

Lithgow City Council
PO Box 19
Lithgow NSW 2790

Attn: Lauren Stevens

24 March 2026

Re: Response to Request for Additional Information – Lithgow Mountain Bike Park
State Mine Gully Road, State Mine Gully - DA 170/25

Dear Lauren,

We refer to the NSW Planning Portal email correspondence of 18 February 2026 in relation to the abovementioned DA.

We understand that the NSW Police have requested that the matter of Crime Prevention Through Environmental Design (CPTED) be addressed.

In response to the issues raised, the following documents have been submitted for your consideration:

- Crime Prevention Through Environmental Design Assessment prepared by SJB Planning.

The attached documentation formally amend the application in accordance with Clause 37 of the Environmental Planning and Assessment Regulation 2021.

Should you wish to further discuss any of the above matters, please do not hesitate to contact me on (02) 9380 9911 or by email at mbaker@sjb.com.au

Yours sincerely,



Michael Baker
Director

Crime Prevention Through Environmental Design (CPTED) Assessment

1. Overview

The following report is an assessment of the proposed Lithgow Mountain Bike Park against the principles Crime Prevention Through Environmental Design (CPTED). This report has been prepared in support of the DA for the construction of the Lithgow Mountain Bike Park at State Mine Gully Road, State Mine Gully.

The assessment has been prepared in accordance with the Department of Planning and Environment's (DPE's) Guidelines for Crime Prevention and the Assessment of Development Applications.

This report provides an assessment of potential risk areas and recommendations to help reduce opportunities for crime and anti-social behaviour by using design and place management principles.

The assessment acknowledges that there are existing CPTED weaknesses associated with the location of the facility on this site:

- The site is a large site with a significant amount of bushland.
- The recreation facilities are proposed largely within the existing bushland, with limited facilities, namely the car park and trail heads visible from the public road.
- The site is located on a quiet country road with limited neighbouring residential properties due to the extensive bushland setbacks to property boundaries.

Notwithstanding this, these characteristics are not uncommon for public recreation facilities in bushland suburban settings. The following assessment found that the proposed design can generally incorporate the four CPTED principles consisting of surveillance, access control, territorial reinforcement and space management:

2. CPTED Guidelines

The former NSW Department of Urban Affairs and Planning (DUAP) introduced the Crime prevention and the assessment of development applications guidelines (the guidelines) in April 2001, under the former Section 79C of the *Environmental Planning and Assessment Act 1979*. These guidelines require consent authorities to ensure that development provides safety and security to users and the community. The 2001 guidelines continue to serve as the primary guidance for crime prevention in the design of developments in NSW.

The guidelines outline four principles that are used in assessing development applications to minimise the opportunity for crime. These include:

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

This report assesses the design of the proposal against these CPTED principles.

3. The Proposal

3.1. The Site

The site is located within the State Mine Gully, which is located on the northern outskirts of Lithgow. The 220-hectare State Mine Gully site is centred around the Lithgow State Mine Heritage Park, approximately 3km to the north of the Lithgow town centre.

The north boundary of the site adjoins Gardens of Stone State Conservation Area which continues to connect to the eastern site boundary. To the south of the site is Morts Estate which comprising urban development. Cobar Park is situated west of the site comprising of dense vegetation.

The site comprises numerous parcels of land under public and private and ownership and status.

The legal description and their associated ownerships are provided in Table 1.

Lot	DP	Ownership
1	965231	Crown Land - Held under licence by Australian Ecosystems Foundation Incorporated
1,2,3	1110346	Lithgow City Council
2	787403	The City of Greater Lithgow Mining Museum Incorporated
10	1240259	Lithgow State Mine Railway Limited
11	1240259	The City of Greater Lithgow Mining Museum Incorporated
Part Lot 2	876025	Romanos*

Table 1: Legal description of lots and their ownership

* Note: The DA only seeks consent for works on that part of Lot 2 DP876025 on the western side of State Mine Gully Road.

The site and the individual parcels are shown at Figure 1.

The site is irregular in shape, approximately 2.7km in length north-south and 1.7km at its widest point, east-west. The landholdings have an area of approximately 220.2ha (excluding the eastern portion of Lot 2 DP876025).

State Mine Gully Road and State Mine Creek traverse through the centre of the site in a north-south direction. The State Mine Creek flows to the south toward Lithgow.

The topography is a valley with heavily vegetated slopes and ridges both to the east and west, interspersed by diverse geological formations such as rocky plateaus and sandstone pagodas. Elevation ranges from RL 1100m on the ridge tops and northern boundary to 980m along State Mine Creek at the southern end of the site.

This valley also supports a rich variety of native flora and fauna, ranging from eucalyptus forests to riparian zones. Its natural beauty and biodiversity make it an important area for conservation and recreational activities, offering scenic views and opportunities for visitors to explore both the industrial history and natural splendour of the region.

