	Council / TfNSW	○ Install pedestrian safe crossings at key intersections	Long (5 yrs+)
10	**Rance Road**	**Natural Surveillance / Access Control** Lighting is limited to one side of the road.	Council	○ Review street lights for adherence to standards	Long (5 yrs+)
11	**Walker Street**	**Natural Surveillance** Lighting is below average, with none east of Rance Road.	Council	○ Review condition of existing lights, tree pruning and the installation of additional lights if required to meet minimum standards.	Medium (2-5 yrs)
12	**Walker Street**	**Access Control** East of Rance road results in a dead end which is poorly signed. A significant portion of Walker Street has no footpath.	Council / Developer	○ Upgrade kerb and footpaths ○ Provide standardised signage such as “No through road” ○ Work closely with developer to ensure DCP requirements are adhered to	Short (0-2 yrs)
13	**Walker Street**	**Maintenance & Management** Dumped rubbish, weeds and long grass was observed at a number of vacant lots and lots under construction	Council / Property Owner / Developer	○ Establish new maintenance regimes	Short (0-2 yrs)
14	**Broader Werrington Area**	BOCSAR analysis identifies several hotspot locations outside the Kingswood and Werrington core precincts. While these areas were not subject to detailed site assessment as part of this study, the following CPTED aligned measures are provided as general guidance to support future investigations and targeted improvements where required	Council	○ Improve lighting levels and uniformity in areas of identified risk ○ Maintain clear sightlines through vegetation management ○ Improve pedestrian crossing safety and movement legibility ○ Enhance passive surveillance through activation or improved land use interface ○ Address maintenance issues including asset condition ○ Improve wayfinding and signage where movement patterns are unclear ○ Continue monitoring through crime data and community feedback	Long (5 yrs+)

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Appendix 01 – Site Audit Matrix

