ADAMSTOWN RSL & COMMUNITY CLUB

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED) REPORT

ADAMSTOWN RESIDENTIAL APARTMENTS

53 DATE ST (Lot 7 DP 668223)
55 & 57 DATE STREET (Lots A & B, DP 362716)
282 BRUNKER ROAD (Lot 1, DP 1002163)
59 DATE STREET (Lot 38 Section A DP 10602)

JULY 2012

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Report prepared by:
THE DESIGN PARTNERSHIP
TDP2 Pty Ltd ATF The Design Unit Trust T/A The Design Partnership
PO Box 6325 West Gosford NSW 2250
T 02 4324 3633
E info@thedesignpartnership.com.au
W www.thedesignpartnership.com.au

CONTENTS

1 INTRODUCTION

The Design Partnership has been engaged by Adamstown RSL & Community Club to prepare a Crime Prevention Through Environmental Design (CPTED) Report to accompany the Statement of Environmental Effects and Development Application for the construction of 93 residential units at the rear of the existing Club, at the intersection of Date Street and Victoria Street.

1.1 WHAT IS CPTED?

Crime Prevention Through Environmental Design (CPTED) is a strategy that aims to reduce crime by designing the built environment according to a set of guidelines.

CPTED is based on the principle that many offenders are guided by rational thought and make a cost/benefit analysis of their actions prior to committing a crime. Applying CPTED methods aims to discourage offenders by maximising the risk and effort of committing a crime, while minimising the benefits and opportunities of committing that crime.

CPTED also identifies ways to create a feeling of safety, leading to increased use of an area, which in turn improves natural surveillance and deters offenders.

In NSW, CPTED is largely administered by Safer By Design, a co-operative made up of NSW Police, local councils, government departments and private sector organisations. The Design Partnership structures its CPTED reports according to Safer By Design guidelines.

Safer By Design identifies seven key areas where CPTED principles can be applied: surveillance; lighting/technical supervision; territorial reinforcement; environmental maintenance; activity and space management; access control; design/definition/designation.

1.2 SCOPE AND STRUCTURE OF THE REPORT

The basis of this report is a Crime Risk Assessment (included as **Appendix 1**), which is used to identify overall crime risk for the project and the appropriate level of CPTED treatments.

Using the Crime Risk Assessment as a template, this report then assesses each of the seven Safer By Design areas outlined above, and provides recommendations for each. The remainder of the report is structured as follows:

- **Section 2** – Surveillance;
- **Section 3** – Lighting/Technical Supervision;
- **Section 4** – Territorial Reinforcement;
- **Section 5** – Environmental Maintenance;
- **Section 6** – Activity and Space Management;
- **Section 7** – Access Control;
- **Section 8** – Design/Definition/Designation;
- **Section 9** – Conclusion;
- **Section 10** – References.

2 SURVEILLANCE

2.1 ASSESSMENT

The proposed development performed particularly well on the surveillance assessment criteria. The building has a dual frontage, which ensures ongoing casual surveillance of both Date Street and Victoria Street. There are residences adjacent to both entrances, which increases natural supervision. Balconies and windows of the residences overlook all four sides of the development, including the access laneway to the east and the pedestrian walkway to the south. This walkway is presently poorly lit, narrow and unsupervised. Regular ongoing surveillance is one of the ways the proposed development will improve the safety of this walkway.

The building alignment is generally even, which reduces the risk of predatory crimes and vandalism.

The proximity of the residential development to the Adamstown Club ensures natural surveillance of the residences by club patrons, and of the club by residents, thus maximising the number of hours in which the site is supervised.

Off-street parking is provided for residents and club patrons, reducing the possibility of vehicle theft. The car park will have concrete pillars for structural support, but will otherwise be mostly free of visual obstructions. The ceiling height of 2.950m is high enough to discourage vandalism, and low enough to light to the required standard. Bicycle storage areas in the underground car park will use a wire mesh screen to maximise visibility.

Perimeter walls to the terrace style housing on the Date Street frontage will have a 1.5m concrete wall interspersed with prefinished sheet metal slatted screens to maximise visibility in both directions and reduce the possibility of creating hiding places for offenders who scale the wall.

At present the Victoria Street perimeter of the car park has very poor visibility in both directions due to the presence of thick shrubbery to a height of approximately 1.5m. The proposed development will remove this visual barrier.

2.2 RECOMMENDATIONS

The proposed development will include tree planting on all sides of the building. It is recommended that the street trees are pruned to ensure the lower limbs are above head height to maximise visibility. Other tree species, particularly by the club entrance and the northern end of the access laneway, should be selected to ensure that they do not provide opportunities for concealment.

