



Albany Investment Pty Ltd

Crime Prevention through Environmental Design Assessment

Mixed use development:
101 residential units

7 - 11 Bent Street, Gosford

December 2018

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TABLE OF CONTENTS

1	Introduction	4
1.1	Overview	4
1.2	Locality	4
1.3	Crime Statistics	6
1.4	Proposed Development	10
2	CPTED Principles	12
2.1	Surveillance	12
2.2	Access Control	14
2.3	Territorial Reinforcement	15
2.4	Space Management	16
3	Conclusion	17

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1 Introduction

1.1 Overview

The purpose of this report is to consider the potential crime risk caused by the proposed residential flat building and to identify proactive and preventative building design measures to minimise opportunities for crime.

The report has been prepared in accordance with the Crime Prevention Through Environmental Design (CPTED) guidelines prepared by the NSW Police in conjunction with the Department of Planning.

Crime Prevention through Environmental Design (CPTED) provides a clear approach to crime prevention and focus on the '*planning, design and structure of cities and neighbourhoods*'. The main aims of the policy are to:

- increase the perception of risk to criminals by increasing the possibility of detection, challenge and capture;
- increase the effort required to commit crime by increasing the time, energy or resources which need to be expended;
- reduce the potential rewards of crime by minimising, removing or concealing 'crime benefits'; and
- remove conditions that create confusion about required norms of behaviour.

The NSW Police guidelines provide four key principles in limiting crime through design. These are:

1. Surveillance;
2. Access control;
3. Territorial re-enforcement; and
4. Space/activity management.

We have inspected the site and undertaken a preliminary assessment of the architectural plans against the above guidelines. This report recommends design principles for the residential flat building to reduce the potential for crime.

1.2 Locality

The subject site is located within the Gosford city centre, which currently contains a mix of residential and commercial development. The site is within close proximity to the Gosford Train Station, bus interchange, shopping centre and commercial area. The site is located at the end of Bent Street and adjacent to a densely vegetated road reserve.

Figure 2 identifies that the site is within a B4 Mixed Use zone, with R1 Low Density Residential to the north and B3 Commercial Core to the south.

Given the range of uses within the area, close proximity to Gosford city centre and employment lands the area has high levels of passive surveillance through pedestrian and vehicular activity, both during the day and in the evenings on Bent Street.

Although the road reserve to the east of the site does not have good visibility and has been used to dump rubbish.

Figures 1 and 2 show an aerial of the site and the current zoning of surrounding areas.



Figure 1: Aerial map of Gosford City Centre.