Kingswood Site Audit Matrix

Legend

Bad	Average	Good

Kingswood	General	Natural Surveillance			Access Control				Territorial Reinforcement			Maintenance & Management			
		Visibility & Sightlines	Passive Surveillance/Activity	Lighting & Nighttime Environment	Movement Networks	Entry & Exit Points	Connectivity & Wayfinding	Traffic Interface	Legibility & Identity	Boundaries & Ownership Cues	Signage	Asset condition	Vegetation	Cleanliness & Upkeep	Operational Management
Cox Avenue	19/11/2025, 9:30am, sunny, abundant daylight. Footpath is closed on one side 19/11/2025, 9:45pm, after dark.	-Sightline was moderately clear along the avenue; a few sections had partially obstructed sightline due to building walls and industrial clutter -No notable instances of blind spot were observed, however a few instances of partially hidden recesses/alcoves and unkept/overgrown landscaping were observed along industrial property boundaries **-Property boundaries were almost consistently obscured by fencing, walls, signage, or vegetation**	-Activity level was low during the time of visit, only a couple of pedestrians and a few workers in industrial yards were observed **-Passive surveillance was limited due to lack of residential homes, shops, cafes, and bus stops along Cox Avenue** - Visibility from properties was limited due to lack of windows, garages, and cars parked between the buildings and footpath -Long inactive frontages were the predominant street feature along Cox Avenue -Activity level was expected to drop after hours	- Electrical poles were ~40m apart, and infrequently included street lights **- Lighting at night was below average**	**-Pedestrian paths were often inaccessible due to industrial uses, driveways and cars parked across the path.** -Pedestrian path abruptly stopped, turning into unkept lawn in multiple locations -Desire lines within lawn verge were observed and suggested that additional footpaths may be required to meet pedestrian use	-No major gateways or landmarks were identified -No ambiguous or hidden access points that could enable loitering or entrapment were observed	-No dead ends or confusing path networks were observed along Cox Avenue. Missing links were observed **-Limited safe, marked opportunities for crossing the road were observed** -Lack of wayfinding signage, especially around Kingswood station	-Pedestrian-vehicle conflicts were moderately managed by separated footpath, **limited safe, marked opportunities for crossing the road were observed** -No bike paths were observed **-Private carparking areas were accessible to public and relatively easy to navigate but not well-surveyed**	-the dominant feature was the line of industrial frontages -precinct identity supporting civic or pedestrian use was not expressed through signage, paving, facades or landscaping	-Delineation was relatively clear between public, semi-public and private areas -Presence of fencing, which indicated private property was inconsistent, creating a variety of recessed spaces on private land accessible to the public **-Boundaries were not well respected, with industrial parking areas across public and private land being observed**	-Signage was generally clear and well-located, however some was poorly maintained; some was vandalised or covered in graffiti -No wayfinding signage was observed	**-A few instances of asset neglect were observed (damaged fencing, potholes, uneven pavers)** -Lack of bins, bus stops, public toilets were observed -Buildings appeared run-down	**-A few instances of overgrown shrubs and vegetation blocking sightlines., lighting, and footpath were observed** **-Landscaping was poorly managed with evidence of tree debris and unkept branches** -Plant selection was generally appropriate; **dense vegetation was observed along cemetery**	**-Multiple instances of litter and dumped rubbish were observed along the street** -Evidence of anti-social behaviour (**graffiti**, vandalism, empty, shattered bottles) was observed -No water pooling or drainage issues were observed, however weather was dry	-No CCTV cameras were in use **-Amenity activation was limited**
Parker Street	19/11/2025, 9:40am, sunny , abundant daylight	-Sightline was generally clear along the street -Limited instances of blind spots / hidden recesses / alcoves were observed, with a few spots blocked by dense landscaping -Street edge was partially open and partially obscured by fencing / vegetation -The street was relatively well surveyed	-Activity level was relatively high during the time of visit -Passive surveillance was available from homes, shops, Penrith City Council Depot, and passing cars -Limited inactive frontages were observed -Activity level was expected to drop after hours, however the presence of 24hr petrol station and burger shop was expected to keep moderate activity level during nighttime	-Lighting appeared to meet current traffic demand	-Pedestrian paths were generally clear, direct, and visible, reasonably continuous with necessary intersections -No notable informal desire lines were observed -Path widths and locations met current pedestrian demands	-Major gateway to hospital was identified on wayfinding signage -Limited ambiguous or hidden access points that could enable loitering or entrapment were observed	-No dead ends, confusing path networks, or missing links were observed -Limited safe, marked opportunities for crossing the road were observed at intersections, however it was a movement corridor for vehicles -Quality and visibility of wayfinding signage, especially around campus/premises edges was good	-Pedestrian-vehicle conflicts were moderately managed by separated footpath, limited safe, marked opportunities for crossing the road were observed at intersections, however it was a movement corridor for vehicles -No bike paths were observed	-the dominant feature was the road based shopfronts (petrol and fast food) -precinct identity supporting civic or pedestrian use was moderately expressed through signage, paving, or landscaping	-Delineation was relatively clear between public, semi-public and private areas -Presence of fencing, edges, planting, surface changes indicated a clear sense of ownership -Boundaries were generally respected, no breaching was observed	-Signage was generally clear, consistent, well-located, and maintained -Wayfinding signage reinforced orientation and safety -Regulatory signs (opening hours, CCTV coverage, security contact info) were observed	-Limited instances of asset neglect (broken benches, damaged fencing, potholes, uneven pavers) were observed -Shelters and buildings were generally well-kept -No bins, bus stops, or public toilets were observed	-Limited instances of overgrown shrubs and vegetation blocking sightlines or lighting were observed -Trees dropping debris, branches obstructing paths and landscaping was generally well managed -Plant selection was generally appropriate	-Litter levels, dumped rubbish, overflowing bins were generally well managed -Limited instances of graffiti and vandalism were observed -No clear evidence of anti-social behaviour (empty, shattered bottles, burn marks, abandoned cars) was observed -No water pooling or drainage issues were observed, however weather was dry	-No CCTV cameras were in use -Amenity activation was moderate
Copeland Street	19/11/2025, 9:45am, sunny, abundant daylight 19/11/2025, 9:30pm, after dark.	-Sightline was generally clear along the street -Little to no instances of blind spots / hidden recesses / alcoves were observed -Street edge was mostly fenced but remained visible. **Exceptions included the cemetery, which had dense shrubs along portions of the fence line, and industrial properties which had a large setback**	-Activity level was moderate during the time of visit -Passive surveillance was available from homes, school, shops, and passing cars **-Passive surveillance decreased closer to the depot, cemetery and industrial land, where moderate inactive frontages were observed** -Activity level was expected to drop after hours -The street was relatively well surveyed	**-Lighting condition was less than ideal** -Multiple instances of dark spot or shadowing near paths, crossings, entrances were observed -Multiple broken lights, inconsistent lighting distances / levels, overgrown vegetation obstructing luminaires were observed	-Pedestrian paths were generally clear, direct, and visible, reasonably continuous with necessary intersections **-Informal desire lines were observed at the roundabout of Richmond Rd which lacked any formal pedestrian crossing locations** -Path widths and locations met current pedestrian demands, outside of the above	-No major gateways were identified -Limited ambiguous or hidden access points that could enable loitering or entrapment were observed	-No dead ends, confusing path networks, or missing links were observed **-Limited wayfinding signage and safe, marked opportunities for crossing the road were observed only at roundabouts** -No bike paths were observed	- Pedestrian-vehicle conflicts were moderately managed by separated footpath, **limited safe, marked opportunities for crossing the road were observed only at roundabouts** -No bike paths were observed	-the dominant feature was the majority of private properties with **1.8m fences (along the school, cemetery, depot)** -precinct identity supporting civic or pedestrian use was moderately expressed through signage and landscaping	-Delineation was relatively clear between public, semi-public and private areas -Presence of fencing, edges, planting, surface changes indicated a clear sense of ownership -Boundaries were generally respected, no breaching was observed	-Signage was generally clear, consistent, well-located, and maintained -Wayfinding signage reinforced orientation and safety -Regulatory signs (opening hours, CCTV coverage, security contact info) were observed	-Limited instances of asset neglect (broken benches, damaged fencing, potholes, uneven pavers) were observed -No bus stops, public toilets were observed, with a few shelterless bus stops	**-A few instances of overgrown shrubs and vegetation blocking sightlines or lighting were observed, such as along the length of the cemetery** -Trees dropping debris, branches obstructing paths and landscaping was generally well managed -Plant selection was generally appropriate; **dense vegetation was observed along cemetry**	-Litter levels, dumped rubbish, overflowing bins were generally well managed -Limited instances of graffiti and vandalism were observed -No clear evidence of anti-social behaviour (empty, shattered bottles, burn marks, abandoned cars) was observed -No water pooling or drainage issues were observed, however weather was dry	-No CCTV cameras were in use -Amenity activation was moderate
Steamroller Park	19/11/2025, 9:50am, sunny, abundant daylight 19/11/2025, 9:30pm, after dark.	From outside the park: -Sightline was generally clear along the street -Little to no instances of blind spots / hidden recesses / alcoves were observed, with a few spots blocked by dense landscaping -Street edge was generally open and well-kept -The street was relatively well surveyed From inside the park: **- The centre of the park was heavily shrubbed with poor sightlines**	-Activity level was low during the time of visit -Partial passive surveillance was available from passing cars, but **could not see into central areas of the park obscured by shrubs** -Activity level was expected to drop after hours	-Lighting condition was reasonable for a parkland area, focused on the playground, and some lawn areas. -Multiple instances of dark spots or shadowing were observed throughout the park -Multiple instances of overgrown vegetation obstructing luminaires were observed **- Given the parks status as a local / neighbourhood park, the level of lighting was reasonable, but could be improved by reducing tall shrubs casting shadows**	-Pedestrian paths were generally clear and visible, reasonably continuous except for **sudden discontinuity along Victoria Street** -No notable informal desire lines were observed -Path widths and locations met current pedestrian demands	-No major gateways were identified -Entrance points were well defined by their open space	-No dead ends, confusing path networks, or missing links were observed **-Lack of wayfinding signage and safe, marked opportunities for crossing the road** -Few ambiguous or hidden access points that could enable loitering or entrapment were observed	-N/A	-the dominant features were the park and the playground -precinct identity supporting civic or pedestrian use was well expressed through landscaping and paving	-Delineation was relatively clear between public, semi-public and private areas -Presence of fencing, edges, planting, surface changes indicated a clear sense of ownership -Boundaries were generally respected, no breaching was observed	-No wayfinding signage was observed -No regulatory signs (opening hours, CCTV coverage, security contact info) were observed	- instances of asset neglect were restricted to a **single historical steamroller located in the centre of the park, which was rusted in some locations. Despite being located behind a fence, it was likely to be a safety hazard in its current condition** -Park amenities were generally well-kept -No bins, bus stops, or public toilets were observed	-A few instances of overgrown shrubs and vegetation blocking sightlines or lighting were observed in the native garden bed -Trees dropping debris, branches obstructing paths and landscaping was generally well managed -Plant selection was generally appropriate	-Litter levels, dumped rubbish, overflowing bins were generally well managed -No instances of graffiti or vandalism were observed -No clear evidence of anti-social behaviour (empty, shattered bottles, burn marks, abandoned cars) was observed -No water pooling or drainage issues were observed, however weather was dry	-No CCTV cameras were in use -Amenity activation was moderate due to playground
Victoria Street	19/11/2025, 10:00am, sunny, abundant daylight 19/11/2025, 9:30pm, after dark.	-Sightline was generally clear along the street -Little to no instances of blind spots / hidden recesses / alcoves were observed, with a few spots blocked by dense landscaping -Street edge was generally open and well-kept -The street was relatively well surveyed	-Activity level was low during the time of visit -Reasonable passive surveillance was available from passing cars and residential homes -Activity level was expected to drop after hours	**-Lighting condition was less than ideal** -Multiple instances of dark spots or shadowing near paths, crossings, entrances were observed -Multiple broken lights, inconsistent lighting levels, overgrown vegetation obstructing luminaires were observed - Note. Given the length of Victoria Street, some sections were reasonably well lit. However, the majority appeared to be less than ideal.	-Pedestrian paths were generally clear and visible, reasonably continuous except for **sudden discontinuity near Steamroller Park** -One notable informal desire line was observed, indicating a missing path -Path widths and locations met current pedestrian demands	-No major gateways were identified -Limited ambiguous or hidden access points that could enable loitering or entrapment were observed	-No dead ends, confusing path networks, or missing links were observed **-Lack of wayfinding signage and safe, marked opportunities for crossing the road**	-Pedestrian-vehicle conflicts were moderately managed by separated footpath, **limited safe, marked opportunities for crossing the road were observed only at roundabouts** -No bike paths were observed	-the dominant features were the railway and residential homes -precinct identity supporting civic or pedestrian use was moderately expressed through landscaping and paving	-Delineation was relatively clear between public, semi-public and private areas -Presence of fencing, edges, planting, surface changes indicated a clear sense of ownership -Boundaries were generally respected, no breaching was observed	-No wayfinding signage was observed -No regulatory signs (opening hours, CCTV coverage, security contact info) were observed	-Limited instances of asset neglect (broken benches, damaged fencing, potholes, uneven pavers) were observed -Street amenities (light poles, kerb edge, etc) were generally well-kept -No bins, bus stops, or public toilets were observed	-Limited instances of overgrown shrubs and vegetation blocking sightlines or lighting were observed -Trees dropping debris, branches obstructing paths and landscaping was generally well managed -Plant selection was generally appropriate	-Litter levels, dumped rubbish, overflowing bins were generally well managed -No instances of graffiti or vandalism were observed -No clear evidence of anti-social behaviour (empty, shattered bottles, burn marks, abandoned cars) was observed -No water pooling or drainage issues were observed, however weather was dry	-No CCTV cameras were in use -Amenity activation was moderate due to residential frontages
Lot 182 Linear Park between Victoria Street and Joseph Street	19/11/2025, 10:00am, sunny, abundant daylight	-Sightline was generally clear along the street -Little to no instances of blind spots / hidden recesses / alcoves were observed, with a few spots blocked by dense landscaping -Park was generally open and well-kept	-Activity level was low during the time of visit **-Low passive surveillance was available** from passing cars and moderate from residential homes -Activity level was expected to drop after hours	**-No lighting were observed within this area.** Instead the area was reliant on neighbouring properties for ambient light.	-Well paved and clear path network	-Wide park space allowed entry and exit along Victoria or Joseph Streets -Limited ambiguous or hidden access points were observed	-No dead ends, confusing path networks, or missing links were observed **-Lack of wayfinding signage and safe, marked opportunities for crossing the road**	-N/A	-the dominant feature was the residential fence line, appearing like a vacant lot rather than a park -precinct identity supporting civic or pedestrian use was not expressed through signage, paving, or landscaping	-Delineation was relatively clear between public, semi-public and private areas -Presence of fencing, edges, planting, surface changes indicated a clear sense of ownership -Boundaries were generally respected, no breaching was observed	-No wayfinding signage was observed -No regulatory signs (opening hours, CCTV coverage, security contact info) were observed	-Limited instances of asset neglect (broken benches, damaged fencing, potholes, uneven pavers) were observed -Street amenities (light poles, kerb edge, etc) were generally well-kept -No bins, bus stops, or public toilets were observed	-Limited instances of overgrown shrubs and vegetation blocking sightlines or lighting were observed -Trees dropping debris, branches obstructing paths and landscaping was generally well managed -Plant selection was generally appropriate	-Litter levels, dumped rubbish, overflowing bins were generally well managed -No instances of graffiti or vandalism were observed -No clear evidence of anti-social behaviour (empty, shattered bottles, burn marks, abandoned cars) was observed -No water pooling or drainage issues were observed, however weather was dry	-No CCTV cameras were in use -Amenity activation was low