3 LIGHTING/TECHNICAL SUPERVISION

3.1 ASSESSMENT

At this stage, no detailed lighting plans have been drawn up for the development. However, a lighting consultant will be engaged to ensure that the lighting meets with all required standards and applies CPTED principles.

Existing street lighting in the area is of good quality. Low-pressure sodium street lights are generally regarded as negative in terms of CPTED. The numerous street lamps on Date Street and Victoria Street are not of this type, and give off a clearer, whiter light, which stimulates a feeling of safety.

The walkway at the southern end of the site is currently very poorly lit and does not foster a feeling of safety. This will be improved with the provision of street lighting at regular intervals along the length of the walkway.

3.2 RECOMMENDATIONS

Bollard lighting is often ineffective in illuminating pedestrians and is particularly susceptible to vandalism. It is recommended that bollard lighting be avoided for this development due to the relatively high incidence of vandalism offences in the area.

Appropriate transition lighting at the car park entrances is recommended, as is bright, even lighting in the lobby areas. White walls and ceilings in the car parking areas would help to reflect light, thus maximising lux levels while reducing the required number of light fixtures and keeping energy costs low.

On the ground floor car park level, the seven terrace style units each have an alcove at the rear entry door in order to keep residents off the roadway while opening their doors. These alcoves are potential entrapment points, and close attention to lighting in these areas is recommended. The use of mirrors may also improve safety in these locations.

4 TERRITORIAL REINFORCEMENT

4.1 ASSESSMENT

There are no formal or community guardians associated with the proposed development. This lack of supervision is the weakest element of the site's territorial reinforcement.

Visibly occupied residential units will provide clarity of ownership and ensure there is a clear line between public and private areas.

Screening shrubs and feature plants will assist in demarcating the transition between public and private space at street level. In the car park, boom gates and electronic bollards will provide visual markers of private space. There is the potential for lack of clear delineation of territory in the relationship between private car parking on the entry level and public car parking on the lower level.

Adamstown generally has a good reputation, which is likely to have a positive influence on the desirability of the proposed development. This will, in turn, facilitate the speed at which units are sold and enable clarity of ownership to manifest more quickly.

4.2 RECOMMENDATIONS

It is recommended that the Adamstown Club's security personnel conduct regular patrols of all car parking levels to provide some guardianship to this publicly accessible area of the development.

Clarity of design should be supplemented with signage at car park entries and at appropriate locations on all car parking levels. This is required to clearly distinguish between private and public car parking. The provision of bollards in the private car parking areas that are publicly accessible will help to minimise this conflict. The provision of boom gates to separate the other areas of private parking from public parking is important in this regard, as is the provision of appropriate signage.

CPTED principles state that ambiguous entry design can legitimise trespassing and excuse making by opportunistic criminals. It is recommended that the entries on Victoria Street and Date Street have the street address and/or building name prominently displayed.

5 ENVIRONMENTAL MAINTENANCE

5.1 ASSESSMENT

The immediate area projects a positive image, particularly the houses opposite the proposed development on Date Street, which are attractive and well-maintained. However, there was a relatively large amount of graffiti in the vicinity of the subject site, most of which had been painted over to some extent. Graffiti and vandalism can increase fear and avoidance of areas.

The proposed development will include "green walls" – climbing plants which protect surfaces from graffiti – in locations that are difficult to supervise. This, along with an increase in population and resulting increase in surveillance, should help to reduce the amount of graffiti in the area.

There are currently a small number of vacant stores in the general area. Urban decay of this nature can have a negative impact on perceptions of safety and reduce pedestrian usage of areas. However, it is likely that the increase in population caused by the new development will stimulate demand and may result in these stores being renovated.

5.2 RECOMMENDATIONS

The use of anti-graffiti coatings on rendered painted surfaces that are not covered by "green walls" is strongly recommended, particularly on the southern and eastern facades.

After construction is complete, it is important that lighting, landscaping and other maintenance is carried out on a regular basis by the strata plan in order to increase a feeling of guardianship and safety. A policy of rapid removal of graffiti would also be beneficial, as reducing the amount of time "tags" are on display also reduces the feeling of reward experienced by vandals.

6 ACTIVITY AND SPACE MANAGEMENT

6.1 ASSESSMENT

Landscaping and design are used in the proposed development to provide clarity of land use. Secure access to residential lobby areas will also clearly define the private nature of these spaces.

