NSW Police Force
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30th August 2011

Mr D Shaw
Director Environmental Planning
& Building Services
Bathurst Regional Council

Dear Mr Shaw,

Re: Development Application 2010/0770
Premises: Lot 20, DP 1119593, 358 College Road Orton Park

The aforementioned Development Application is being referred back to Council following the below listed guidelines as per "Safer by Design" information. The Crime Prevention Officer has made relevant comments regarding some safety and security issues.

The following information is supplied with the basic application floor plans and written specifications suppled by Bathurst Regional Council, used as a resource for advice given.

As the Crime Prevention Officer I am available for consultation during the construction process for any issues that may arise in relation to Crime Prevention.

DISCLAIMER

New South Wales (NSWP) has a vital interest in ensuring the safety of members of the community and their property. By using the recommendations contained in this evaluation, any person who does so acknowledges that:

1. It is not possible to make areas evaluated by NSWP absolutely safe for members of the community or their property.
2. It is based upon information provided to NSWP at the time the evaluation was made.
3. The evaluation is a confidential document and is for the use by the consent authority or organisation referred to on page 1(one) only.
4. The contents of this evaluation/report are not to be copied or circulated than for the purposes of the consent authority/organisation referred to on page 1(one).

NSW Police hopes that by using the recommendations contained in this document criminal activity will be reduced and the safety of the community and their property will be increased. However, it does not guarantee that all risks have been identified, or that the area evaluated will be free from criminal activity if its recommendations are followed.

In April 2001 the NSW Minister for Planning introduced Crime Prevention guidelines to 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. 'If a development presents a crime risk, the guidelines can be used to justify modification of the development to minimise crime risk, or, refusal of the development on the grounds that crime risk cannot be appropriately minimised'.

The NSW Police Safer by Design Crime Risk Evaluation process is based upon

DEPS

the Australian and New Zealand Risk Management Standard ANZS4360:19999. It is a contextually flexible, transparent process that identifies and quantifies crime hazards and location risks. Evaluation measures include crime likelihood (statistical probability), consequence (crime outcome), and distribution of reported crime (hotspot analysis), socio-economic conditions (relative disadvantage) situational hazards and crime opportunity.

Crime Prevention through Environmental Design (CPTED)

Crime Prevention through Environmental Design (CPTED) is a crime prevention strategy that focuses on the planning, design and structure of cities and neighbourhoods. It reduces opportunities for crime by using design and place management principles that reduce the likelihood of essential crime ingredients from intersecting in time and space.

Predatory offenders often make cost-benefit assessments of potential victims and locations before committing crimes. CPTED aims to create the reality (or perception) that the costs of committing crimes 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 surveillance, access control, territorial reinforcement and space/activity management.

Site Description

The proposed development is a multi –disciplinary bike facility development, complete with outdoor velodrome, long/short course, BMX, mountain bike, Education Centre and amenities building and a sealed car park to cater for competitors and visitors to the centre. There are two identified access roads to the site, Vale and College Roads with College Road the preferred access point. The site is approximately 5km's south of the Bathurst CBD and is currently used for rural purposes and is owned land by Bathurst Regional Council.

Site Risk Rating

After conducting a safer by Design Evaluation for this development the crime risk rating has been identified on a sliding scale of low, moderate and high. The overall rating for this development has been identified as **Low Crime Risk.** Due to the isolation of the site and lack of natural guardians there is the possibility to attract criminal activity to the area. Therefore security measures need to be seriously considered and implemented.

With this in mind the following Crime Prevention through Environmental Design (CPTED) treatments should be considered for the development in order to reduce opportunities for crime. The following issues have been identified and are listed under the following headings:

Surveillance
Lighting/technical Supervision
Territorial Reinforcement
Environmental Maintenance
Activity/Space Management

1.Surveillance

Natural surveillance is achieved when normal space users can see and be seen by others. This highlights the importance of building layout, orientation and location; the strategic use of design, landscaping and lighting. Natural surveillance is a by product of well planned, well-designed and well- used space. Technical/mechanical surveillance is achieved through mechanic/ electronic measures such as CCTV, help points and mirrored building panels. Technical/mechanical surveillance is commonly used as a "patch" to supervise isolated, higher risk locations. Formal (or organised) surveillance is achieved through the tactical positioning of guardians. The example would be the use of on-site supervisors at higher risk locations.