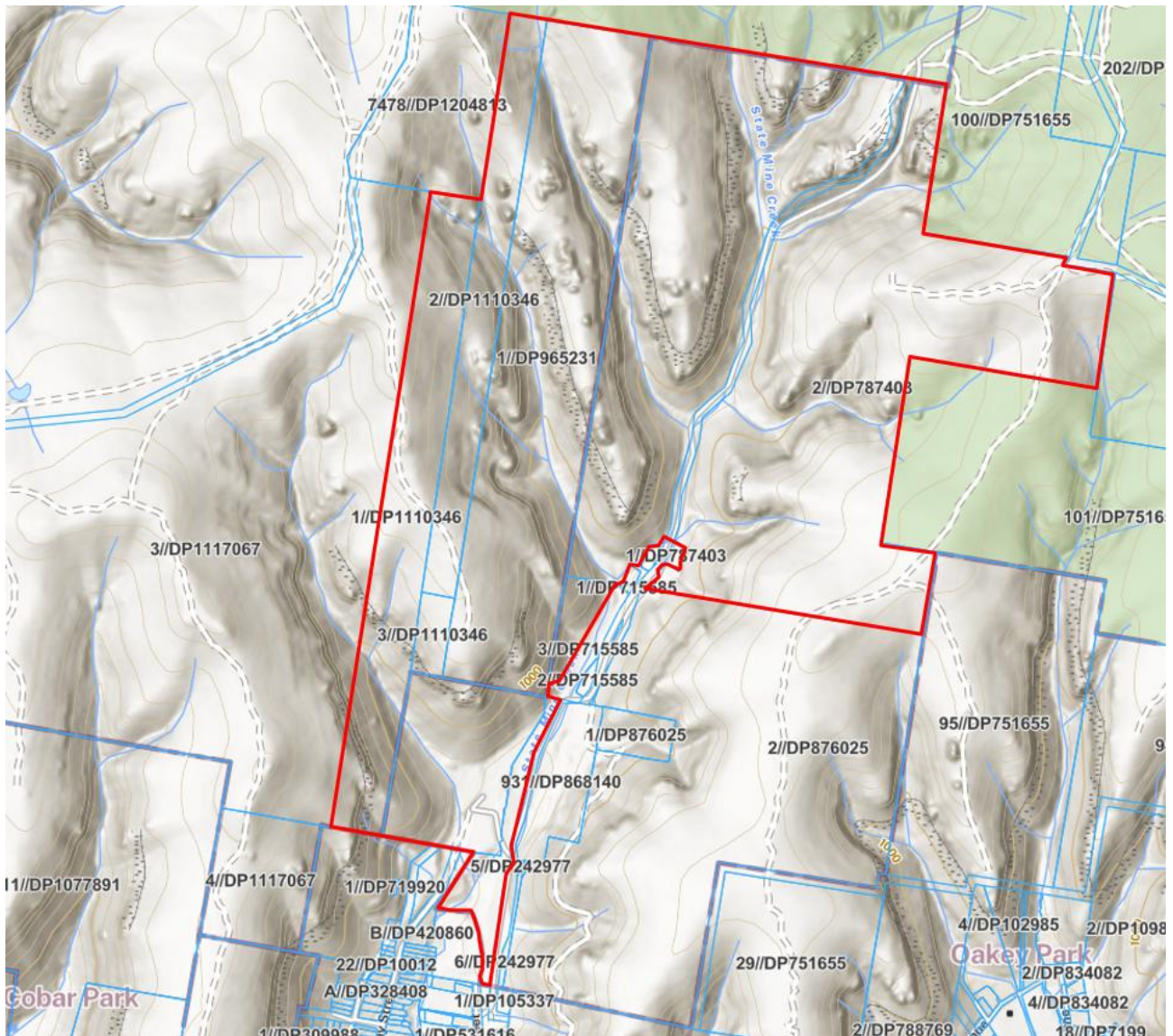


Figure 1: Cadastral Map (site outlined in red) (Source: SIX Maps)

3.2. The Proposal

The proposal involves the construction and operation of a mountain bike park comprising:

- Construction of MTB trails, including one shared mountain bike and walking trail (refer to Figure 2);
- Ancillary facilities including:
 - Car park for approximately 111 vehicles and associated driveway;
 - Public toilet/amenities;
 - Drinking fountain;
 - Picnic tables and benches;
 - Retaining walls, paths, bollards, and associated landscaping and fencing;
 - Associated signage.
- Services for and operation of an on-site Coffee Van; and
- Operation of shuttle bus services for riders.