The proposed development is located in close proximity to two licensed premises: the Adamstown Club is directly to the east and will share car parking facilities with the residential units; the Nag's Head Hotel is located on the corner of Victoria Street and Brunker Road. While it is acknowledged that proximity to licensed premises is a CPTED risk factor, it is also an unavoidable side effect of locating a residential development in an area identified for urban renewal. It is also noted that the location is not identified by BOCSAR as a hotspot for alcohol related crime.

The subject site is located in a mixed use area, and the area is identified in the Newcastle Local Environmental Plan 2012 as having a future mixed use character. Consequently, there is a good level of pedestrian activity in the vicinity of the proposed development at most hours of the day. Brunker Road and Victoria Street are particularly well-used by shoppers, commuters, parents and pupils of the nearby Adamstown Public School and patrons of the Club and Hotel.

There was a good level of night-time pedestrian activity in the area during our site visit, both on the street frontages of the proposed development and on Brunker Road where residents would alight from the bus. The area is well serviced by public transport, being within walking distance of bus and rail services. Areas that are well-used by pedestrians have higher levels of natural surveillance and increased feelings of safety.

6.2 RECOMMENDATIONS

The proposed development performs well on the relevant activity and space management criteria. The only potential weakness is the interface of public and private spaces on the ground floor level of the car park, and this can be addressed with signage, design cues and technical security measures as described in sections 4 and 7 of this report.

7 ACCESS CONTROL

7.1 ASSESSMENT

The subject site has a pathway to the south, linking Date Street with Brunker Road. Pathways of this type are often targets for crimes ranging from graffiti and burglary to robbery and physical assaults. The present pathway is narrow, poorly lit and has been tagged with graffiti. The potential for crime will be mitigated by the proposed development in a number of ways. Street lighting will increase the feeling of safety and encourage pedestrian use. “Green walls” in this area will prevent graffiti. Surveillance by overlooking apartments and users of the car park will discourage offenders by increasing the risk of detection. Building setbacks and the adjacent car park entry will result in a much wider pedestrian space, which also increases feelings of safety and facilitates surveillance. It is likely that the safety of users of the pathway will be significantly improved by the proposed development.

CPTED principles state that proprietary behaviour among residents in high-density housing increases when public entries service a small number of units. In this development, the seven terrace-style homes each have their own entries, but just two street entries will service the remaining 86 residential units.

The building is easily accessible at the side and rear, where the entry point for most burglaries is located. However, this is necessary to allow service vehicle access to the development and adjacent properties. Access laneways, loading docks and garbage bays are potential risk areas for malicious damage, assaults and robberies. “Green walls” will be used in the access laneway to deter graffiti taggers. The laneway will also be overlooked by residents and the existing businesses on Brunker Road. The garbage bays are located within the building and will only be accessible by residents (from the lobby) and the garbage removal contractor (from the secure doors in the laneway).

Access to the proposed development’s lobby areas will be via an electronic security system. The building’s fire stairs and exits are located in the lobbies and will only be accessible by holders of security passes. Electronic bollards will be used for the residential parking spaces on the ground floor which will prevent their unauthorised use, funnel all other vehicles to the Adamstown Club parking area, and prevent loitering by unauthorised vehicles. Transition between each parking level will be via boom gates. Signage will reinforce design cues and direct visitors to the correct area.

7.2 RECOMMENDATIONS

Fire exits should be monitored by the strata plan after building to ensure that they aren’t propped open by residents or maintenance staff, resulting in potential security breaches. Alarms that sound when the fire safety doors are propped open should also be considered.

There is a potential natural ladder at the corner of Date and Victoria Streets, where a criminal could climb onto the ground floor balcony. It is recommended that spiky shrubs be planted in this location to restrict access and create stronger security without creating an unattractive environment. Defensive vegetation of this type should be used in all areas where criminals could gain access to the building, such as under the balcony of Unit 1, adjacent to the Victoria Street lobby.

Potentially the greatest crime risk in the proposed development is that the car park can be accessed by pedestrians. As the car park will be shared by the Adamstown Club, however, this appears to be unavoidable given the dual requirements of providing parking for both the club and the residential development. Ongoing natural surveillance by club patrons and residents will help to mitigate this, as will regular patrols by club security personnel, as recommended in section 4.2 of this report.

8 DESIGN/DEFINITION/DESIGNATION

8.1 ASSESSMENT

Criminals often seek to exploit confusing situations. If spaces are not clearly designed, this can make it easier for offenders to make excuses about their presence or actions. The proposed development is clearly designed as a residential complex. While there is some potential for pedestrian access through the car park to private areas, this will be minimised by the ongoing surveillance by residents and club patrons. Design cues and supplementary signage will clarify what each area is for, make ownership of the building clear, reinforce the intended function of the building, and minimise the opportunity for excuse making.