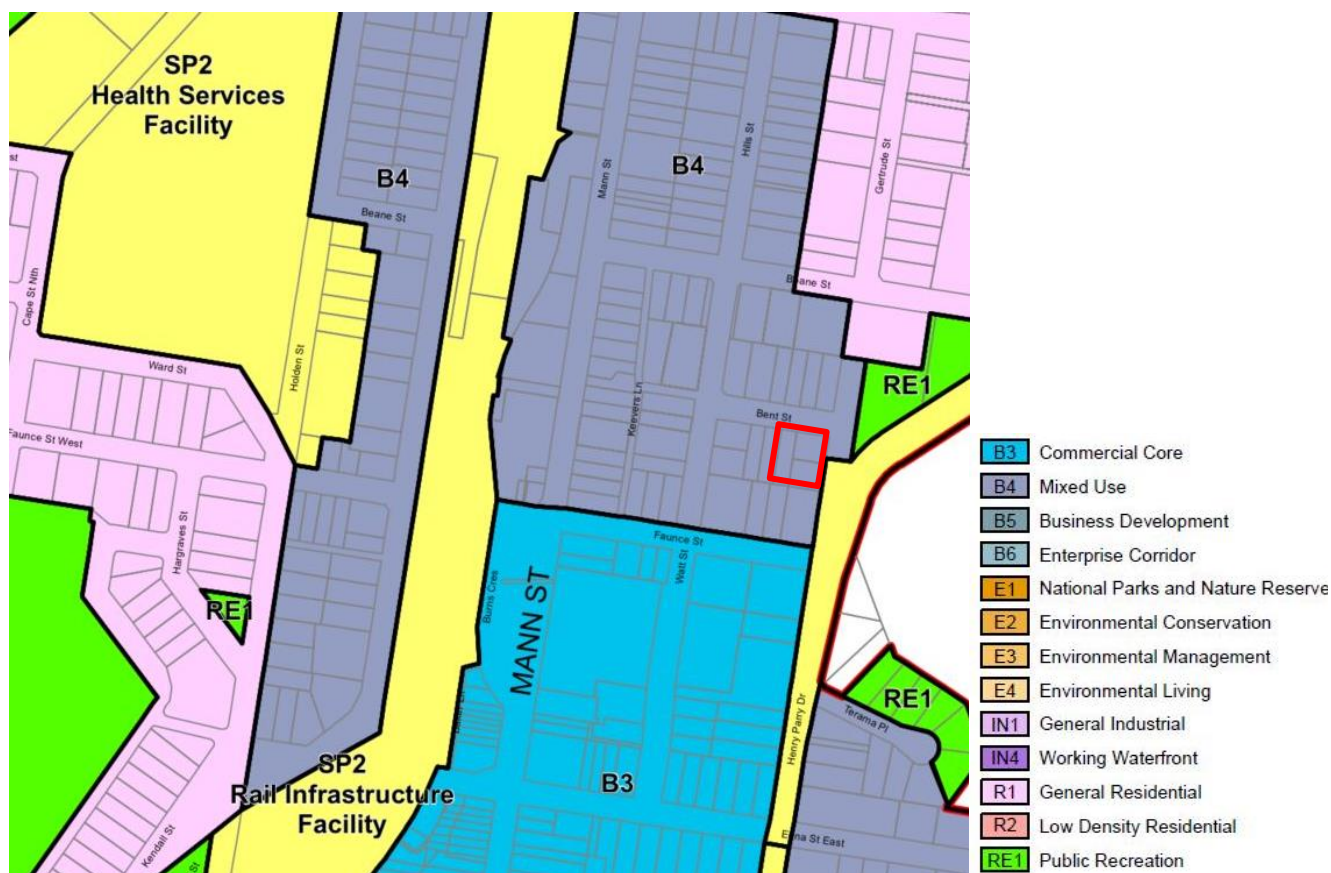


Figure 2: Extract from Land Zone map of Gosford City Centre.

1.3 Crime Statistics

The NSW Bureau of Crime Statistics and Research provides an overview of the crime profile. The data can assist in identifying specific crimes prevalent in an area and guide design to limit the recurrence of anti-social behaviour.

Table 1 shows the threat levels in Gosford, for crimes relevant to the proposed residential development. BOCSAR data ranks crime rates out of 5 levels, from one being the lowest and five being the highest. Table 1 identifies most crimes as having medium level and low rates, with the exception of motor vehicle theft, break and enter dwelling and steal from a motor vehicle which are identified as having the highest and high rate levels.

Table 1: Rates of Certain crimes within Gosford

HIGHEST LEVEL CRIME	HIGH LEVEL CRIME	MEDIUM LEVEL CRIME	LOW LEVEL CRIME	LOWEST LEVEL CRIME
	Break and Enter (Dwelling)	Assault (Non-Domestic, Alcohol Related)	Break and Enter (non-Dwelling)	Sexual Offences
	Steal from Motor Vehicle	Assault (non-Domestic)	Steal from retail Store	
	Motor Vehicle Theft	Steal from Dwelling		
		Steal from Person		
		Malicious Damage		

The below figures show “hotspot” crime mapping for the above relevant crimes in Gosford. They compare the crime rate occurrence between 2011 and 2015.

This form of crime mapping is useful as it shows where the high crime areas are and can be used to help understand the factors that affect the distribution and frequency of crime. The “hotspot” indicates where crime occurrences are clustered in particular areas, the cluster is identified from highest to lowest, indicated in dark orange, light orange and yellow.

