



# DESIGN COLLABORATIVE Pty Limited

ABN 36 002 126 954  
ACN 002 126 954

Town Planning and Liquor Licensing Consultants

[www.designcollaborative.com.au](http://www.designcollaborative.com.au)

## Managing Director

J Lidis  
BTP (UNSW)  
MPIA CPP

## Director

David Rippingill  
BEP (WSU)  
Juris Doctor (UNE)  
RPIA

## Boyded Industries v The Hills Shire Council LEC No. 2021/334635

### Updated CPTED Assessment

The proposed development has been designed in accordance with Crime Prevention Through Environmental Design ('CPTED') principles and Council's *Designing Safer Communities – Safer by Design Guidelines* (2002). The following is based on the NSW Police Force's overview of CPTED.<sup>1</sup>

Predatory offenders often make cost-benefit assessment of potential victims and locations before committing crime. CPTED aims to create the reality (or perception) that the costs of committing crime are greater than the likely benefits. This is achieved by creating environmental and social conditions that:

- Maximise risk to offenders (increasing the likelihood of detection, challenge and apprehension);
- Maximise the effort required to commit crime (increasing the time, energy and resources required to commit crime);
- Minimise the actual and perceived benefits of crime (removing, minimising or concealing crime attractors and rewards); and
- Minimise excuse making opportunities (removing conditions that encourage/facilitate rationalisation of inappropriate behaviour).

CPTED employs four key strategies. These are territorial reinforcement, surveillance, access control and space/activity management. These strategies are addressed below, with reference to the NSW Police Force website and Council's Design Guidelines, in the context of the proposed development.

### Territorial Reinforcement

Territorial reinforcement uses actual and symbolic boundary markers, spatial legibility and environmental cues to 'connect' people with space, to encourage communal responsibility for public areas and facilities, and to communicate to people where they should/should not be and what activities are appropriate.

The proposal clearly defines the boundaries between public and private spaces for the proposed pub through the treatment of the frontages to Victoria and Packard Avenues, including landscaping across the boundaries. The main building entry is visible from the frontage along the straight entry path and the entry point is signalled by tree planting, the built

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<sup>1</sup> [https://www.police.nsw.gov.au/safety\\_and\\_prevention/policing\\_in\\_the\\_community/safer\\_by\\_design](https://www.police.nsw.gov.au/safety_and_prevention/policing_in_the_community/safer_by_design), accessed 18 March 2020

form and layout of the outdoor spaces adjacent the frontage. Lighting at night will also highlight pathways and entries to and through the site to facilitate way-finding.

The vehicular access points for the proposed pub and for the motor showroom are to be identified by signage adjacent the respective driveway entries.

Within the site, the parking available for the proposed pub varies with the opening times of the existing motor showroom development. In summary, during the times the motor showroom is operating (generally day times Mon-Sat), the parking available to pub patrons is restricted to the proposed basement parking and the parking area to the rear of the proposed pub. At other times (generally at night and on Sundays) part of the motor showroom parking is to be shared with the proposed pub ('the shared parking') to provide additional pub parking.

The majority of the shared parking is that parking closest to and contiguous with the proposed pub site/parking areas to maintain visibility and provide legible access routes to the proposed pub. A number of shared patron parking spaces (some 29 of 85 spaces) are in the southern part of the site to the west and south of the existing showroom/workshop building in this part of the site. Other 'shared' spaces in the southern part of the site are allocated for staff use. As noted further below, access to and use of these spaces will be overseen by the pub's traffic warden and the spaces will be monitored through the use of CCTV and regular security patrols of the site/parking areas. In addition, as also noted elsewhere, lighting at night will highlight access paths from the parking to the pub and will facilitate visibility and surveillance in this area.

The patron parking for the proposed pub in the rear car park is marked by landscaping within and around the car park which provides separation from the other activities on the site when they are operating. Pub patron parking is also separated from the remainder of the site by a gate at the eastern end of the parking area which will remain closed while the motor showroom is operating. Access to parking for pub patrons and staff and for the motor showroom activities are to be managed in accordance with the Operational Traffic Management Plan (which forms part of the Plan of Management for the site). The Operational Traffic Management Plan provides for the appointment of traffic wardens for the proposed pub and for the motor showroom to manage parking for the two uses.

Access from the parking areas to the proposed pub is marked by the layout, built form, landscaping and entry canopy to the east building elevation. Access pathways from the pub and shared parking will be highlighted at night by lighting.