8.2 RECOMMENDATIONS

In order to avoid any potential for confusion, clear signage that distinguishes between public and private car parking areas, and provides clear directions to the entry to the club, should be provided in order to avoid any confusing situations.

The provision of electronically controlled entry to the lobbies of the residential components of the building, as well as signage identifying these areas as for residents only, will minimise confusion and potential conflict.

9 CONCLUSION

The proposed development has an overall low crime risk rating. A number of CPTED principles have already been applied to the design, and others will be addressed when more detailed plans are made, such as when the lighting consultant is engaged.

The greatest crime risk in the area comes from graffiti and vandalism. This will be addressed with the use of "green walls" in high-risk locations with the least surveillance. It is recommended that anti-graffiti coatings are used on exposed wall areas.

The greatest risk in terms of the building design is the pedestrian access into the shared car park. This can be best mitigated with territorial reinforcement – design cues, signage and surveillance by community guardians (residents and club patrons) and formal guardians (club security personnel).

Effective strata management after the construction of the development will ensure that the site is regularly maintained, creating a sense of guardianship and increasing feelings of safety.

A number of recommendations have been made throughout this report, and implementing these should help to reduce the already low crime risk of this development.

10 REFERENCES

NSW Police Force, *Safer by Design Companion Version 2.0*, 2012

NSW Police Force, *Safer by Design Evaluation Version 2.0*, 2012

NSW Police Force, *Safer by Design Manual Version 3.0*, 2012

APPENDIX 1

CRIME RISK ASSESSMENT

CRIME RISK ASSESSMENT

THE DESIGNPARTNERSHIP

PART I: CONTEXT

Area Crime

Brief description of the site/project and surrounding area

The proposed development is for 93 residential units close to the centre of Adamstown, at the intersection of Date Street and Victoria Street. The subject site is located within Precinct 2 of the Adamstown Renewal Corridor, as identified in the Lower Hunter Regional Strategy. Adamstown generally has a low crime rate compared with other suburbs in Newcastle. The majority of crimes listed below constitute the outer reaches of larger crime hotspots concentrated in the inner city. Preliminary statistical research and a number of site visits indicate that crime risk in the area is low; extensive research and analysis is not considered to be necessary. However, more detailed crime statistics can be provided if requested.

Nature of recorded crime in the area

- Harm to others/self

  Assault – domestic violence related.

- Theft of property/assets

  Break and enter dwelling, steal from dwelling, steal from motor vehicle, break and enter non-dwelling, motor vehicle theft, robbery.

- Damage to property/assets

  Graffiti, malicious damage to property.

Known crime methods operating within the area

- Harm to others/self

  N/A

- Theft of property/assets

  N/A

- Damage to property/assets

  N/A

Sources of information

Date	Source	Comment
27/07/12	BOCSAR LGA Hotspot Maps	2009 and 2010 figures. Generally low crime compared to rest of Newcastle.

PART II: SITE OPPORTUNITY

Table 1

1	Surveillance	Good	Bad	N/A
1	Buildings – orientation	✓		
2	Buildings – frontages/set back	✓		
3	Buildings – windows, doors, balconies etc	✓		
4	Buildings – lobbies, foyers, lifts etc	✓		
5	Buildings – internal visibility			✓
6	Buildings – loading docks/delivery areas	✓		
7	Buildings – communal areas	✓		
8	Grade separated space	✓		
9	Spatial gaps/vacant land	✓		
10	Public telephones			✓
11	Automatic teller machines			✓
12	Transport shelters/stands			✓
13	Off-street parking	✓		
14	Underpasses/tunnels			✓
15	Overpasses/footbridges			✓
16	Car park – internal obstructions	✓		
17	Car park – configuration of bays	✓		
18	Car park – ceiling height	✓		
19	Fencing/perimeter visibility	✓		
20	Public toilets and change rooms			✓
21	Parks			✓
22	Playgrounds			✓
23	Pedestrian and cyclist pathways/routes	✓		
24	Wayfinding	✓		
25	Vegetation – type/quality	✓		
26	Vegetation – coverage/quantity	✓		
27	Street furniture			✓
28	Bicycle parking	✓		
29	Concealment/entrapment opportunities	✓		
Total		19	0	10

Table 1 (cont)