Joseph Street	19/11/2025, 10:05am, sunny, abundant daylight 19/11/2025, 9:50pm, after dark.	-Sightline was generally clear along the street -Little to no instances of blind spots / hidden recesses / alcoves were observed, with a few spots blocked by dense landscaping -Street edge was generally open and well-kept -The street was relatively well surveyed	-Activity level was low during the time of visit **-Partial passive surveillance was available from passing cars and residential homes** -Activity level was expected to drop after hours	- Electrical poles were ~40m apart, and infrequently included street lights. **- Lighting at night was below average**	-Pedestrian paths were generally clear and visible, reasonably continuous **-One notable informal desire line was observed, indicating a missing path** -Path widths and locations met current pedestrian demands	-No major gateways were identified -Limited ambiguous or hidden access points that could enable loitering or entrapment were observed	-No dead ends, confusing path networks, or missing links were observed -Lack of wayfinding signage and safe, marked opportunities for crossing the road, however it was a quiet residential street	-Pedestrian-vehicle conflicts were moderately managed by separated footpath, no safe, marked opportunities for crossing the road were observed, however it was a quiet residential street -No bike paths were observed	-the dominant feature was the residential homes -precinct identity supporting civic or pedestrian use was moderately expressed through landscaping and residential frontages	-Delineation was relatively clear between public, semi-public and private areas -Presence of fencing, edges, planting, surface changes indicated a clear sense of ownership -Boundaries were generally respected, no breaching was observed	-No wayfinding signage was observed -No regulatory signs (opening hours, CCTV coverage, security contact info) were observed	-Limited instances of asset neglect (broken benches, damaged fencing, potholes, uneven pavers) were observed -Street amenities (light poles, kerb edge, etc) were generally well-kept -No bins, bus stops, or public toilets were observed	-Overgrown shrubs and vegetation blocking sightlines or lighting was limited to a few spots -Trees dropping debris, branches obstructing paths and landscaping was generally well managed -Plant selection was generally appropriate	-Litter levels, dumped rubbish, overflowing bins were generally well managed -No instances of graffiti or vandalism were observed -No clear evidence of anti-social behaviour (empty, shattered bottles, burn marks, abandoned cars) was observed -No water pooling or drainage issues were observed, however weather was dry	-No CCTV cameras were in use -Amenity activation was moderate due to residential frontages
Walter Street	19/11/2025, 10:10am, sunny, abundant daylight	-Sightline was generally clear along the street -Little to no instances of blind spots / hidden recesses / alcoves were observed. -Street edge was generally open and well-kept -The street was relatively well surveyed **- The vacant lot located near the intersection of Walter Street and Amaroo Street had sightlines blocked by dense landscaping**	-Activity level was low during the time of visit -Partial passive surveillance was available from passing cars and residential homes -Activity level was expected to drop after hours **-The vacant lot was readily accessible and deep, with limited surveillance from neighbouring properties**	**- Street lighting was infrequent.**	-No pedestrian paths was observed -No notable informal desire lines were observed, suggesting that it was a low pedestrian area	-No major gateways were identified **-One major ambiguous or hidden access points that could enable loitering or entrapment were observed** (vacant lot near the intersection of Walter Street and Amaroo Street)	-One dead end was observed in the vacant lot. **No path networks or missing links were observed** -Lack of wayfinding signage and safe, marked opportunities for crossing the road, however it was a quiet residential street	-Pedestrian-vehicle conflicts were moderately managed by separated footpath, no safe, marked opportunities for crossing the road were observed, however it was a quiet residential street -No bike paths were observed	-the dominant feature was the residential homes -precinct identity supporting civic or pedestrian use was moderately expressed through landscaping	-Delineation was relatively clear between public, semi-public and private areas, **with the exception of the vacant lot which was fully accessible** -Presence of fencing, edges, planting, surface changes indicated a clear sense of ownership -Boundaries were generally respected, no breaching was observed	-No wayfinding signage was observed -No regulatory signs (opening hours, CCTV coverage, security contact info) were observed	-Limited instances of asset neglect (broken benches, damaged fencing, potholes, uneven pavers) were observed -Street amenities (light poles, kerb edge, etc) were generally well-kept -No bins, bus stops, or public toilets were observed	-A few instances of overgrown shrubs and vegetation blocking sightlines or lighting were observed -Trees dropping debris, branches obstructing paths and landscaping was generally well managed -Plant selection was generally appropriate **-Mowing of the vacant lot occurs, but appears to be infrequent**	-Litter levels, dumped rubbish, overflowing bins were generally well managed -No instances of graffiti or vandalism were observed -No clear evidence of anti-social behaviour (empty, shattered bottles, burn marks, abandoned cars) was observed -No water pooling or drainage issues were observed, however weather was dry	-No CCTV cameras were in use -Amenity activation was moderate due to residential frontages
Park Avenue	19/11/2025, 10:15am, sunny, abundant daylight 19/11/2025, 9:40pm, after dark.	-Sightline was generally clear along one side of the avenue; the **other side was consistently obscured by dense vegetation** -Several instances of blind spots / hidden recesses / alcoves were observed, several instances of partially hidden recesses/alcoves and unkept/overgrown landscaping were observed -Street edge was often obscured by vegetation and fencing	-Activity level was low during the time of visit -Passive surveillance was limited to passing cars **-Passive surveillance from residential was limited, as building frontages faced internal driveways rather than the street** -Activity level was expected to drop after hours	-Lighting condition was moderate on one side, but less than ideal on the other side -Multiple instances of dark spots or shadowing near paths, crossings, entrances were observed **-Multiple broken lights, inconsistent lighting levels, overgrown vegetation obstructing luminaires were observed**	-Pedestrian paths were generally clear, direct, and visible, reasonably continuous with necessary intersections -No notable informal desire lines were observed -Path widths and locations met current pedestrian demands	-Identified as a major gateway to Kingswood Station **-Several ambiguous or hidden access points along building edge that could enable loitering or entrapment were observed**	**-Several dead ends were observed as a result of private property driveway designs.** However, these were relatively well delineated as private property -Lack of wayfinding signage and safe, marked opportunities for crossing the road	-Pedestrian-vehicle conflicts were moderately managed by separated footpath, however **the lack of safe, marked opportunities for crossing the road contributed to unsafe interactions between pedestrians and vehicles** -No bike paths were observed	-the dominant features were the residential homes and railway -precinct identity supporting civic or pedestrian use was not expressed through signage, paving, or landscaping	-Delineation was relatively clear between public, semi-public and private areas -Presence of fencing, edges, planting, surface changes indicated a clear sense of ownership -Boundaries were generally respected, no breaching was observed	-No wayfinding signage was observed -No regulatory signs (opening hours, CCTV coverage, security contact info) were observed	**-A few instances of asset neglect were observed** (damaged fencing, potholes, uneven pavers) -No bus stops, public toilets were observed -Shelters and buildings appeared run-down	**-Multiple instances of overgrown shrubs and vegetation blocking sightlines., lighting, and footpath were observed** -Landscaping was poorly managed with evidence of tree debris and unkept branches -Plant selection was moderately appropriate; dense vegetation was observed along one side	**-Multiple instances of litter and dumped rubbish were observed along the street** -Evidence of anti-social behaviour (graffiti, vandalism, empty, shattered bottles) was observed, **a person experiencing homlessness was observed sleeping in a tent** -No water pooling or drainage issues were observed, however weather was dry	-No CCTV cameras were in use **-Amenity activation was low due to limited residential frontages**
Great Western Highway	19/11/2025, 10:30am, sunny, abundant daylight 19/11/2025, 9:20pm, after dark.	-Sightline was generally clear along the highway; a few sections were obscured by dense vegetation/fencing/walls **-A few instances of partially hidden recesses/alcoves were observed** -Street edge was generally open and well-kept -The street was relatively well surveyed	-Activity level was relatively high during the time of visit -Passive surveillance was available from Kingswood station, shops, and passing cars **-Long inactive frontages were observed, including closed shutters and reflective mirror windows on multiple shops** -Activity level was expected to drop after hours, however the presence of Kingswood station and a few open-to-late shop or hotel was expected to keep a limited level of activity during nighttime	-Lighting condition was moderate to good along the shop fronts **-A few instances of dark spots or shadowing near paths, crossings, entrances were observed in areas away from the train station and less frequented areas**	-Pedestrian paths were generally clear, direct, and visible, reasonably continuous with necessary intersections. **Tight points existed where ramps and handrails occured** -No notable informal desire lines were observed -Path widths and locations met current pedestrian demands	-Identified as a major gateway to Kingswood Station and Nepean hospital **-A few ambiguous or hidden access points that could enable loitering or entrapment** were observed with new apartment complexes and train station carparks	-No dead ends, confusing path networks, or missing links were observed **-Limited safe, marked opportunities for crossing the road** -Quality and visibility of wayfinding signage was good	-Pedestrian-vehicle conflicts were moderately managed by separated footpath, one safe, marked opportunity for crossing the road was observed at the station, **however given the length of the highway it was not enough** -A bike path was observed on the northern side	-the dominant feature was the traffic lanes, with **little space remaining for shop front activation** -precinct identity supporting civic or pedestrian use was moderately expressed through signage, but **lacked cohesion due to vacant shops**	-Delineation was relatively clear between public, semi-public and private areas -Presence of fencing, edges, planting, surface changes indicated a clear sense of ownership -Boundaries were generally respected, no breaching was observed	-Signage was generally clear, consistent, well-located, and maintained - Shop front signage was inconsistent, which was common for town centres -Wayfinding signage reinforced orientation and safety -Regulatory signs (opening hours, CCTV coverage, security contact info) were observed	-Limited instances of asset neglect (broken benches, damaged fencing, potholes, uneven pavers) were observed -No bus stops, public toilets were observed -A few bins, bus stops, or public toilets were observed	-A few instances of overgrown shrubs and vegetation blocking sightlines, lighting, and footpath were observed - not ably near the vacant lot where vegetation extended over and through the fence line -Landscaping was poorly managed with evidence of tree debris and rubbish in street pot plants -Plant selection cannot be commented on - **no plants were in a healthy condition for review**	-Litter levels, dumped rubbish, overflowing bins were moderately managed **-Multiple instances of graffiti and vandalism were observed along building shopfronts** -No evidence of anti-social behaviour (empty, shattered bottles) was observed during daytime, however a few **persons experiencing homlessness were observed sleeping in building alcoves** -No water pooling or drainage issues were observed, however weather was dry -Semi-private areas included poorly maintained planter beds used for rubbish storage	-Presence of CCTV cameras at private business entrances (coverage, lighting compatibility) was observed -Amenity activation was moderate to high
Wainwright Lane	19/11/2025, 10:35am, sunny, abundant daylight	-Sightline was moderately clear along the lane; a **few sections had partially obstructed sightline due to building walls and industrial clutter/high solid walls** -A few notable instances of blind spots were observed, and a few instances of partially hidden recesses/alcoves and unkept/overgrown landscaping were observed -Street edges were almost consistently obscured by fencing, walls, signage, and vegetation.	-Activity level was low during the time of visit, only a couple of pedestrians were observed -Passive surveillance was limited due to high, solid fences/wall on ground level **-Long inactive frontages were the predominant street feature along Wainwright lane** -Activity was expected to drop after hours	-Lighting condition was less than ideal **-Multiple instances of dark spots or shadowing near paths, crossings, entrances were observed** -Multiple broken lights, inconsistent lighting levels, overgrown vegetation obstructing luminaires were observed	-Pedestrian paths were direct and visible on one side, somewhat continuous but with varying conditions (**partially well-kept, partially rundown, partially missing**) -No notable informal desire lines were observed -Path widths and locations met current pedestrian demands	-No major gateways were identified -Limited ambiguous or hidden access points that could enable loitering or entrapment were observed	-No dead ends, confusing path networks, or missing links were observed -Lack of wayfinding signage and safe, marked opportunities for crossing the road. Given its status as a service lane, this was to be expected -No bike paths were observed -Carparks were relatively easy to navigate but not well-surveyed	-Pedestrian-vehicle conflicts were moderately managed by separated footpath, no safe, marked opportunities for crossing the road were observed, however given its status as a service lane, this was to be expected -No bike paths were observed -Carparks were relatively easy to navigate but not well-surveyed	-the dominant feature was the fence lines, **with all buildings facing away from the lane** -precinct identity supporting civic or pedestrian use was not expressed through signage, paving, or landscaping	-Delineation was clear between public, semi-public and private areas **-Presence of fencing and build edges against the footpath dominated the space**, feeling as there was little space for public use -Boundaries were generally respected, no breaching was observed	-Limited signage was observed -Limited wayfinding signage was observed -No regulatory signs (opening hours, CCTV coverage, security contact info) were observed	**-A few instances of asset neglect were observed** (damaged fencing, potholes, uneven pavers) -No bus stops, public toilets were observed -Shelters and buildings appears run-down	-Limited instances of overgrown shrubs and vegetation blocking sightlines or lighting were observed, **mostly as an outcome of neighbouring vacant lots** -Weeds in verges were observed **-Trees were unlikely to have been planted intentionally, and featured low branching causing a shrubby appearance.**	-Litter levels, dumped rubbish, overflowing bins were moderately managed -Evidence of anti-social behaviour (graffiti, vandalism, empty, shattered bottles) was observed -No water pooling or drainage issues were observed, however weather was dry	-No CCTV cameras were in use **-Amenity activation was low due to service lane use**
Somerset Street	19/11/2025, 10:40am, sunny, abundant daylight. Nepean redevelopment is under construction 19/11/2025, 9:05pm, after dark.	-Sightline was generally clear along the street -Few instances of partially hidden recesses/alcoves were observed -Street edge was generally open and well-kept -The street was moderately surveyed due to hospital activity	-Activity level was relatively high during the time of visit -Partial passive surveillance was available from passing cars and frequent pedestrians -Activity level was expected to drop after hours, but not significantly due to all hours hospital	-Lighting condition was good along hospital side, **however less than ideal on the eastern side. Most notably within the poorly lit public carpark near Rodgers St** -Multiple instances of dark spots or shadowing near paths, crossings, entrances were observed -Multiple broken lights, inconsistent lighting levels, overgrown vegetation obstructing luminaires were observed	-Pedestrian paths were generally clear, direct, and visible, reasonably continuous with necessary intersections -No notable informal desire lines were observed -Path widths and locations met current pedestrian demands	-Identified as a gateway to Nepean hospital -Limited ambiguous or hidden access points that could enable loitering or entrapment were observed	-No dead ends, confusing path networks, or missing links were observed -Lack of safe, marked opportunities for crossing the road. **No crossings existed between Hargrave St and Great Western Hwy, leaving a 300m long length where nurses and hospital patrons frequently crossed the road at their own volition** -Several instances of clear wayfinding signage to Neapean Hospital, parking and emergency were observed	-Pedestrian-vehicle conflicts were moderately managed by separated footpath, however **the lack of safe, marked opportunities for crossing the road contributed to unsafe interactions between pedestrians and vehicles** -No bike paths were observed -Carparks were relatively easy to navigate but not well-surveyed, and **reported as dark and offputting by hospital staff**	-the dominant feature was the hospital -precinct identity supporting civic or pedestrian use was moderately expressed through signage, paving, or landscaping	-Delineation was relatively clear between public, semi-public and private areas -Presence of fencing, edges, planting, surface changes indicated a clear sense of ownership -Boundaries were generally respected, no breaching was observed	-Signage was generally clear, consistent, well-located, and maintained -Wayfinding signage reinforced orientation and safety -Regulatory signs (opening hours, CCTV coverage, security contact info) were observed	-A few instances of asset neglect (broken benches, damaged fencing, potholes, uneven pavers) were observed -Street amenities (light poles, kerb edge, etc) were generally well-kept -No bins, bus stops, or public toilets were observed	-No instances of overgrown shrubs or vegetation blocking sightlines or lighting were observed -Trees dropping debris, branches obstructing paths and landscaping was generally well managed -Plant selection was generally appropriate	-Litter levels, dumped rubbish, overflowing bins were generally well managed -No instances of graffiti or vandalism were observed -No clear evidence of anti-social behaviour (empty, shattered bottles, burn marks, abandoned cars) was observed -No water pooling or drainage issues were observed, however weather was dry	-Presence of CCTV cameras at hospital and carparks was observed -Activation was moderate to high