General comments in design for surveillance building orientation.

- Buildings facing 'outwards' towards public and semi public areas provide natural surveillance and informal supervision.
- Entry points should be designed so as to maximise surveillance opportunities to and from these areas from both inside and as well as outside.
- The placement and orientation of common entry areas should maximise opportunities for natural supervision by staff and patrons.
- Laminated glass walls and windows facilitate supervision of common entry areas.

Treatment – Surveillance.
Recommend:

- Surveillance equipment can enhance the physical security of the commercial site and assist in the identification of people involved in anti-social or criminal behaviour.
- CCTV cameras should be strategically located around the Buildings.
- Consideration should be given to ensuring adequate security personnel are employment to conduct patrols and ensure coverage.

Lighting and Technical Supervision.

There is a proven correlation between poor lighting, fear of crime, the avoidance of public places and crime opportunity (Painter 1997). Good lighting can assist in increasing usage of an area. There is no information with the plans, which were reviewed to indicate the lighting proposals for the development.

General comments in design for lighting.

- Lighting should meet the minimum Australian and New Zealand Lighting standard 1158.1- requires lighting engineers and designers to consider crime risk and fear when selecting lamps and lighting levels for public streets, car parks and pedestrian access.

Treatment - Lighting.

- It is recommended that pathways, car parks and other related areas be appropriately lit.
- Lighting in the drive way and parking areas should be sufficient to enable sight lines for pedestrian and vehicles.
- Lights should be vandal resistant and projected away from buildings towards pathways and gates – not towards windows and doors.
- Illumination of signage particulary noting public access areas at night time.
- Luminaries(light covers) should be vandal resistant
- Appropriate and adequate lighting should be considered in conjunction with CCTV cameras.
- **A lighting maintenance policy should be established for the entire complex including outdoor areas, where vehicle and pedestrian access is indicated**. Damaged or vandalised lights should be repaired/replaced within 24-48 hours of notification of damage.

3.Territorial Re-enforcement

Criminals rarely commit crime in areas where the risk of detection and challenge are high. People who have guardianship or ownership of areas are more likely to provide effective supervision and to intervene in crime than passing strangers. Effective guardians are often ordinary people who are spatially "connected" to a place and feel an association with, or responsible for it. Territorial enforcement uses actual and symbolic boundary markers, spatial legibility and environmental cues to 'connect 'people with space, to encourage communal responsibility for public and facilities, and to communicate to people where they should/ should not be and what activities are appropriate.

General comments in design for Territorial re-enforcement.

- The boundaries of the development are reasonably well defined. Unable to ascertain if a maintenance policy has been established for the complex. Envisage that Bathurst Regional council will be responsible for the upkeep of the Complex.

Treatment –Territorial Re-enforcement.

Signage: Recommendations

- Consider signage that clearly depicts way finding for pedestrians. Pedestrian crossings/access appears to be adequately defined.
- Riders/bicycle access should be clearly displayed
- Consider "Trespassers will be prosecuted" signage clearly visible around entrance/exit ways.
- Speed limit signage within the public car park is clearly defined.
- All entry and exits points for all pedestrians/cyclists clearly visible throughout the Complex.
- Clearly define pedestrian access/and road markings.
- Large signage to indicate entry/exit points.
- "One way" signage where appropriate.
- "Lock it or lose it" signage in car park.

4. Environmental Maintenance.

All space, even well planned and well-designed areas need to be effectively used and managed to maximise community safety. Places that are infrequently used are commonly abused. There is a high correlation between urban decay and the fear of crime. Research indicates that run-down areas impact perceptions of fear within the community, community confidence to use public space and ultimately, crime opportunity. Vandalism can induce fear, particularly amongst women and the elderly.

Treatment – Environmental Maintenance.

A maintenance policy needs to include:

- A graffiti management plan needs to be incorporated in the maintenance plan for the development. Research has shown that the most effective strategy for reducing graffiti attacks is the quick removal of such material generally within a 24 hour period. Graffiti resistant materials should be used throughout the complex.