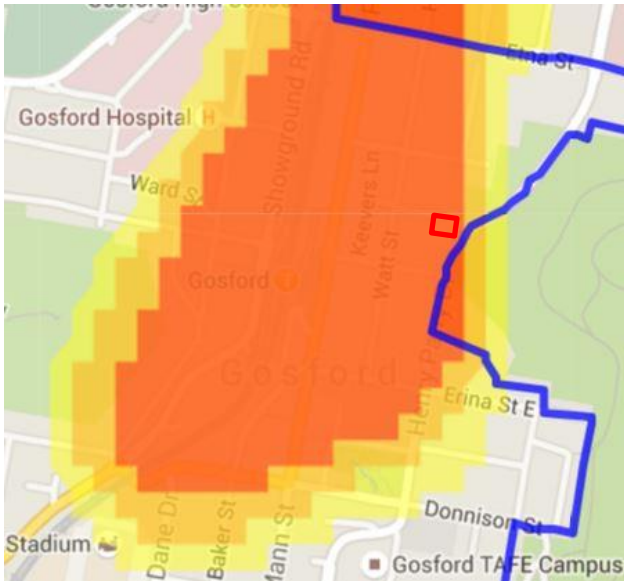


Figure 3: Motor Vehicle Theft 2011

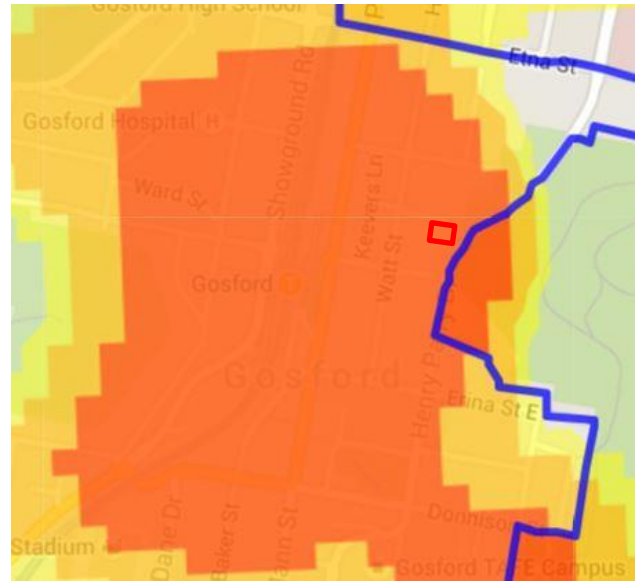


Figure 4: Motor Vehicle Theft 2015

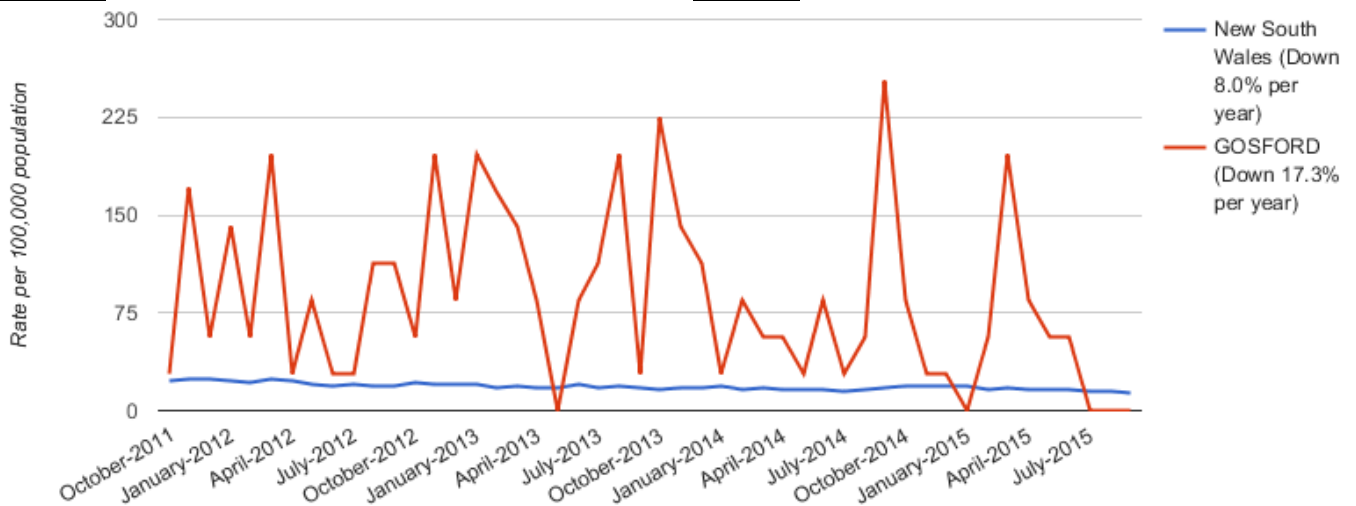


Figure 5: Motor Vehicle Theft from 2011 to 2015

Figures 3 and 4 show changes to the rate of *motor vehicle theft* in Gosford. The figures indicate that the rate of crime has increased between 2011 and 2015. The subject site is currently within a high rating hotspot area.

Figure 5 is a graph of the rates of *motor vehicle theft*, with comparisons between NSW and Gosford. The graph indicates that Gosford has a higher than average motor vehicle theft rate than NSW. Between 2011 and July 2015 the rate of motor vehicle theft has generally decreased 17.3% per year, while NSW has decreased by 8% per year.