Kingswood Site Audit Matrix Cont.

Red Cross Anniversary Park	19/11/2025, 10:40am, sunny, abundant daylight. Nepean redevelopment is under construction 19/11/2025, 9:25pm, after dark.	-Sightline was generally clear in and around the park; **a few sections were obscured by low tree branches and vegetation** -No instances of hidden recesses/alcoves were observed -Street edge was generally open and well-kept -The park was moderately surveyed	-Activity level was moderate during the time of visit, with people sitting or passing through the space -Partial passive surveillance was available from passing cars. Adjacent building was under construction and may provide active frontage in the future -Activity level was expected to drop after hours, but not significantly due to all hours hospital	-Lighting condition was moderate **- A few instances of dark spots or shadowing near paths, crossings, entrances were observed** - A few instances of overgrown vegetation obstructing luminaires were observed	-Pedestrian paths were generally clear, direct, visible, and continuous -No notable informal desire lines were observed -Path widths and locations met current pedestrian demands	-No ambiguous or hidden access points that could enable loitering or entrapment were observed	-No dead ends, confusing path networks, or missing links were observed -Lack of safe, marked opportunities for crossing the road -One instance of clear signage was observed	-N/A	-no relevant dominant feature was observed -precinct identity supporting civic or pedestrian use was moderately expressed through signage, paving, or landscaping	-Delineation was relatively clear between public, semi-public and private areas - Presence of fencing, edges, planting, surface changes indicated a clear sense of ownership - Boundaries were generally respected, no breaching was observed	-Signage was generally clear, consistent, well-located, and maintained -Wayfinding signage reinforced orientation and safety -Regulatory signs (opening hours, CCTV coverage, security contact info) were observed	-Limited instances of asset neglect (broken benches, damaged fencing, potholes, uneven pavers) were observed - Street amenities (light poles, kerb edge, etc) were generally well-kept - No bins, bus stops, or public toilets were observed	-A few instances of overgrown shrubs and vegetation blocking sightlines or lighting were observed - Trees dropping debris, branches obstructing paths and landscaping was generally well managed, except for areas of dead lawn due to heavy shade from the trees and pedestrian activity -Plant selection was generally appropriate	-Litter levels, dumped rubbish, overflowing bins were generally well managed -No instances of graffiti or vandalism were observed within the park, however multiple instances of graffiti were observed on temporary scaffolding of adjacent construction development -No clear evidence of anti-social behaviour (empty, shattered bottles, burn marks, abandoned cars) was observed - No water pooling or drainage issues were observed, however weather was dry	-No CCTV cameras were in use -Amenity activation was moderate to high
Nepean Hospital	19/11/2025, 10:45am, sunny, abundant daylight. Nepean redevelopment is under construction, findings are based on on-site observation as well as projection. 19/11/2025, 9:10pm, after dark.	-Sightline was projected to be generally clear in and around the hospital; a few sections obscured by dense vegetation/fencing/walls might be unavoidable -Limited instances of hidden recesses/alcoves were projected -Street edge was projected to be generally open and well-kept -Hospital premise was projected to be well surveyed	-Activity level was high during the time of visit with hospital staff, pedestrains, and construction workers -Passive surveillance was readily available -Activity level was expected to drop after hours	-Lighting condition was good -Limited instances of dark spots or shadowing near paths, crossings, entrances were observed	-Pedestrian paths were projected to be generally clear, direct, visible, and continuous (excluding areas under construction) -No notable informal desire lines were projected -Path widths and locations were projected to meet pedestrian demands upon poject completion	-Limited ambiguous or hidden access points that could enable loitering or entrapment were projected upon project completion	-Minimal dead ends, confusing path networks, or missing links were projected -Opportunities for crossing the road were projected to be marked, safe, direct, and visible -Clear wayfinding signage was projected	-Pedestrian-vehicle conflicts were projected to be well managed by separated footpath, with safe, marked opportunities for crossing the road	-the dominant feature was the hospital -hospital precinct identity supporting civic or pedestrian use was expressed through signage, paving, or landscaping	-Delineation was relatively clear between public, semi-public and private areas - Presence of fencing, edges, planting, surface changes indicated a clear sense of ownership - Boundaries were generally respected, no breaching was observed	-Signage was clear, consistent, well-located, and maintained -Wayfinding signage reinforced orientation and safety -Regulatory signs (opening hours, CCTV coverage, security contact info) were observed	-Limited instances of asset neglect (broken benches, damaged fencing, potholes, uneven pavers) were observed - Street amenities (light poles, kerb edge, etc) were generally well-kept - Several bins, bus stops were observed	-A few instances of overgrown shrubs and vegetation blocking sightlines or lighting were observed - Trees dropping debris, branches obstructing paths and landscaping was generally well managed -Plant selection was generally appropriate	-Litter levels, dumped rubbish, overflowing bins were generally well managed -No instances of graffiti or vandalism were observed -No clear evidence of anti-social behaviour (empty, shattered bottles, burn marks, abandoned cars) was observed - No water pooling or drainage issues were observed, however weather was dry	-Presence of CCTV cameras at hospital and carparks was observed -Activation was moderate to high
Derby Street	19/11/2025, 10:50am, sunny, abundant daylight. Nepean redevelopment is under construction 19/11/2025, 9:10pm, after dark.	-Sightline was generally clear; a few sections were obscured by dense vegetation/fencing/walls - No instances of hidden recesses/alcoves were observed -Street edge was generally open and well-kept -The street was moderately surveyed	-Activity level was moderate during the time of visit **-Partial passive surveillance** was available from passing cars and some residential properties -Activity level was expected to drop after hours	-Lighting condition was good -Limited instances of dark spots or shadowing near paths, crossings, entrances were observed	-Pedestrian paths were generally clear, direct, visible, and continuous -No notable informal desire lines were observed -Path widths and locations met current pedestrian demands	-Limited ambiguous or hidden access points that could enable loitering or entrapment were observed	-No dead ends, confusing path networks, or missing links were observed -Limited safe, marked opportunities for crossing the road - Several instances of clear wayfinding signage to Nexapean Hospital, parking and emergency were observed	-Pedestrian-vehicle conflicts were well managed by separated footpath -Several midblock crossings ensured safe crossing locations at regular intervals -No bike paths were observed	-the dominant feature was the hospital -precinct identity supporting civic or pedestrian use was moderately expressed through signage, paving, or landscaping	-Delineation was relatively clear between public, semi-public and private areas - Presence of fencing, edges, planting, surface changes indicated a clear sense of ownership - Boundaries were generally respected, no breaching was observed	-Signage was generally clear, consistent, well-located, and maintained -Wayfinding signage reinforced orientation and safety -Regulatory signs (opening hours, CCTV coverage, security contact info) were observed	-Limited instances of asset neglect (broken benches, damaged fencing, potholes, uneven pavers) were observed - Street amenities (light poles, kerb edge, etc) were generally well-kept - Several bins and bus stops were observed, no public toilets were observed	-No instances of overgrown shrubs or vegetation blocking sightlines or lighting were observed - Trees dropping debris, branches obstructing paths and landscaping was generally well managed -Plant selection was generally appropriate	-Litter levels, dumped rubbish, overflowing bins were generally well managed -No instances of graffiti or vandalism were observed -No clear evidence of anti-social behaviour (empty, shattered bottles, burn marks, abandoned cars) was observed - No water pooling or drainage issues were observed, however weather was dry	-Presence of CCTV cameras at hospital and carparks was observed -Activation was moderate to high
Hargrave Street	19/11/2025, 11:00am, sunny, abundant daylight. Certain sections were under construction. 19/11/2025, 9:10pm, after dark.	-Sightline was generally clear along the street; a few sections were obscured by dense vegetation/fencing/walls - No instances of hidden recesses/alcoves were observed -Street edge was generally open and well-kept -The street was moderately surveyed	-Activity level was low during the time of visit -Reasonable passive surveillance was available from passing cars and residential homes -Activity level was expected to drop after hours	**-Lighting was infrequent, limited to one side of the road**	-Pedestrian paths were direct and visible on one side, reasonably continuous. **Small section of path on north side of road exists, but not connected** -No notable informal desire lines were observed -Path widths and locations met current pedestrian demands	-Limited ambiguous or hidden access points that could enable loitering or entrapment were observed	-No dead ends, confusing path networks, or missing links were observed -Lack of wayfinding signage and safe, marked opportunities for crossing the road	-Pedestrian-vehicle conflicts were moderately managed by separated footpath, no safe, marked opportunities for crossing the road were observed, however it was a quiet residential street -No bike paths were observed	-the dominant feature was the residential homes -precinct identity supporting civic or pedestrian use was moderately expressed through paving, or landscaping	-Delineation was relatively clear between public, semi-public and private areas - Presence of fencing, edges, planting, surface changes indicated a clear sense of ownership - Boundaries were generally respected, no breaching was observed	-No wayfinding signage was observed -No regulatory signs (opening hours, CCTV coverage, security contact info) were observed	-Limited instances of asset neglect (broken benches, damaged fencing, potholes, uneven pavers) were observed - Street amenities (light poles, kerb edge, etc) were generally well-kept - No bins, bus stops, or public toilets were observed	-A few instances of overgrown shrubs and vegetation blocking sightlines or lighting were observed - Trees dropping debris, branches obstructing paths and landscaping was generally well managed -Plant selection was generally appropriate	-Litter levels, dumped rubbish, overflowing bins were generally well managed -No instances of graffiti or vandalism were observed -No clear evidence of anti-social behaviour (empty, shattered bottles, burn marks, abandoned cars) was observed - No water pooling or drainage issues were observed, however weather was dry	-No CCTV cameras were in use **-Amenity activation was moderate due to residential frontages**
Orth Street	19/11/2025, 11:10am, sunny, abundant daylight. 19/11/2025, 9:10pm, after dark.	-Sightline was generally clear along the street; a few sections were obscured by dense vegetation/fencing/walls - No instances of hidden recesses/alcoves were observed -Street edge was generally open and well-kept -The street was moderately surveyed	-Activity level was low during the time of visit -Reasonable passive surveillance was available from passing cars and residential homes -Activity level was expected to drop after hours	**-Lighting was infrequent, limited to one side of the road. Large trees casted shadows**	-Pedestrian **paths were direct and visible on one side, reasonably continuous** -No notable informal desire lines were observed -Path widths and locations met current pedestrian demands	-Limited ambiguous or hidden access points that could enable loitering or entrapment were observed	-No dead ends, confusing path networks, or missing links were observed -Lack of wayfinding signage and safe, marked opportunities for crossing the road	-Pedestrian-vehicle conflicts were moderately managed by separated footpath, no safe, marked opportunities for crossing the road were observed, however it was a quiet residential street -No bike paths were observed	-the dominant feature was the residential homes -precinct identity supporting civic or pedestrian use was moderately expressed through paving, or landscaping	-Delineation was relatively clear between public, semi-public and private areas - Presence of fencing, edges, planting, surface changes indicated a clear sense of ownership - Boundaries were generally respected, no breaching was observed	-No wayfinding signage was observed -No regulatory signs (opening hours, CCTV coverage, security contact info) were observed	-Limited instances of asset neglect (broken benches, damaged fencing, potholes, uneven pavers) were observed - Street amenities (light poles, kerb edge, etc) were generally well-kept - No bins, bus stops, or public toilets were observed	-A few instances of overgrown shrubs and vegetation blocking sightlines or lighting were observed - Trees dropping debris, branches obstructing paths and landscaping was generally well managed -Plant selection was generally appropriate	-Litter levels, dumped rubbish, overflowing bins were generally well managed -No instances of graffiti or vandalism were observed -No clear evidence of anti-social behaviour (empty, shattered bottles, burn marks, abandoned cars) was observed - No water pooling or drainage issues were observed, however weather was dry **-Amenity activation was moderate due to instance of unwanted dumping at lot 35**	-No CCTV cameras were in use **-Amenity activation was moderate due to residential frontages**
Rogers Street	19/11/2025, 11:10am, sunny, abundant daylight.	-Sightline was generally clear along the street; a few sections were obscured by dense vegetation/fencing/walls - No instances of hidden recesses/alcoves were observed -Street edge was generally open and well-kept -The street was moderately surveyed	-Activity level was low during the time of visit -Reasonable passive surveillance was available from passing cars and residential homes -Activity level was expected to drop after hours	-Lighting was infrequent, limited to one side of the road.	-Pedestrian **paths were direct and visible on one side, reasonably continuous.** -No notable informal desire lines were observed -Path widths and locations met current pedestrian demands	-Limited ambiguous or hidden access points that could enable loitering or entrapment were observed	-No dead ends, confusing path networks, or missing links were observed -Lack of wayfinding signage and safe, marked opportunities for crossing the road	-Pedestrian-vehicle conflicts were moderately managed by separated footpath, no safe, marked opportunities for crossing the road were observed, however it was a quiet residential street -No bike paths were observed	-the dominant feature was the residential homes -precinct identity supporting civic or pedestrian use was moderately expressed through paving, or landscaping	-Delineation was relatively clear between public, semi-public and private areas - Presence of fencing, edges, planting, surface changes indicated a clear sense of ownership - Boundaries were generally respected, no breaching was observed	-No wayfinding signage was observed -No regulatory signs (opening hours, CCTV coverage, security contact info) were observed	-Limited instances of asset neglect (broken benches, damaged fencing, potholes, uneven pavers) were observed - Street amenities (light poles, kerb edge, etc) were generally well-kept - No bins, bus stops, or public toilets were observed	-A few instances of overgrown shrubs and vegetation blocking sightlines or lighting were observed - Trees dropping debris, branches obstructing paths and landscaping was generally well managed -Plant selection was generally appropriate	-Litter levels, dumped rubbish, overflowing bins were generally well managed -No instances of graffiti or vandalism were observed -No clear evidence of anti-social behaviour (empty, shattered bottles, burn marks, abandoned cars) was observed - No water pooling or drainage issues were observed, however weather was dry	-No CCTV cameras were in use **-Amenity activation was moderate due to residential frontages**
Wainwright Park	19/11/2025, 11:15am, sunny, abundant daylight. 19/11/2025, 9:00pm, after dark.	-Sightline was generally clear in and around the park; a few sections were obscured by dense vegetation/fencing/walls - No instances of hidden recesses/alcoves were observed -Street edge was generally open and well-kept -The street was moderately surveyed	-Activity level was low during the time of visit -Reasonable passive surveillance was available from passing cars, residential homes, adjacent shops -Activity level was expected to drop after hours	-Lighting condition was moderate along shopfronts opposite the park, **however less than ideal along/within park** -Multiple instances of dark spots or shadowing near paths, crossings, entrances were observed -Multiple broken lights, inconsistent lighting levels, overgrown vegetation obstructing luminaires were observed	-Pedestrian paths were direct and visible, reasonably continuous -No notable informal desire lines were observed -Path widths and locations met current pedestrian demands	-Limited ambiguous or hidden access points that could enable loitering or entrapment were observed	-No dead ends, confusing path networks, or missing links were observed	-N/A	-the dominant features was the playground -precinct identity supporting civic or pedestrian use was moderately expressed through paving, signage, or landscaping	-Delineation was relatively clear between public, semi-public and private areas - Presence of fencing, edges, planting, surface changes indicated a clear sense of ownership - Boundaries were generally respected, no breaching was observed	-Signage was generally clear, consistent, well-located, and maintained -Wayfinding signage reinforced orientation and safety -Regulatory signs (opening hours, CCTV coverage, security contact info) were observed	-Limited instances of asset neglect (broken benches, damaged fencing, potholes, uneven pavers) were observed -Street amenities (kerb edge, etc) were generally well-kept **- Inefficient and broken lights were observed at night** - No bins, bus stops, or public toilets were observed	-A few instances of overgrown shrubs and vegetation blocking sightlines or lighting were observed - Trees dropping debris, branches obstructing paths and landscaping was generally well managed -Plant selection was generally appropriate	-Litter levels, dumped rubbish, overflowing bins were generally well managed -No instances of graffiti or vandalism were observed -No clear evidence of anti-social behaviour (empty, shattered bottles, burn marks, abandoned cars) was observed - No water pooling or drainage issues were observed, however weather was dry	-Presence of CCTV cameras was observed -Activation was moderate
Bringelly Road	19/11/2025, 11:20am, sunny, abundant daylight. 19/11/2025, 8:55pm, after dark.	-Sightline was generally clear along the road; a few sections were obscured by dense vegetation/fencing/walls - No instances of hidden recesses/alcoves were observed -Road edge was generally open and well-kept -The road was moderately surveyed	-Activity level was moderate during the time of visit - Partial passive surveillance was available from passing cars, shops, and residential homes -Activity level was expected to drop after dark, but only sligtthly due to evening shop frontages	-Lighting conditions was good along shopfronts, **however less than ideal along parkside, and inconsistent through residential areas** -Multiple instances of dark spots or shadowing near paths, crossings, building entrances were observed -Multiple broken lights, inconsistent lighting levels, overgrown vegetation obstructing luminaires were observed	-Pedestrian paths were direct and visible, reasonably continuous -No notable informal desire lines were observed -Path widths and locations met current pedestrian demands	-Limited ambiguous or hidden access points that could enable loitering or entrapment were observed	-No dead ends, confusing path networks, or missing links were observed -One safe, marked opportunity for crossing the road was observed; limited wayfinding signage was observed	-Pedestrian-vehicle conflicts were moderately managed by separated footpath, one safe, marked opportunities for crossing the road was observed, however it was not enough given the length of the road -No bike paths were observed	-no relevant dominant feature was observed, despite the presence of neighbourhood centre, preschool, shops, and vacant lots -precinct identity supporting civic or pedestrian use was moderately expressed through paving, signage, or landscaping	-Delineation was relatively clear between public, semi-public and private areas - Presence of fencing, edges, planting, surface changes indicated a clear sense of ownership - Boundaries were generally respected, no breaching was observed	-Signage was generally clear, consistent, well-located, and maintained -Wayfinding signage reinforced orientation and safety -Regulatory signs (opening hours, CCTV coverage, security contact info) were observed	-Limited instances of asset neglect (broken benches, damaged fencing, potholes, uneven pavers) were observed -Street amenities (kerb edge, etc) were generally well-kept **- Inefficient and broken lights were observed at night** - No bins, bus stops, or public toilets were observed	-A few instances of overgrown shrubs and vegetation blocking sightlines or lighting were observed - Trees dropping debris, branches obstructing paths and landscaping was generally well managed -Plant selection was generally appropriate	-Litter levels, dumped rubbish, overflowing bins were generally well managed -No instances of graffiti or vandalism were observed -No clear evidence of anti-social behaviour (empty, shattered bottles, burn marks, abandoned cars) was observed - No water pooling or drainage issues were observed, however weather was dry	-Presence of CCTV cameras was observed -Activation was moderate to high
Bringelly Lane	19/11/2025, 11:25am, sunny, abundant daylight 19/11/2025, 8:55pm, after dark.	-Sightline was generally clear along the lane; a few sections were obscured by dense vegetation/fencing/walls - No instances of hidden recesses/alcoves were observed -Lane edge was generally open and well-kept -The lane was moderately surveyed	-Activity level was low during the time of visit **-Passive surveillance was limited** -Activity level was expected to drop after hour	-Lighting condition was moderate -A few instances of dark spots or shadowing near paths, crossings, building entrances were observed **-Multiple instances of overgrown vegetation obstructing luminaires were observed**	-Pedestrian paths were direct and visible, reasonably continuous -No notable informal desire lines were observed -Path widths and locations met current pedestrian demands	-Limited ambiguous or hidden access points that could enable loitering or entrapment were observed	**-One dead end was observed (Bringelly Ln ended abruptly)** -No safe, marked opportunities for crossing the road were observed; limited wayfinding signage was observed	-Pedestrian-vehicle conflicts were moderately managed by separated footpath, no safe, marked opportunities for crossing the road were observed, however it was a quiet residential street with limited vehicles -No bike paths were observed	-the dominant features were the trees and residential homes -precinct identity supporting civic or pedestrian use was not expressed through signage, paving, or landscaping	-Delineation was relatively clear between public, semi-public and private areas - Presence of fencing, edges, planting, surface changes indicated a clear sense of ownership - Boundaries were generally respected, no breaching was observed	-Limited signage was observed -Limited regulatory signs (opening hours, CCTV coverage, security contact info) were observed	-Limited instances of asset neglect (broken benches, damaged fencing, potholes, uneven pavers) were observed - Street amenities (light poles, kerb edge, etc) were generally well-kept - No bins, bus stops, or public toilets were observed	-A few instances of overgrown shrubs and vegetation blocking sightlines or lighting were observed - Trees dropping debris, branches obstructing paths and landscaping was generally well managed -Plant selection was generally appropriate	-Litter levels, dumped rubbish, overflowing bins were generally well managed -No instances of graffiti or vandalism were observed -No clear evidence of anti-social behaviour (empty, shattered bottles, burn marks, abandoned cars) was observed - No water pooling or drainage issues were observed, however weather was dry	-No CCTV cameras were in use -Amenity activation was moderate due to nearby shopfronts
Santley Crescent	19/11/2025, 11:30am, sunny, abundant daylight. 19/11/2025, 8:50pm, after dark.	-Sightline was generally clear along the crescent; a few sections were obscured by dense vegetation/fencing/walls - No instances of hidden recesses/alcoves were observed -Street edge was generally open and well-kept -The crescent was moderately surveyed	-Activity level was low during the time of visit -Partial passive surveillance was available from passing cars and residential homes, however, homes typically faced towards internal driveways, not the street -Activity level was expected to drop after hours	**-Lighting condition was less than ideal, especially along Chapman Gardens side of road** -Multiple instances of dark spots or shadowing near paths, crossings, building entrances were observed -Multiple broken lights, inconsistent lighting levels, overgrown vegetation obstructing luminaires were observed	-Pedestrian paths were direct and visible, reasonably continuous -No notable informal desire lines were observed -Path widths and locations met current pedestrian demands	-Limited ambiguous or hidden access points that could enable loitering or entrapment were observed	-No dead ends, confusing path networks, or missing links were observed -No safe, marked opportunities for crossing the road were observed; limited wayfinding signage was observed	- Pedestrian-vehicle conflicts were moderately managed by separated footpath, however **the lack of safe, marked opportunities for crossing the road contributed to unsafe interactions between pedestrians and vehicles** -No bike paths were observed	-the dominant features were the open sports field and residential homes -precinct identity supporting civic or pedestrian use was not expressed through signage, paving, or landscaping	-Delineation was relatively clear between public, semi-public and private areas - Presence of fencing, edges, planting, surface changes indicated a clear sense of ownership - Boundaries were generally respected, no breaching was observed	-Limited signage was observed -Limited regulatory signs (opening hours, CCTV coverage, security contact info) were observed	-Limited instances of asset neglect (broken benches, damaged fencing, potholes, uneven pavers) were observed - Street amenities (light poles, kerb edge, etc) were generally well-kept - No bins, bus stops, or public toilets were observed	-A few instances of overgrown shrubs and vegetation blocking sightlines or lighting were observed - Trees dropping debris, branches obstructing paths and landscaping was generally well managed -Plant selection was generally appropriate	-Litter levels, dumped rubbish, overflowing bins were generally well managed -No instances of graffiti or vandalism were observed -No clear evidence of anti-social behaviour (empty, shattered bottles, burn marks, abandoned cars) was observed - No water pooling or drainage issues were observed, however weather was dry	-No CCTV cameras were in use -Amenity activation was moderate due to residential frontages