The maintenance plan should also include the following:

- Lighting.
- Vandalism.
- Landscaping.
- Rubbish bins.

Landscaping can be used to enhance the appearance of the development and assist in reducing opportunities for vandalism. However, landscaping can provide concealment and entrapment areas for people involvement in criminal behaviour. Plants that block natural sight lines lessen natural surveillance.

In regards to the treatment options for landscaping the following should be considered.

- Consider mature vegetation of such types as to reduce concealment around walkways and entrance points to the buildings.
- When selecting and maintaining vegetation, consideration should be given to the possibility of areas becoming entrapment sites on the maturity of the vegetation.
- A safety convention is to have 3-5 metres of cleared space on either side of paths. Pedestrians generally feel safer on wider pathways.
- Shrubs on average should not be above 900mm in height.
- The maintenance program should be developed to reduce the likelihood of landscaped areas becoming overgrown and unkempt in appearance.

5.Activity and Space Management.

Space/activity management strategies are important ways 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.

This development site is located in a predominately rural setting and is considerably isolated from natural guardians.

Treatment – Activity/Space Management.

- Ensure that a maintenance policy is developed and implemented.

6.Access Control

There is limited information to indicate the access control treatments in and around the development.

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.

Barriers help to restrict, channel and encourage the movement of people and vehicles into, and out of designated areas, therefore increasing the time and effort required to commit criminal activity. Natural

access controls include the tactical use of landforms and waterway features, design measures including building configuration: formal and informal pathways, landscaping, fencing and gardening. Technical/mechanical access control includes the employment of security hardware and formal access control includes on-site guardians such as employed security officers.

Treatment – Access Control.

- Speed bumps and corrugations introduced into car parks and access ways reduce the likelihood of attracting bike riders and skateboarders also reducing vehicle speed and access.
- Consider using polycarbonate/impact resistant films to all glass areas. This will greatly reduce the opportunity for smash and grabs and malicious damage to the Educational facilities and amenities.
- Fire exit doors to the development should also be fitted with single cylinder locksets (Australia and New Zealand standard) to restrict unauthorised access to the properties.
- Ensure all garbage bins, including the car parks are contained and secured so that they cannot be damaged or used as projectiles to damage other property.
- Storage, workshops and catering facilities should be designed to reduce the opportunity for unauthorised access. Signage should be considered and clearly displayed to restrict access to areas.
- Limit the number of entry and exit points to restrict unauthorised access.
- Ensure all staff are trained in OH&S and emergency procedures.
- Consider the installation of alarm systems, including back to base systems in all amenities and storage areas.
- Consider installation of CCTV.

Traffic Flow

It is noted that access roadways will be shared by vehicles travelling on the Vale and College Roads.

- Ensure vehicular access is available for emergency service vehicles and that allowance is made for designated emergency service vehicles parking within the car park.
- Ensure the potential for conflict between pedestrians/bike riders, vehicles and heavy vehicle (Omya trucks) access is minimised and reduced along Vale Road to reduce the possibility/potential for injury to users of the facilities.

It is recommended that this Development Application be referred to the Bathurst Regional Council Traffic Committee for consideration and comment, if not already approved by that Body.

Conclusion.

The purpose of this assessment is to enhance the safety of members of the community and their property with consideration of preventing and/ or minimising any conflict between proposed users and surrounding landholders.

Should the DA proposal be approved by Bathurst Regional Council, further consideration should be given to including the NSW Police assessment suggestions.

The desired outcome is improved safety for patrons and staff and the protection of property. Where possible the perspective of building design, including interior and exterior layout, security measures, lighting and landscape should all be considered.

Information from other Commands shows that there is a marked increased risk of robbery and other violent offences occurring with the operation of 24 hour fast food restaurants. Historically offences such as anti-social behaviour, offensive conduct and assaults are common place at venues of this nature.

We would like to thank you for the opportunity of inspecting the plans for this development and should you require further information on the subjects mentioned with this report feel free to contact Senior Constable Sue Rose, Crime Prevention Officer, Chifley LAC, Phone 02- 63328699.

We would also appreciate feedback from our recommendations outlined in this assessment and whether any of our recommendations were implemented.

Sue Rose
Senior Constable
Crime Prevention Officer
Chifley Local Area Command.