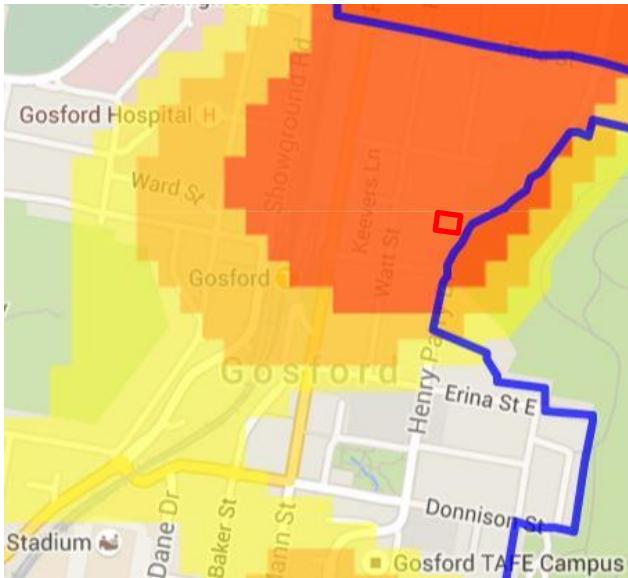


Figure 6: Break & Enter Dwelling 2011

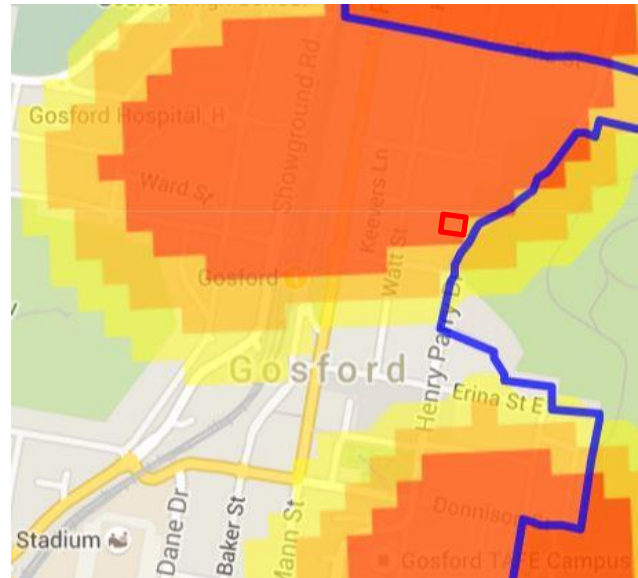


Figure 7: Break & Enter Dwelling 2015

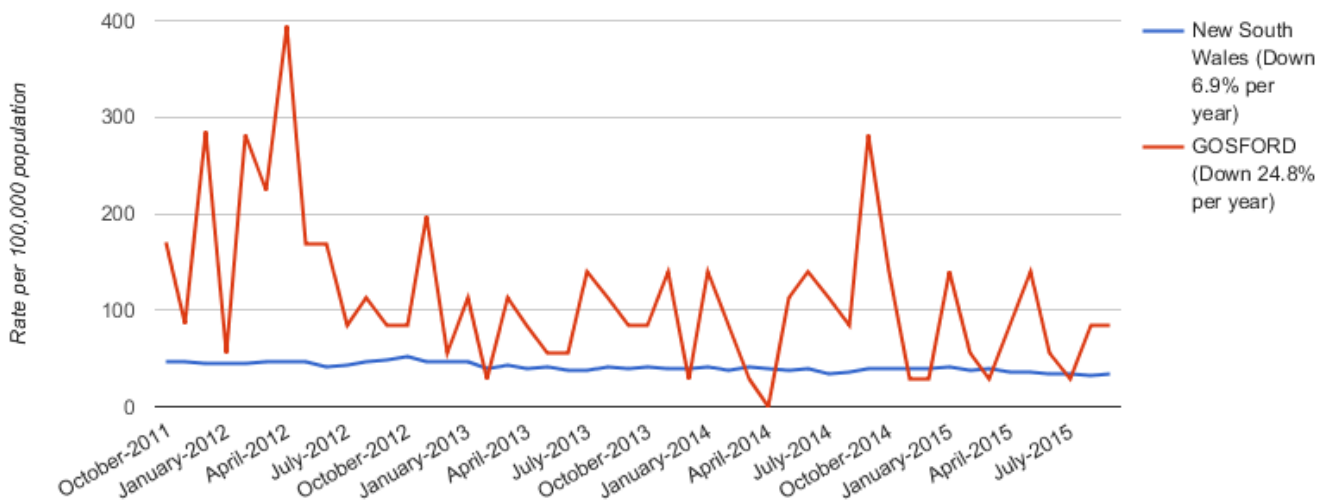


Figure 8: Break & Enter Dwelling from 2011 to 2015

Figures 6 and 7 show changes to the rate of *break and enter dwelling* in Gosford. The figures indicate that the rate of crime is migrating north-west, while crime has remained high within the immediate vicinity between 2010 and 2015. The subject site is currently within a high rating hotspot area.