The proposal has been designed to activate the site frontages through the siting and design of the proposed outdoor spaces. These spaces will provide for surveillance of the frontages and rear car park.

## **Surveillance**

People feel safe in public areas when they can see and interact with others, particularly people connected with that space, such as shopkeepers or adjoining residents. Criminals are often deterred from committing crime in places that are well supervised.

The proposal provides for casual surveillance of the public domain from the internal and external spaces within the proposed pub. In particular, the siting and design of the proposed outdoor spaces and the proposed landscaping within the front setback facilitates surveillance of the street frontages. Casual surveillance is also provided over the rear car park from the children's area and associated external terrace and the main entry corridor.



Internally, the pub is fragmented into smaller, manageable areas so as to be readily supervised by staff. This is in addition to the effect of surveillance by other patrons of the proposed pub.

The proposal also provides for surveillance of the entry pathway from Victoria Avenue. As noted above, the pathway provides a direct path of travel to the building entry and does not provide opportunities for concealment. In addition, pathways within the building, within the rear carpark, shared parking and at the basement level are open, direct and of a generous width.

The proposed basement car park is designed to maximise surveillance through an open design and layout to maximise unobstructed views, together with activity/storage associated with the pub use.

Stairwells, lifts and toilets are grouped together adjacent to the main access pathways through the building to ensure activity and surveillance in these areas.

Casual surveillance will be augmented by physical surveillance by staff and security and mechanical surveillance through CCTV, together with appropriate lighting of internal and external spaces. The internal and external areas of the proposed pub will be covered by CCTV cameras. This will include the use of CCTV throughout the motor showroom site, including the shared parking and motor showroom parking areas.

In addition, regular security patrols by pub staff/security will extend to the whole of the motor showroom site.

Signage will also be installed at the entrances to the pub to indicate to patrons entering that their behaviour is being recorded by CCTV.

Lighting will be provided to ensure good visibility within the internal and external areas of the pub and motor showroom, including to and from the parking areas.

### **Access Control**

Access control treatments restrict, channel and encourage people and vehicles into, out of and around the development. Way-finding, desire-lines and formal/informal routes are important crime prevention considerations. Effective access control can be achieved by using physical and symbolic barriers that channel and group pedestrians into areas, therefore increasing the time and effort required for criminals to commit crime.

The proposal provides for effective access control through its design and layout which provides clear, legible access paths from the streets and the parking areas to the public spaces of the proposed pub. Landscaping and the use of low fencing and/or retaining walls across the frontages prevent access from the public domain other than via designated entry points. Landscaping will conform to Council's Design Guidelines with appropriate plant selection, heights and maintenance.

The use of gates within the parking areas will enable good access control for the proposed pub and motor showroom uses when operating at the same time. This will control access to designated parking areas in accordance with the Operational Traffic Management Plan. Provisions are also included in the Operational Traffic Management Plan to protect motor showroom parking from unauthorised use by pub patrons through the use of bollard and chain.

Within the proposed pub, staff and back-of-house areas are grouped together and secured either through doors or separation from public spaces.

Physical design measures would be augmented by signage in accordance with Council's Design Guidelines as required to provide direction at site entry points (vehicle and pedestrian), throughout the pub and associated parking areas (including the shared parking), to identify facilities, locate amenities and denote private staff/back-of-house spaces.

### **Space/Activity Management**

Space/activity management strategies are an important way to develop and maintain natural community control. Space management involves the formal supervision, control and care of the development. All space, even well planned and well-designed areas need to be effectively used and maintained to maximise community safety. Places that are infrequently used are commonly abused. There is a high correlation between urban decay, fear of crime and avoidance behaviour.

In addition to the physical measures described above, the proposed development is to be managed in accordance with the Plan of Management which contains measures to ensure that there is an appropriate level of supervision, care and control of the proposed development. This includes the direct supervision of the site (including the motor showroom site when not operating) and the public domain by security patrols. Vehicle access and parking is to be managed through the Operational Traffic Management Plan (which forms part of the Plan of Management). The Operational Traffic Management Plan provides for the appointment of traffic wardens for the proposed pub and for the motor showroom to manage parking for the two uses.

Materials selected will be robust and resistant to damage and all spaces and facilities will be well-maintained.

### **Summary**

Accordingly, the proposal is considered to demonstrate consistency with CPTED strategies through its physical design as well as proposed electronic and management measures, as set out in the POM.



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James Lidis

Date: 20 April 2022