Kingswood Site Audit Matrix Cont.

Chapman Gardens	19/11/2025, 11:30am, sunny, abundant daylight. 19/11/2025, 8:50pm, after dark.	-Sightline was generally clear in and around the gardens; depending on location, sightlights may be obscured by sports club, buildings, remnant residential land. But these were spread out and did not overly impact views -A few sections were obscured by dense vegetation/fencing/walls -No instances of hidden recesses/alcoves were observed -Street edge was generally open and well-kept -The gardens were moderately surveyed	-Activity level was low during the time of visit -Activity level was likely to be high during regular sporting events -Partial passive surveillance was available from passing cars and residential homes, however, **the size of the park limited visibility to central areas** -Activity level was expected to drop after hours	**-Lighting condition was less than ideal outside of sporting events (when flood lights are in use)** -Multiple instances of dark spots or shadowing near paths, crossings, building entrances were observed -Multiple broken lights, inconsistent lighting levels, overgrown vegetation obstructing luminaires were observed	-Pedestrian paths were direct and visible, reasonably continuous from Great Western Hwy towards WSU **-Informal desire lines were evident from Santley Cres to Second Ave** -Paths widths and locations met current pedestrian demands	-Limited ambiguous or hidden access points that could enable loitering or entrapment were observed	-One dead end was observed near Great Western Hwy	-N/A	-the dominant feature was the open green space -precinct identity supporting civic or pedestrian use was moderately expressed through paving, signage, or landscaping	-Delineation was relatively clear between public, semi-public and private areas -Presence of fencing, edges, planting, surface changes indicated a clear sense of ownership -Boundaries were generally respected, no breaching was observed	-Limited signage was observed -Limited regulatory signs (opening hours, CCTV coverage, security contact info) were observed	-Limited instances of asset neglect (broken benches, damaged fencing, potholes, uneven pavers) were observed - Street amenities (light poles, kerb edge, etc) were generally well-kept -No bins, bus stops, or public toilets were observed	- A few instances of overgrown shrubs and vegetation blocking sightlines or lighting were observed -Trees dropping debris, branches obstructing paths and landscaping was generally well managed -Plant selection was generally appropriate	-Litter levels, dumped rubbish, overflowing bins were generally well managed -No instances of graffiti or vandalism were observed -No clear evidence of anti-social behaviour (empty, shattered bottles, burn marks, abandoned cars) was observed -No water pooling or drainage issues were observed, however weather was dry	-No CCTV cameras were in use -Amenity activation was moderate due to residential frontages
Second Avenue	19/11/2025, 11:40am, sunny, abundant daylight. 19/11/2025, 8:50pm, after dark.	-Sightline was generally clear along the avenue; a few sections were obscured by dense vegetation/fencing/walls - No instances of hidden recesses/alcoves were observed -Street edge was generally open and well-kept -The avnue was moderately surveyed -A few sections were obscured by dense vegetation/fencing/walls	-Activity level was moderate during the time of visit -Partial passive surveillance was available from passing cars and residential homes -Activity level was expected to drop after hours	-Lighting condition was good -Limited instances of dark spots or shadowing near paths, crossings, entrances were observed	-Pedestrian paths were direct and visible on one side, reasonably continuous, with **an abrupt discontinuation at Chapman Oval**. -No notable informal desire lines were observed -Path widths and locations met current pedestrian demands	-Limited ambiguous or hidden access points that could enable loitering or entrapment were observed	-No dead ends, confusing path networks, or missing links were observed - No safe, marked opportunities for crossing the road were observed; limited wayfinding signage was observed	-Pedestrian-vehicle conflicts were moderately managed by separated footpath, however **the lack of safe, marked opportunities for crossing the road contributed to unsafe interactions between pedestrians and vehicles** -No bike paths were observed	-the dominant features were the open field (Chapman Gardens) and residential homes -precinct identity supporting civic or pedestrian use was not expressed through signage, paving, or landscaping	-Delineation was relatively clear between public, semi-public and private areas -Presence of fencing, edges, planting, surface changes indicated a clear sense of ownership -Boundaries were generally respected, no breaching was observed	-Limited signage was observed -Limited regulatory signs (opening hours, CCTV coverage, security contact info) were observed	-Limited instances of asset neglect (broken benches, damaged fencing, potholes, uneven pavers) were observed - Street amenities (light poles, kerb edge, etc) were generally well-kept -No bins, bus stops, or public toilets were observed	- A few instances of overgrown shrubs and vegetation blocking sightlines or lighting were observed -Trees dropping debris, branches obstructing paths and landscaping was generally well managed -Plant selection was generally appropriate	-Litter levels, dumped rubbish, overflowing bins were generally well managed -No instances of graffiti or vandalism were observed -No clear evidence of anti-social behaviour (empty, shattered bottles, burn marks, abandoned cars) was observed -No water pooling or drainage issues were observed, however weather was dry	-No CCTV cameras were in use -Amenity activation was moderate due to residential frontages