Figure 8 is a graph of the rates of *break and enter dwelling*, with comparisons between NSW and Gosford. The graph indicates that Gosford has a higher than average motor vehicle theft rate than NSW. Between 2011 and July 2015 the rate of break and enter dwelling in Gosford decreased by 10.3%, while NSW has decreased by 5.6%.

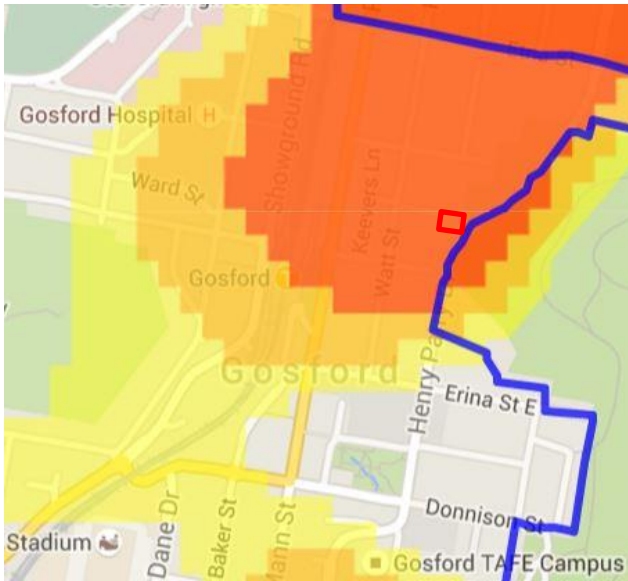


Figure 9: Steal from Motor Vehicle 2011

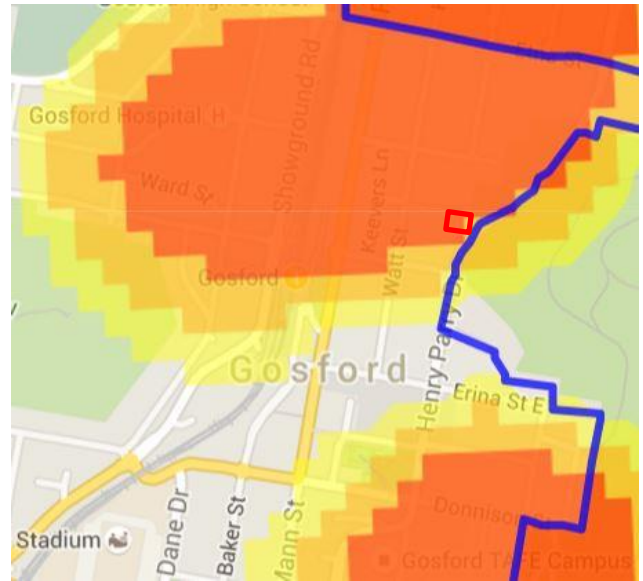


Figure 10: Steal from Motor Vehicle 2015

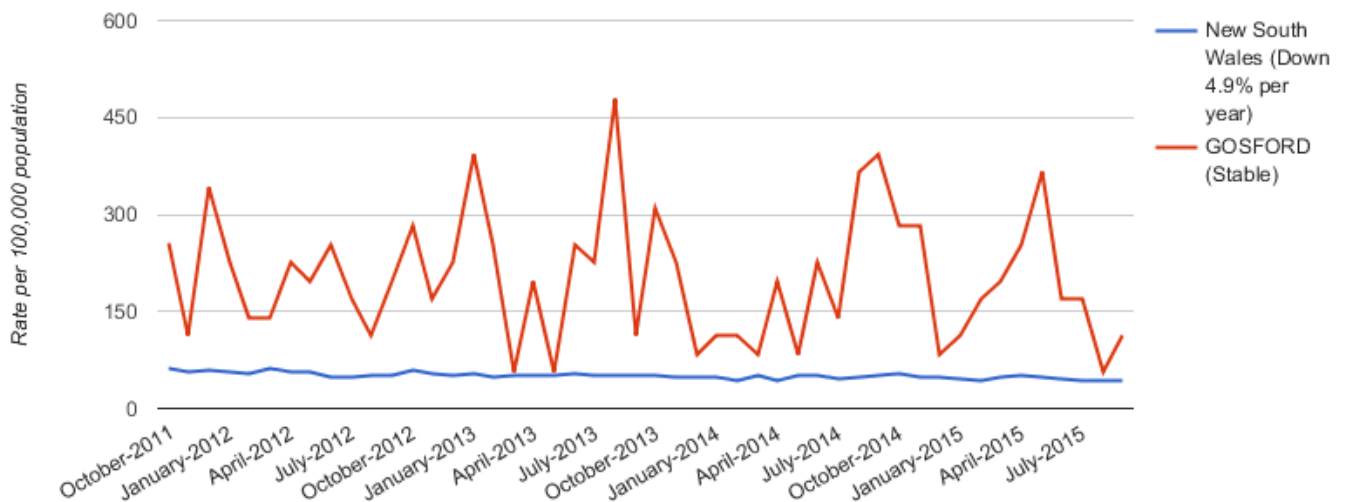


Figure 11: Steal from Motor Vehicle from 2011 to 2015

Figures 9 and 10 show changes to the rates of *steal from motor vehicle* in Gosford. The figures indicate that higher crime rates have migrated north and remained high within the immediate vicinity between 2011 and 2015. The subject site is currently within a high rating hotspot area.

Figure 11 is a graph of the rates of steal from motor vehicle, with comparisons between NSW and Gosford. The graph indicates that Gosford has a higher than average motor vehicle theft rate than NSW. Between 2011 and July 2015 the rate of stealing from motor vehicles remained stable in Gosford, while NSW has decreased by 5.1%.

1.4 Proposed Development

The proposed development will involve the demolition of existing structures and the construction of a residential flat building and basement car parking.

Residential Units

The residential component of the development includes:

- 101 units, including a range of unit types and sizes;
- The apartment mix includes studios, one bedroom, two and 3 three bedroom apartments;
- adaptable apartments;
- Each apartment will include private open space in the form of a balcony; and
- Communal open space will be located at ground level and on the roof.

Car parking

Car parking will be provided in the basement and includes:

- 127 car parking spaces;
- 16 accessible spaces;
- 9 Motorcycle spaces;
- 43 Bicycle spaces;
- Vehicular entrance is from a single entrance off Bent street; and
- Parking is spread across 4 basement levels.

The waste and loading bay is located at ground level and accessed by a new service lane to be constructed along the unformed section of Gertrude Street adjacent to the eastern boundary of the subject site.