2	Lighting/Technical Supervision	Good	Bad	N/A
30	Lighting – type	✓		
31	Lighting – brightness	✓		
32	Lighting – distribution/reflection	✓		
33	Lighting – colour rendition	✓		
34	Lighting – vandal resistance	✓		
35	Lighting – obstructions	✓		
36	Lighting – of signs and important structures	✓		
37	Mirrors – corridors, tunnels, fire exit stairs	✓		
38	Mirrors – ATMs and nightsafes			✓
39	CCTV – type/use			✓
40	CCTV – coverage			✓
41	CCTV – vandal resistance			✓
42	Help phones/intercoms/public address			✓
Total		8	0	5

3	Territorial Reinforcement	Good	Bad	N/A
43	Community guardians		✓	
44	Formal guardians		✓	
45	Clarity of ownership	✓		
46	Placemaking/street art/animation			✓
47	Space transition	✓		
48	Celebrated entries	✓		
49	Signage and location markers	✓		
50	Vulnerability of night workers/shoppers			✓
51	Street vendors/buskers			✓
52	Proximity of high risk groups/locations	✓		
53	Area reputation	✓		
Total		6	2	3

4	Environmental Maintenance	Good	Bad	N/A
54	Area image	✓		
55	Vandalism/graffiti		✓	
56	Rubbish	✓		
57	Urban decay	✓		
58	Lighting maintenance	✓		
59	Landscaping maintenance	✓		
60	Maintenance, other	✓		
61	Robustness of structures/materials	✓		
62	Rubbish bins			✓
Total		7	1	1

Table 1 (cont)

5	Activity and Space Management	Good	Bad	N/A
63	Clarity of land use	✓		
64	Conflicting activity	✓		
65	Safe activities are located in unsafe areas			✓
66	Unsafe activities are located in safe areas			✓
67	Proximity to licensed premises		✓	
68	Night activity/transport	✓		
69	Street activity during the night	✓		
70	Street activity during the day	✓		
71	Functional vulnerability/mixed zoning	✓		
72	Crime displacement			✓
73	Neighbourhood edges			✓
Total		6	1	4

6	Access Control	Good	Bad	N/A
74	Street type	✓		
75	Linking pathways		✓	
76	Buildings – number of entry points		✓	
77	Buildings – ease of access to side/rear	✓		
78	Buildings – fire exits and stairs	✓		
79	Buildings – dumpster bays, loading docks	✓		
80	Buildings – natural ladders		✓	
81	Gardens – storage sheds			✓
82	Doors – security/entry control systems	✓		
83	Windows – glazing protection			✓
84	Windows and skylights – security hardware	✓		
85	Car park – pedestrian access		✓	
86	Car park – vehicle access	✓		
87	Car park – actual and symbolic barriers	✓		
88	Car park – management of space			✓
89	Car park – recreational use			✓
90	Safe routes			✓
91	Child play areas			✓
92	Shortcuts/trespassing opportunities	✓		
93	Defensive vegetation		✓	
94	Cash carrying routes			✓
95	Reception/cashier/mail rooms			✓
Total		9	5	8

7	Design, Definition and Designation of Site	Good	Bad	N/A
96	The design, purpose and definition of the space are in harmony	✓		
97	It is clear who is responsible for the space	✓		
98	Spatial boundaries/borders reinforce intended function	✓		
99	Social/cultural norms accord with intended function	✓		
100	Legal and administrative requirements are reinforced			✓
Total		4	0	1

PART III: CRIME RISK ASSESSMENT

Table 1.1 – Sub Totals

		Good	Bad	N/A
1	Surveillance	19	0	10
2	Lighting/Technical Supervision	8	0	5
3	Territorial Reinforcement	6	2	3
4	Environmental Maintenance	7	1	1
5	Activity and Space Management	6	1	4
6	Access Control	9	5	8
7	Design/Definition/Designation	4	0	1
	Sub Totals	59	9	32

Table 1.2 – Percentage Rating

Total Applicable Questions = 68

Good	59	÷	68	x	100	=	**87%**
Bad	9	÷	68	x	100	=	**13%**

Table 1.3 – 'Good' Rating

Total Number of 'Good' features/conditions	Risk Rating
0 – 50%	High
51 – 79%	Medium
80 – 100%	**Low**

Table 1.4 – 'Bad' Rating

Total Number of 'Bad' features/conditions	Risk Rating
0 – 50%	**Low**
51 – 79%	Medium
80 – 100%	High

Table 1.5 – CPTED Rating

'Good' Rating → 'Bad' Rating ↓	**Low**	Medium	High
Low	**LOW**	MEDIUM	MEDIUM
Medium	MEDIUM	MEDIUM	HIGH
High	MEDIUM	HIGH	HIGH

Overall Project Crime Risk Rating = **LOW**