Werrington Site Audit Matrix

Legend

Bad	Average	Good

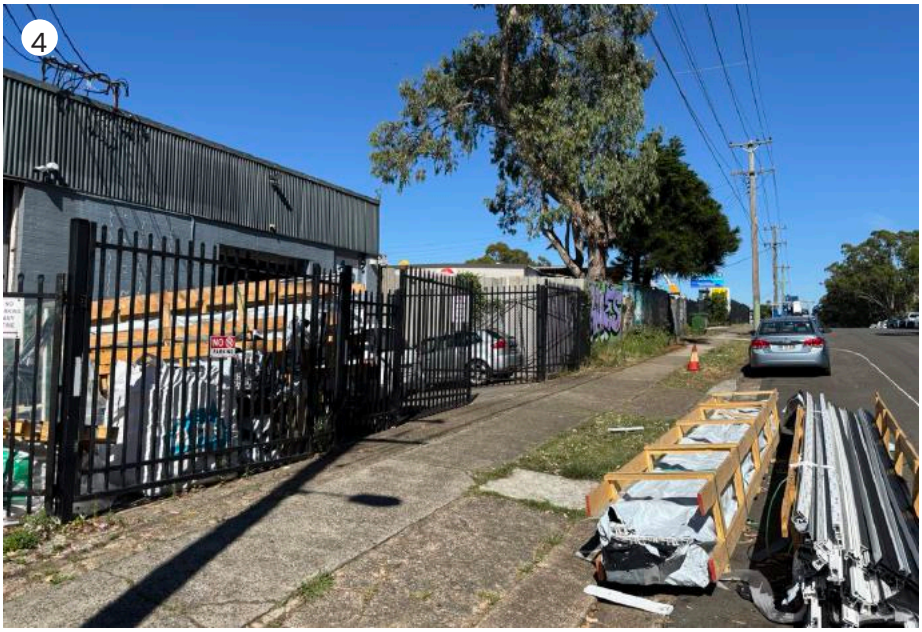
Werrington	General	Natural Surveillance			Access Control				Territorial Reinforcement			Maintenance & Management				
		Visibility & Sightlines	Passive Surveillance/Activity	Lighting & Nighttime Environment	Movement Networks	Entry & Exit Points	Connectivity & Wayfinding	Traffic Interface	Legibility & Identity	Boundaries & Ownership Cues	Signage	Asset condition	Vegetation	Cleanliness & Upkeep	Operational Management
Victoria Lane, Carpark & Train Station entrance	19/11/2025, 11:50am, sunny, abundant daylight. 19/11/2025, 9:45pm, after dark.	-Sightline was moderately clear; a few sections had partially obstructed sightline due to building walls -No notable instances of blind spots were observed, however a few instances of partially hidden recesses/alcoves were observed **-Street edges was open on one side and obscured by building walls on the other side**	-Activity level was low during the time of visit -Passive surveillance was limited **-Long inactive frontages were observed on one side, with a low-use carpark and train corridor on the other** -Activity level was expected to drop significantly after hours	-Lighting condition was moderate	-Pedestrian paths were generally clear and visible; however limited to a few sections through the carpark -No informal desire lines were observed	-No major gateways were identified -Limited ambiguous or hidden access points that could enable loitering or entrapment were observed	-Limited dead ends, confusing path networks, or missing links were observed; however, **carpark was fully enclosed by fence, not aligning with clear desire lines** -One safe, marked opportunity for crossing the road was observed -Limited wayfinding signage was observed, especially around Werrington station	-Pedestrian-vehicle conflicts were moderately managed by separated footpath, however **limited safe, marked opportunities for crossing the road contributed to unsafe interactions between pedestrian and vehicle** -No bike paths were observed -Carparks were generally relatively easy to navigate but not well-surveyed	**-The dominant features were the carpark and** train station -precinct identity supporting civic or pedestrian use was not expressed through signage, paving, or landscaping	-Delineation was moderately clear between public, semi-public and private areas **-Presence of fencing, along carpark indicated a clear sense of ownership. Given that this was all public accessible land, the fence was likely to be superfluous** -Boundaries were generally respected, no breaching was observed	-Signage was moderately clear **but poorly-located** -Limited wayfinding signage was observed -Regulatory signs (opening hours, CCTV coverage, security contact info) were observed	-No instances of asset neglect were observed -Lack of bins, bus stops, public toilets **-Shelters and buildings appeared run-down (noting that these were back-of-house)**	-No instances of overgrown shrubs or vegetation blocking sightlines, lighting, and footpath were observed -Landscaping was moderately managed -Plant selection was generally appropriate	-Litter levels, dumped rubbish, overflowing bins were generally well managed -No instances of graffiti or vandalism were observed -No clear evidence of anti-social behaviour (empty, shattered bottles, burn marks, abandoned cars) was observed -No water pooling or drainage issues were observed, however weather was dry	-Presence of CCTV cameras in carpark was observed -Amenity activation was low to moderate
Victoria Street Shops	19/11/2025, 11:55am, sunny , abundant daylight 19/11/2025, 9:40pm, after dark. Refer to Kingswood for broader analysis of Victoria Street and its residential areas	-Sightline was generally clear along the street -Limited instances of blind spots / hidden recesses / alcoves were observed -Street edge was open -The street was relatively well surveyed	-Activity level was relatively high during the time of visit -Passive surveillance was available from homes, shops, and passing cars -Few inactive frontages were observed -Activity level was expected to drop after hours	-Lighting condition was good -A few instances of dark spots or shadowing were observed as a result of under awning lights -Limited lighting in adjacent parkwas to be expected,	-Pedestrian paths were generally clear, direct, and visible, reasonably continuous with necessary intersections -No notable informal desire lines were observed -Path widths and locations met current pedestrian demands	-identified as a gateway to Werrington Town Centre -Limited ambiguous or hidden access points that could enable loitering or entrapment were observed	-No dead ends, confusing path networks, or missing links were observed -One safe, marked opportunity for crossing the road was observed -Limited wayfinding signage was observed	-Pedestrian-vehicle conflicts were relatively well-managed by separated footpath, one safe, marked opportunity for crossing the road was observed -No bike paths were observed	-The dominant feature was the shopfronts -precinct identity supporting civic or pedestrian use was moderately expressed through signage, paving, or landscaping	-Delineation was relatively clear between public, semi-public and private areas -Presence of fencing, edges, planting, surface changes indicated a clear sense of ownership -Boundaries were generally respected, no breaching was observed	-Signage was moderately clear and well-located -Limited wayfinding signage was observed -Regulatory signs (opening hours, CCTV coverage, security contact info) were observed	-Limited instances of asset neglect (broken benches, damaged fencing, potholes, uneven pavers) were observed -Shelters and buildings were generally well-kept -A few bins, bus stops, and public toilets were observed	-Limited instances of overgrown shrubs and vegetation blocking sightlines or lighting were observed -Trees dropping debris, branches obstructing paths and landscaping was generally well managed -Plant selection was generally appropriate	-Litter levels, dumped rubbish, overflowing bins were generally well managed -No instances of graffiti or vandalism were observed -No clear evidence of anti-social behaviour (empty, shattered bottles, burn marks, abandoned cars) was observed -No water pooling or drainage issues were observed, however weather was dry	-Presence of CCTV cameras at private business entrances (coverage, lighting compatibility) was observed -Amenity activation was moderate
Parkes Avenue	19/11/2025, 12:05pm, sunny, abundant daylight 19/11/2025, 9:45pm, after dark.	-Sightline was generally clear along the avenue -Limited instances of blind spots / hidden recesses / alcoves were observed -Street edge was partially open and partially obscured by fencing / vegetation -The avenue was relatively well surveyed	-Activity level was moderate during the time of visit -Passive surveillance was available from homes and passing cars -Moderate inactive frontages were observed -Activity level was expected to drop after hours	**-Lighting was moderate, limited to one side of the avenue**	-Pedestrian paths were generally clear, direct, and visible, reasonably continuous with necessary intersections -No notable informal desire lines were observed -Path widths and locations met current pedestrian demands	-No major gateways were identified -Limited ambiguous or hidden access points that could enable loitering or entrapment were observed	-No dead ends, confusing path networks, or missing links were observed -No wayfinding signage or safe, marked opportunities for crossing the road were observed	-Pedestrian-vehicle conflicts were moderately managed by separated footpath, however **the lack of safe, marked opportunities for crossing the road contributed to unsafe interactions between pedestrians and vehicles** -No bike paths were observed	-The dominant features were the open sports field and residential homes -precinct identity supporting civic or pedestrian use was moderately expressed through paving or landscaping	-Delineation was relatively clear between public, semi-public and private areas -Presence of fencing, edges, planting, surface changes indicated a clear sense of ownership -Boundaries were generally respected, no breaching was observed	-Signage was moderately clear and well-located -Limited wayfinding signage was observed -Regulatory signs (opening hours, CCTV coverage, security contact info) were observed	-Limited instances of asset neglect (broken benches, damaged fencing, potholes, uneven pavers) were observed -Shelters and buildings were generally well-kept -A few bins, bus stops, or public toilets were observed	-Limited instances of overgrown shrubs and vegetation blocking sightlines or lighting were observed -Trees dropping debris, branches obstructing paths and landscaping was generally well managed -Plant selection was generally appropriate; **dense vegetation was observed along cemetry**	-Litter levels, dumped rubbish, overflowing bins were generally well managed -No instances of graffiti or vandalism were observed -No clear evidence of anti-social behaviour (empty, shattered bottles, burn marks, abandoned cars) was observed -No water pooling or drainage issues were observed, however weather was dry	-No CCTV cameras were in use -Amenity activation was low to moderate due to residential frontages
Rance Oval / Parkes Avenue Sporting Complex	19/11/2025, 12:15pm, sunny, abundant daylight 19/11/2025, 9:50pm, after dark.	-Sightline was generally clear; a few sections were obscured by dense vegetation/fencing Limited instances of blind spots / hidden recesses / alcoves were observed, **with a few spots blocked by multiple amenities buildings, storage buildings and shipping containers which created small unsecure spaces.** Most notably between the tennis and playground area -Street edge was generally open and well-kept -The area was moderately surveyed	-Activity level was moderate during the time of visit -Partial passive surveillance was available from passing car. **No residential fronted the park, limiting surveillance.** -Activity level was expected to drop after hours	**-Lighting condition was restricted to key locations, such as the playground and buildings.** Flood lights used during sporting events likely improved the experience greatly -Multiple instances of dark spots or shadowing near paths, crossings, entrances were observed	-Pedestrian paths were generally clear and visible, reasonably continuous but limited to the periphery -No notable informal desire lines were observed -Path widths and locations met current pedestrian demands -Intersections lacked safe pedestrian crossing, limiting access to the Oval	-No major gateways were identified **-Multiple ambiguous or hidden access points that could enable loitering or entrapment were observed in and around the various buildings**	**-Dead ends were observed between the playground and tennis courts, created by the existing building and shipping containers** -No wayfinding signage or safe, marked opportunities for crossing the road were observed	-N/A	-The dominant feature was the open field -precinct identity supporting civic or pedestrian use was moderately expressed through landscaping and wall arts	-Delineation was relatively clear between public, semi-public and private areas -Presence of fencing, edges, planting, surface changes indicated a clear sense of ownership -Boundaries were generally respected, no breaching was observed	-No wayfinding signage was observed -No regulatory signs (opening hours, CCTV coverage, security contact info) were observed	-Limited instances of asset neglect (broken benches, damaged fencing, potholes, uneven pavers) were observed -Park amenities were generally well-kept -No bins, bus stops, or public toilets were observed	-Limited instances of overgrown shrubs and vegetation blocking sightlines or lighting were observed -Trees dropping debris, branches obstructing paths and landscaping was generally well managed -Plant selection was generally appropriate	-Litter levels, dumped rubbish, overflowing bins were generally well managed -No instances of graffiti or vandalism were observed -No clear evidence of anti-social behaviour (empty, shattered bottles, burn marks, abandoned cars) was observed -No water pooling or drainage issues were observed, however weather was dry	-No CCTV cameras were in use -Amenity activation was low to moderate
Railway Street	19/11/2025, 12:30pm, sunny, abundant daylight 19/11/2025, 10:10pm, after dark.	-Sightline was generally clear along the street -Limited instances of blind spots / hidden recesses / alcoves were observed, with a few spots blocked by dense landscaping -Street edge was moderately open and well-kept -The street was moderately surveyed	-Activity level was low during the time of visit **-Partial passive surveillance was available from passing cars, but limited by train corridor** -Activity level was expected to drop after hours	**-Lighting condition was below average, limited to one side of the road, and with one east of Rance Rd** -A few instances of dark spots or shadowing near paths, crossings, entrances were observed - A few broken lights, inconsistent lighting levels, overgrown vegetation obstructing luminaires were observed	-Pedestrian paths were generally clear and visible on one side, reasonably continuous **-Sections of verge without a formalised kerb were observed** **-One notable informal desire line was observed (at the end of the road) indicating a missing path** -Path widths and locations met current pedestrian demands	-No major gateways were identified -A few ambiguous or hidden access points that could enable loitering or entrapment were observed	**-One dead end was observed at the very east of the street** -Lack of wayfinding signage and safe, marked opportunities for crossing the road, however it was a quiet residential street	-Pedestrian-vehicle conflicts were moderately managed by separated footpath, no safe, marked opportunities for crossing the road were observed, however it was a quiet residential street -No bike paths were observed	-The dominant features were the residential homes and railway -precinct identity supporting civic or pedestrian use was not expressed through paving or landscaping	-Delineation was relatively clear between public, semi-public and private areas -Presence of fencing, edges, planting, surface changes indicated a clear sense of ownership -Boundaries were generally respected, no breaching was observed	-No wayfinding signage was observed -No regulatory signs (opening hours, CCTV coverage, security contact info) were observed	-Limited instances of asset neglect (broken benches, damaged fencing, potholes, uneven pavers) were observed -Street amenities (light poles, kerb edge, etc) were moderately well-kept -No bins, bus stops, or public toilets were observed	-Limited instances of overgrown shrubs and vegetation blocking sightlines or lighting were observed -Trees dropping debris, branches obstructing paths and landscaping was generally well managed -Plant selection was generally appropriate	**-Litter levels, dumped rubbish, overflowing bins were noted at a number of vacant lots with excessive dumping** -Limited instances of graffiti and vandalism were observed -No clear evidence of anti-social behaviour (empty/shattered bottles) was observed -No water pooling or drainage issues were observed, however weather was dry	-No CCTV cameras were in use -Amenity activation was low to moderate
Rance Road	19/11/2025, 12:35pm, sunny, abundant daylight 19/11/2025, 10:20pm, after dark.	-Sightline was generally clear along the road -Limited instances of blind spots / hidden recesses / alcoves were observed, with a few spots blocked by dense landscaping -Road edge was generally open and well-kept -The road was relatively well surveyed	-Activity level was low during the time of visit **-Partial passive surveillance was available from passing cars and residential homes** -Activity level was expected to drop after hours	**-Lighting condition was average, limited to one side of the road**	-Pedestrian paths were generally clear and visible, reasonably continuous **-One notable informal desire line was observed, indicating a missing path** -Path widths and locations met current pedestrian demands	-identified as a major gateway to Werrington Station -Limited ambiguous or hidden access points that could enable loitering or entrapment were observed	-No dead ends, confusing path networks, or missing links were observed -Lack of wayfinding signage and safe, marked opportunities for crossing the road, however it was a quiet residential street	-Pedestrian-vehicle conflicts were moderately managed by separated footpath, no safe, marked opportunities for crossing the road were observed, however it was a quiet residential street -No bike paths were observed	-No dominant features were observed -precinct identity supporting civic or pedestrian use is moderately expressed through landscaping	-Delineation was relatively clear between public, semi-public and private areas -Presence of fencing, edges, planting, surface changes indicated a clear sense of ownership -Boundaries were generally respected, no breaching was observed	-No wayfinding signage was observed -No regulatory signs (opening hours, CCTV coverage, security contact info) were observed	-Limited instances of asset neglect (broken benches, damaged fencing, potholes, uneven pavers) were observed -Street amenities (light poles, kerb edge, etc) were generally well-kept -No bins, bus stops, or public toilets were observed	-Limited instances of overgrown shrubs and vegetation blocking sightlines or lighting were observed -Trees dropping debris, branches obstructing paths and landscaping was generally well managed -Plant selection was generally appropriate	-Litter levels, dumped rubbish, overflowing bins were generally well managed -No instances of graffiti or vandalism were observed -No clear evidence of anti-social behaviour (empty, shattered bottles, burn marks, abandoned cars) was observed -No water pooling or drainage issues were observed, however weather was dry	-No CCTV cameras were in use -Amenity activation was low to moderate
Walker Street	19/11/2025, 12:40pm, sunny, abundant daylight Southern side of Walker Street was under construction during site visit	-Sightline was generally clear along the street -Limited instances of blind spots / hidden recesses / alcoves were observed, with a section on one side blocked by dense landscaping -Street edge was generally open and well-kept -The street was relatively well surveyed	-Activity level was low during the time of visit **-Partial passive surveillance was available from passing cars and residential homes** -Activity level was expected to drop after hours	**-Few lights were observed along the road**	-No pedestrian paths were observed -No notable informal desire lines were observed, suggesting pedestrian usage was low	-No major gateways were identified -Ambiguous or hidden access point that could enable loitering or entrapment was limited to a single vacant lot	-Limited dead ends, confusing path networks, or missing links were observed -Lack of wayfinding signage and safe, marked opportunities for crossing the road, however it was a quiet residential street	-Pedestrian/vehicle conflicts were moderately managed by separated footpath, no safe, marked opportunities for crossing the road were observed, however it was a quiet residential street -No bike paths were observed	**-the space feels like it belongs to the road** -precinct identity supporting civic or pedestrian use is moderately expressed through landscaping -key precinct features are not clearly marked	-Delineation was relatively clear between public, semi-public and private areas -Presence of fencing, edges, planting, surface changes indicated a clear sense of ownership -Boundaries were generally respected, no breaching was observed	-No wayfinding signage was observed -No regulatory signs (opening hours, CCTV coverage, security contact info) were observed	-Limited instances of asset neglect (broken benches, damaged fencing, potholes, uneven pavers) were observed -Street amenities (light poles, kerb edge, etc) were generally well-kept -No bins, bus stops, or public toilets were observed	-Limited instances of overgrown shrubs and vegetation blocking sightlines or lighting were observed -Trees dropping debris, branches obstructing paths and landscaping was generally well managed -Plant selection was generally appropriate	-Litter levels, dumped rubbish, overflowing bins were generally well managed, **except for the ongoing construction and vacant lot** -No instances of graffiti or vandalism were observed -No clear evidence of anti-social behaviour (empty, shattered bottles, burn marks, abandoned cars) was observed -No water pooling or drainage issues were observed, however weather was dry	-No CCTV cameras were in use -Amenity activation was low to moderate
Cottage Street (Yoorami Children's Centre)	19/11/2025, 1:00pm, sunny, abundant daylight	-Sightline was generally clear along the street -Limited instances of blind spots / hidden recesses / alcoves were observed -Street edge was generally open and well-kept -The street was relatively well surveyed	-Activity level was low during the time of visit -Passive surveillance was available from passing cars and residential homes -Activity level was expected to drop after hours	Not observed at night	-Pedestrian paths were generally clear, direct, and visible, reasonably continuous -No notable informal desire lines were observed -Path widths and locations met current pedestrian demands	-No major gateways were identified -Limited ambiguous or hidden access points that could enable loitering or entrapment were observed	-No dead ends, confusing path networks, or missing links were observed -Lack of wayfinding signage and safe, marked opportunities for crossing the road, however it was a quiet residential street	-Pedestrian-vehicle conflicts were moderately managed by separated footpath, no safe, marked opportunities for crossing the road were observed, however it was a quiet residential street -No bike paths were observed	-the space feels like it belongs to the street -precinct identity supporting civic or pedestrian use was moderately expressed through signage, paving, or landscaping -no key precinct features were marked	-Delineation was relatively clear between public, semi-public and private areas -Presence of fencing, edges, planting, surface changes indicated a clear sense of ownership -Boundaries were generally respected, no breaching was observed	-Signage was moderately clear and well-located -Limited wayfinding signage was observed -Regulatory signs (opening hours, CCTV coverage, security contact info) were observed near Children's Centre	-Limited instances of asset neglect (damaged fencing, potholes, uneven pavers) were observed -Street amenities (light poles, kerb edge, etc) were generally well-kept -No bins, bus stops, or public toilets were observed	-Limited instances of overgrown shrubs and vegetation blocking sightlines or lighting were observed -Trees dropping debris, branches obstructing paths and landscaping was generally well managed -Plant selection was generally appropriate	-Litter levels, dumped rubbish, overflowing bins were generally well managed -No instances of graffiti or vandalism were observed -No clear evidence of anti-social behaviour (empty, shattered bottles, burn marks, abandoned cars) was observed -No water pooling or drainage issues were observed, however weather was dry	-No CCTV cameras were in use -Amenity activation was low to moderate
Corymbia Road	19/11/2025, 1:10pm, sunny, abundant daylight 19/11/2025, 10:30pm, after dark.	-Sightline was generally clear along the road; a few sections were obscured by dense vegetation/fencing/walls -Limited instances of blind spots / hidden recesses / alcoves were observed -Road edge was generally open and well-kept -The road was relatively well surveyed	-Activity level was low during the time of visit -Passive surveillance was available from residential homes and passing cars **-Long inactive frontages were observed along vacant lot** -Activity level was expected to drop after hours	-Well lit on both sides of the road	-Pedestrian paths were generally clear, direct, and visible, reasonably continuous -No notable informal desire lines were observed -Path widths and locations met current pedestrian demands	-No major gateways were identified -No ambiguous or hidden access points that could enable loitering or entrapment were observed	-No dead ends, confusing path networks, or missing links were observed -Limited wayfinding signage and safe, marked opportunities for crossing the road, however it was a quiet residential street -Landscaped pedestrian-through-links were observed at regular intervals	-Pedestrian-vehicle conflicts were moderately managed by separated footpath, no safe, marked opportunities for crossing the road were observed, however it was a quiet residential street -A shared path was observed	**-the space feel like it belongs to the road** -precinct identity supporting civic or pedestrian use was moderately expressed through paving or landscaping -no key precinct features were marked	-Delineation was relatively clear between public, semi-public and private areas -Presence of fencing, edges, planting, surface changes indicated a clear sense of ownership -Boundaries were generally respected, no breaching was observed	-Signage was moderately clear and well-located -Limited wayfinding signage was observed -No regulatory signs (opening hours, CCTV coverage, security contact info) were observed	-Limited instances of asset neglect (broken benches, damaged fencing, potholes, uneven pavers) were observed -Street amenities (light poles, kerb edge, etc) were generally well-kept -No bins, bus stops, or public toilets were observed	-No instances of overgrown shrubs or vegetation blocking sightlines or lighting were observed -Trees dropping debris, branches obstructing paths and landscaping was generally well managed -Plant selection was generally appropriate	-Litter levels, dumped rubbish, overflowing bins were generally well managed -No instances of graffiti or vandalism were observed -No clear evidence of anti-social behaviour (empty, shattered bottles, burn marks, abandoned cars) was observed -No water pooling or drainage issues were observed, however weather was dry	-No CCTV cameras were in use -Amenity activation was low to moderate
Park at corner of Spinifex Rd and Cargo St	19/11/2025, 1:20pm, sunny, abundant daylight 19/11/2025, 10:00pm, after dark.	-Sightline was generally clear; a few sections were obscured by dense vegetation, but were managed through the removal of eye level shrubs -Limited instances of blind spots / hidden recesses / alcoves were observed -Street edge was generally open and well-kept -The park was relatively well surveyed	-Activity level was low during the time of visit -Passive surveillance was available from residential homes and passing cars -Activity level was expected to drop after hours	**-Lighting condition was less than ideal** -Multiple instances of dark spots or shadowing near paths, crossings, entrances were observed -Multiple broken lights, inconsistent lighting levels, overgrown vegetation obstructing luminaires were observed	-Pedestrian paths were generally clear, direct, and visible, reasonably continuous -No notable informal desire lines were observed -Path widths and locations met current pedestrian demands	-No major gateways were identified -A few ambiguous or hidden access points that could enable loitering or entrapment were observed	-No dead ends, confusing path networks, or missing links were observed -Limited wayfinding signage and safe, marked opportunities for crossing the road	-N/A	-the space feels like it belongs to the public -precinct identity supporting civic or pedestrian use was moderately expressed through signage, paving, or landscaping -no key precinct features were marked	-Delineation was relatively clear between public, semi-public and private areas -Presence of fencing, edges, planting, surface changes indicated a clear sense of ownership -Boundaries were generally respected, no breaching was observed	-Signage was moderately clear and well-located -Limited wayfinding signage was observed -No regulatory signs (opening hours, CCTV coverage, security contact info) were observed	-Limited instances of asset neglect (broken benches, damaged fencing, potholes, uneven pavers) were observed -Street amenities (light poles, kerb edge, etc) were generally well-kept -No bins, bus stops, or public toilets were observed	-Limited instances of overgrown shrubs and vegetation blocking sightlines or lighting were observed -Trees dropping debris, branches obstructing paths and landscaping was generally well managed -Plant selection was generally appropriate	-Litter levels, dumped rubbish, overflowing bins were generally well managed -No instances of graffiti or vandalism were observed -No clear evidence of anti-social behaviour (empty, shattered bottles, burn marks, abandoned cars) was observed -No water pooling or drainage issues were observed, however weather was dry	-No CCTV cameras were in use -Amenity activation was low to moderate
Open space between Werrington Rd and residentials	19/11/2025, 1:40pm, sunny, abundant daylight 19/11/2025, 10:20pm, after dark.	-Sightline was generally clear; a few sections were obscured by dense vegetation/fencing/walls -Limited instance of blind spots / hidden recesses / alcoves were observed -Street edge was generally open and well-kept	-Activity level was low during the time of visit -Partial passive surveillance was available from passing car. No residential fronted the park, limiting surveillance. No pedestrian surveillance due to lack of footpath and inviting entry points -Activity level was expected to drop after hours	-Lighting condition was moderate, limited to one side of the road	-No pedestrian paths were observed -No notable informal desire lines were observed, suggesting pedestrian usage was low	-No major gateways were identified -A few ambiguous or hidden access points that could enable loitering or entrapment were observed	-No dead ends, confusing path networks, or missing links were observed -Limited wayfinding signage and safe, marked opportunities for crossing the road	-N/A	**- The space feel like it belongs to no one**, being a vacant area between the road corridor and residential units - Key precinct features are not clearly marked	-Delineation was relatively clear between public, semi-public and private areas -Presence of fencing, edges, planting, surface changes indicated a clear sense of ownership -Boundaries were generally respected, no breaching was observed	-No wayfinding signage was observed -No regulatory signs (opening hours, CCTV coverage, security contact info) were observed	-Limited instances of asset neglect (broken benches, damaged fencing, potholes, uneven pavers) were observed -Street amenities (light poles, kerb edge, etc) were generally well-kept -No bins, bus stops, or public toilets were observed	-Limited instances of overgrown shrubs and vegetation blocking sightlines or lighting were observed -Trees dropping debris, branches obstructing paths and landscaping was generally well managed -Plant selection was generally appropriate	-Litter levels, dumped rubbish, overflowing bins were generally well managed -No instances of graffiti or vandalism were observed -No clear evidence of anti-social behaviour (empty, shattered bottles, burn marks, abandoned cars) was observed -No water pooling or drainage issues were observed, however weather was dry	-No CCTV cameras were in use -Amenity activation was low to moderate