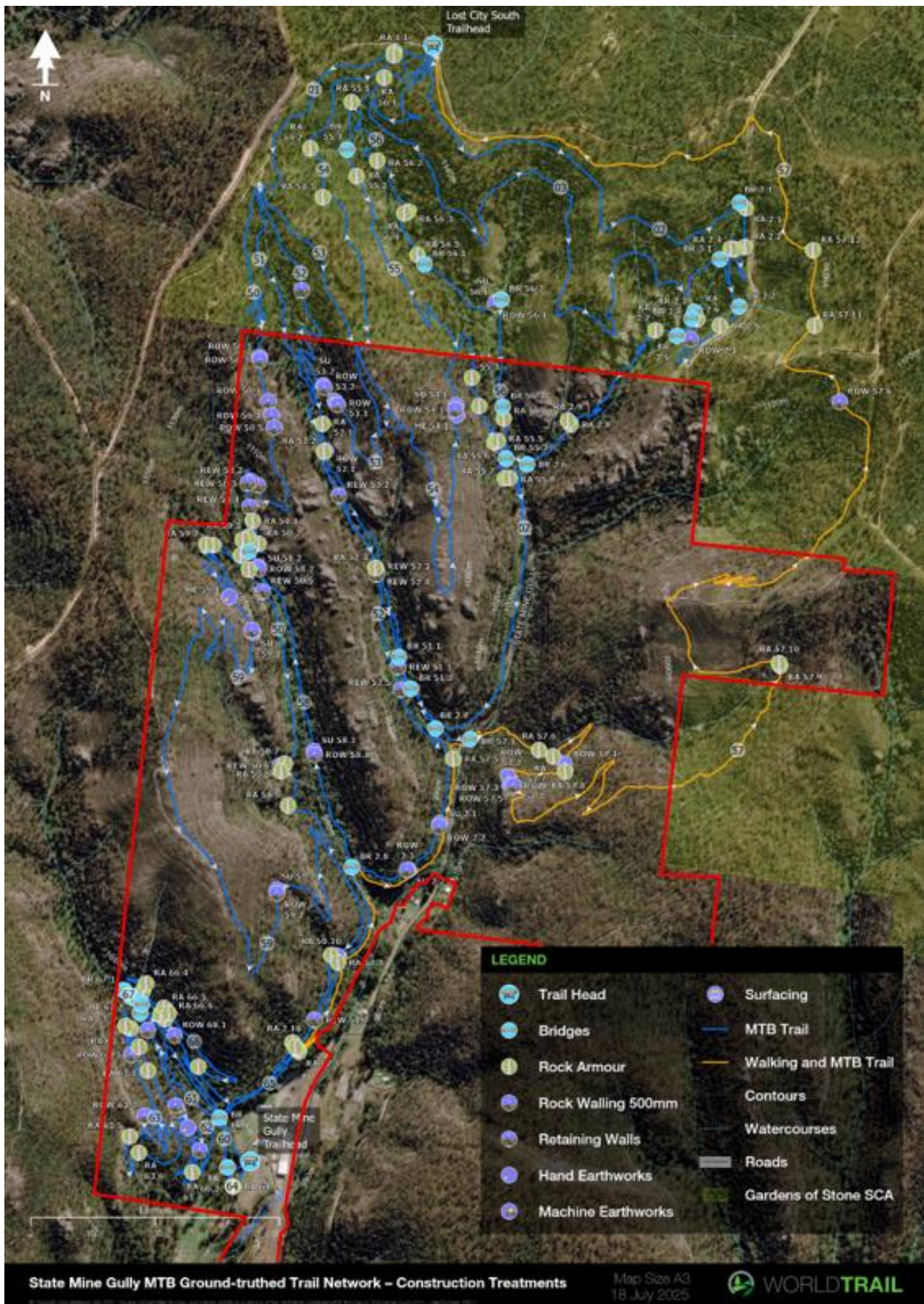


Figure 2: Proposed Trail Network Map*

The Mountain Bike Trails will primarily be accessed from the area known as the State Mine Gully Trail Head, which is proposed to be constructed to the south of the existing State Mine Heritage Park on a vacant part of the site. The State Mine Gully Trailhead is illustrated in Figure 14.



Figure 3: State Mine Gully Trail Head layout

The State Mine Gully Trailhead will provide the following ancillary facilities to support the use of the site for mountain biking purposes:

- Carpark for 111 vehicles and associated driveway;
- Public toilet/amenities;
- Drinking fountain;
- Picnic tables and benches;
- Retaining walls, paths, bollards, and associated landscaping and fencing;
- Associated signage;
- Hardstand area for a self-contained food or Coffee Van; and
- Pick up and drop off point for shuttle bus services for riders.

The proposal includes the installation of public toilet facilities adjacent to the car park (refer to Figure 4).



Figure 4: Proposed public toilet

4. CPTED Assessment

4.1. Surveillance

The attractiveness of crime targets can be reduced by providing opportunities for effective surveillance, both natural and technical.

- The provision of the Lithgow Mountain Bike Park will attract increased visitation to State Mine Gully and potentially greater visitation to the adjoining State Mine Heritage Park. Certainly, greater visitation or activity in this area will assist with the on-going surveillance of the State Mine Heritage Park and nearby residential properties.
- The main entrance to the site is clearly visible from State Mine Gully Road and will be promoted as the main point of entry to the site.
- Sightlines to the main shared pedestrian/cycling path entry are available from State Mine Gully Road.
- The proposed amenities building has been designed to ensure a high level of surveillance in an area of the proposed car park, highly visible from State Mine Gully Road and from the State Mine Heritage Park.
- The amenities building is proposed to have lighting of an evening.
- Landscaping around the car park makes the car park attractive but is low level to maximise sight lines and surveillance.
- Site security surveillance will monitor and discourage anti-social behaviour. Police will be called to report illegal or anti-social behaviour.

4.2. Access Control

Physical and symbolic barriers can be used to attract, channel or restrict the movement of people. They minimise opportunities for crime and increase the effort required to commit crime.

- The Lithgow Mountain Bike Park will retain all existing site fencing along existing boundaries and extra fencing shall be installed to protect the museum after hours. However, it is noted that large sections of the boundary of the site are unfenced due to the location within dense bushland.
- The car park will be available 24 hours a day/7 day a week to allow for riders and walkers heading out for multi day activities who may return after hours
- Signage will be installed clearly identifying the operating hours of the park to reinforce the times at which the site is open to the public in a bid to discourage entry to the site outside of operating hours and to ensure public safety.
- Lighting will operate around the amenities block.
- All security hardware is to be installed to restrict unauthorised access to buildings.

4.3. Territorial Reinforcement

Community ownership of public space sends positive signals. People often feel comfortable in, and are more likely to visit, places which feel owned and cared for. Well used places also reduce opportunities for crime and increase risk to criminals.

- The use of the site by the Central Tablelands Mountain Bike Club will be promote the usage of the facilities by other mountain bike riders and clubs. This will ensure the community ownership of such a public space.
- A Management Committee will be responsible for the overall management of the park. This committee will include representatives from Lithgow City Council, Central Tablelands Mountain Bike Club, State Mine Heritage Museum, and other key stakeholders. CTMBC shall be responsible for organising volunteers and maintenance contractors who will support the ongoing operations of the park with the support of the Management Committee.
- The facility is proposed to accommodate a coffee and food van on site on a specific hard stand area. The provision of a coffee and food van will attract greater activity, length of stay and greater surveillance by users.
- The facility is proposed to accommodate shuttle bus operations for cyclists between the pick up and drop off points. Again, the presence of a regular shuttle us during peak times will increase surveillance and reduce the attractiveness to crime targets.
- Clear signage and lighting will be installed to ensure a legible and inviting entrance.
- Signage will be installed to clearly advise the operating hours of the park, with closure of the facility including trails at night.
- The facility will be run by the Central Tablelands Mountain Bike Club who will undertake regular safety audits, annual planned audits and ad hoc audits after storm and other serious events such as bushfire.
- An Operational Management Plan has been prepared for the site by the applicant. The OMP identifies that the operational plans for the facility.

4.4. Space Management

Popular public space is often attractive, well maintained and well used space. Linked to the principle of territorial reinforcement, space management ensures that space is appropriately utilised and well cared for. Space management strategies include activity coordination, site cleanliness, rapid repair of vandalism and graffiti, the replacement of burned out pedestrian and car park lighting and the removal or refurbishment of decayed physical elements.

- The use of the trails will be promoted to a wide range of users by ensuring the spaces are flexible and accessible to all age groups and standards of riders. This will attract a greater number of people to the site which will improve surveillance of the space.
- Any damage will be repaired promptly, and regular maintenance of the facility will be undertaken by the Central Tablelands Mountain Bike Club.
- Maintain all access points, including shared paths and trails, to ensure they remain in good working order and accessible.
- The park shall not be staffed and shall be open to the public. The expected extra visitation and public presence will ensure increased reporting of anti-social and criminal behaviour supported by signage.
- The amenities building is located at the front of the car park and adjacent to the access road to State Mine Heritage Park ensuring it is not out of the way and achieves good surveillance and activity creating a safe environment / location for users.
- The amenities building is a “Yarra Modus” design modular toilet commonly used in urban parks and public spaces, suitably designed for such uses.
- The landscape design and materials in the car park and surrounds are robust and low maintenance reducing the look of urban decay and neglect.
- There are no climbable elements on the façade and opportunities to access restricted areas.

5. Conclusion

This report is submitted in support of the proposed Lithgow Mountain Bike Park and responds to the request for further information of 18 February 2026 by the NSW Police.

It is considered that the above CPTED assessment, satisfies the issues raised by NSW Police.