Appendix 02 – Site Photos







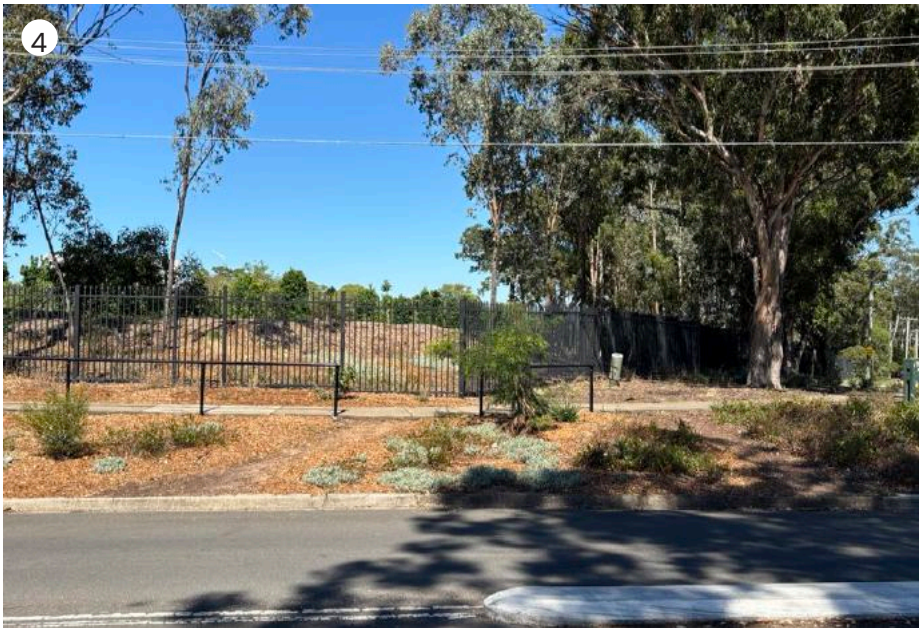


1. Cox Ave - Lack of footpath near cemetery
2. Cox Ave - Overall view of street, noting crest with limited distant views
3. Cox Ave - Poor maintenance and cars parked in verge
4. Cox Ave - Poor maintenance likely from industrial uses









1. Copeland Street - Council depot has a nice open setback ensuring visibility
2. Copeland Street - Overall view with industrial on one side, dense shrubs and cemetery on the other
3. Copeland Street - Local school offers some limited passive surveillance
4. Copeland Street - Clear desire lines for pedestrians attempting to cross near the roundabout at Richmond Rd









1. Steamroller Park - The park is well lit at night
2. Steamroller Park - Well maintaned and established landscape
3. Steamroller Park - Namesake's historic steamroller appears worn and is fenced
4. Steamroller Park - Tall shrubs and eye level branches limit visibility along central paths

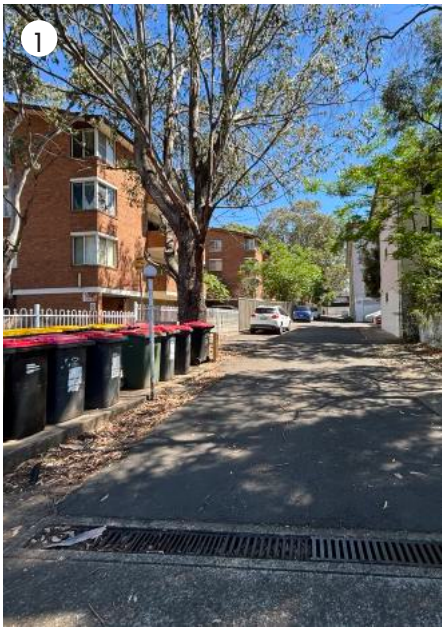








1. Walter Street - Long privately owned driveways
2. Walter Street - Vacant lot is deep, heavily trees and fenced on all remaining sides.
3. Walter Street - Street signs in good condition
4. Walter Street - Quiet street lacking footpaths and limited street lighting







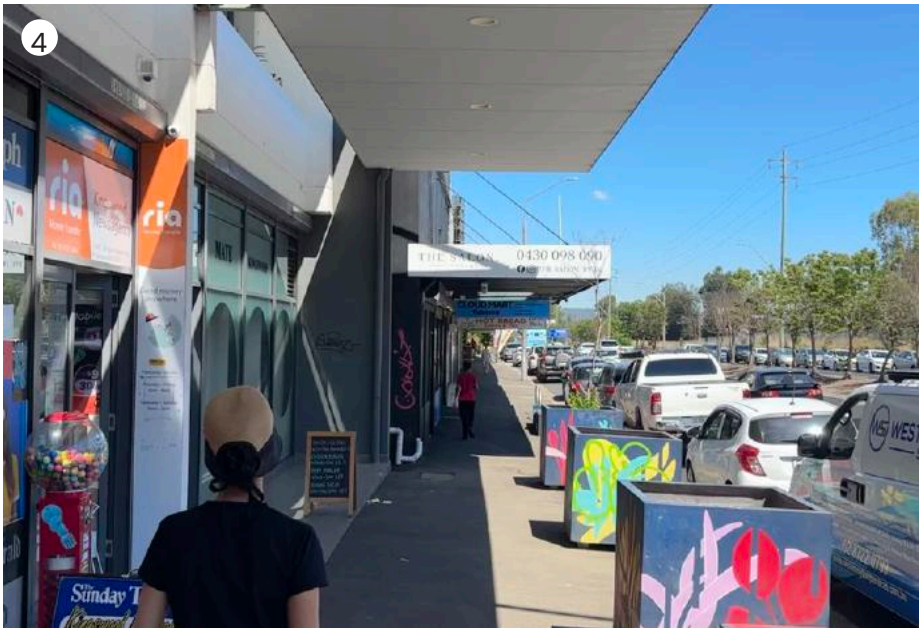


1. Park Ave - Long privately owned driveways
2. Park Ave - Train corridor and dense shrubs creates an inactive frontage
3. Park Ave - Rubbish and poor fence maintenance
4. Park Ave - Vacant lots, graffiti









1. Great Western Highway - Access between the highway and service lane at night
2. Great Western Highway - Vacant shops with closed rollers and graffiti
3. Great Western Highway - Access between the highway and service lane during the day
4. Great Western Highway - Activated shops, and council provided planters underperforming





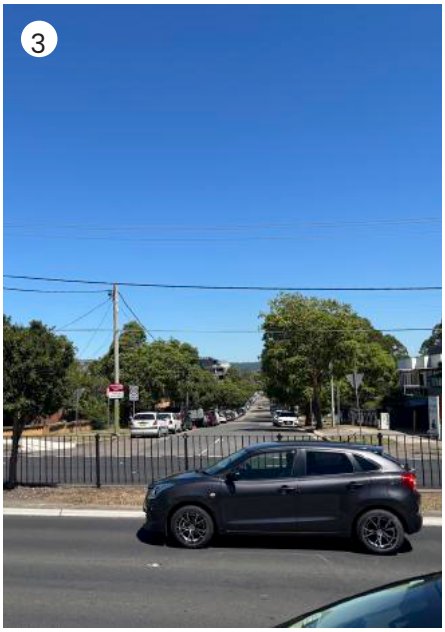




1. Red Cross Anniversary Park - Uplights along footpath in the park
2. Red Cross Anniversary Park - Open lawn well shaded by trees and surrounding buildings during the day
3. Red Cross Anniversary Park - Graffiti on temporary scaffolding of adjacent construction development
4. Wainwright Lane - Rear lane dominated by cars with few pedestrians during the day









1. Wainwright Lane - Multiple instances of broken lights and less than ideal lighting level at night
2. Derby Street - South-west corner of Nepean Hospital
3. Parker Street - RMS fence likely installed to prevent unsafe pedestrian crossing at desire line
4. Somerset Street - Public carpark and Nepean Hospital are separated by a wide road with few safe crossing points









1. Derby Street - Footpath with fence and dense shrubs along Nepean Hospital car park
2. Derby Street - Buildings and shelters in good condition along Derby Street
3. Derby Street - Footpath with fences along both sides near the roundabout create a restricted alleyway environment
4. Derby Street - Open corner with stepped planter beds and wall arts









1. Orth Street - Infrequent lighting at night, with large trees casting shadows
2. Derby Street - Pedestrian crossing near carpark
3. Somerset Street - Lighting condition was good on hospital side, but less than ideal on eastern side
4. Derby Street - New development at the northeast corner of the intersection of Derby Street and Somerset Street provides active frontage









1. Orth Street - Public Park towards west end of Orth Street next to Matilda Nepean lacks path network
2. Orth Street - West end of Orth Street near Matilda Nepean
3. Orth Street - Rubbish dumping at Lot 35
4. Orth Street - East end of Orth Street with well shaded footpath

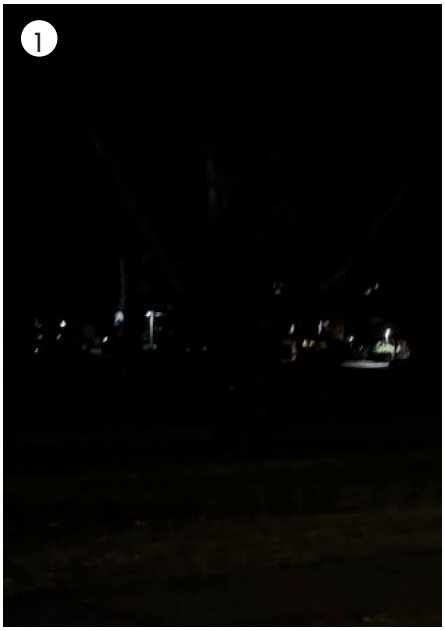








1. Wainwright Park / Orth Street - Well lit park at night, despite broken lights evident
2. Wainwright Park / Orth Street - Dense trees, low branches and shrubs obscure visibility, particularly at night
3. Kingswood Neighbourhood Centre - Well maintained planters
4. Wainwright Park - Lighting, amenities and communal planter beds









1. Chapman Gardens from Santley Crescent - Lack of lighting at night within Chapman Gardens
2. Chapman Gardens from First Street - Less than ideal lighting condition at night, with large trees blocking lights and casting shadows
3. Second Avenue - Sudden discontinuation of footpath near Chapman Gardens
4. Intersection of Rogers Street, Santley Crescent and Bingelly Road - Inconsistent lighting at night limited to one side









1. Bringelly Lane - At night is well lit
2. Bringelly Road - Shops are well activated and used at a variety of times during the day and evening
3. Bringelly Road - Recent upgrades to lighting, CCTV and seating
4. Bringelly Road - Corner of Bringelly Road and Santley Crescent, with Kingswood train station in distant background

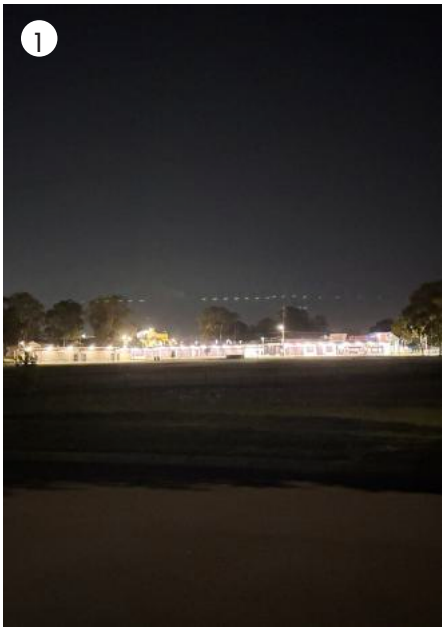




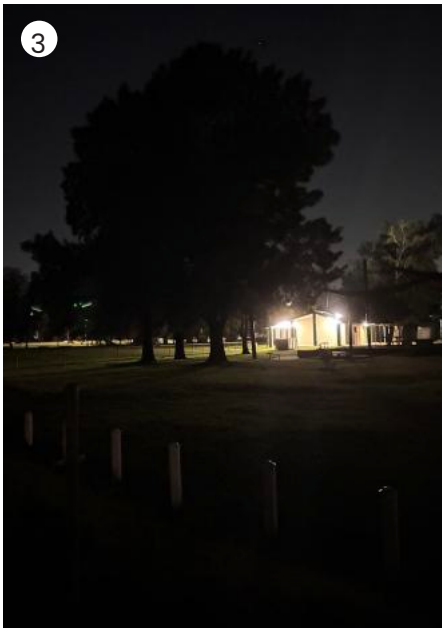




1. Victoria Street Shops - Well activated with a consistent frontage and awning lights
2. Rance Oval - Liminal spaces between old amenities building and shipping containers
3. Rance Oval - Dense vegetation obscures the few pedestrian footpaths available
4. Rance Oval - Poorly visible fenced areas used for maintenance equipment









1. Parkes Avenue Sporting Complex - Distant view of Victoria Street shops
2. Parkes Avenue Sporting Complex - playground located away from local shops and poorly visible from surrounding roads
3. Parkes Avenue Sporting Complex - Amenities are well lit, but dark elsewhere
4. Parkes Avenue Sporting Complex - Shipping containers, building, trees and water tank located near tennis court fence create multiple entrapment areas









1. Railway Street - Dead end at the eastern end of Railway Street is not properly signed
2. Railway Street - Vacant lots attracting rubbish and poor lawn maintenance
3. Railway Street -Well established shared path connecting to train station. Limited street lighting
4. Railway Street - Broken kerb, low maintenance, rubbish. No street lighting









1. Walker Street - Heavily treed / screened property line
2. Walker Street - Wide residential verge, and ongoing construction define the street
3. Walker Street - Poorly maintained vacant lot
4. Walker Street - Vacant lot and graffiti