Landscaping & communal areas

An integrated landscape plan has been provided, it includes:

- Deep soil planting
- A communal area to the rear will include barbeque and seating facilities; and
- The rooftop will include a pool, with landscaping and passive recreation areas.

Waste

The waste storage area will be located on the ground level and include:

- Measures will be taken to ensure the waste area does not emit any odours;
- A separate waste area for the serviced apartments and residential units;
- and
- The waste truck will access the waste storage area via the proposed turning head and rear lane access.

Refer to Appendix C, Waste Management Plan for further detail.

Road Upgrades

The development proposes a number of improvements to Bent Street and the unformed section of Gertrude Street, including:

- A turning head located at the end of Bent Street to provide sufficient manoeuvring area for vehicles, including waste and fire trucks;
- Extension of Gertrude Street to provide unimpeded access for the waste trucks to the waste storage area;

- Upgrades to the road surface, kerb drainage and guttering; and
- Construction of a continuous footpath linking the site to Watt Street.

Refer to Appendix F, for the Traffic and Parking Report.

Road Reserve

The road reserve will be managed to comply with the APZ bushfire requirements as recommended in the Bushfire Report. Management will include partial extension of Gertrude Street, the removal of weeds and undergrowth, as well as the removal of a number of trees and dead trunks.

The managed APZ and reduced undergrowth will improve visibility and reduce opportunities to hide.

Refer to Appendix L, the Bushfire Report and Appendix N, the Flora and Fauna Report for further detail about the APZ and tree removal.

2 CPTED Principles

2.1 Surveillance

The *Crime Prevention and the Assessment of Development Applications* states that 'the attractiveness of crime targets can be reduced by providing opportunities for effective surveillance, both natural and technical'.

From a design perspective, 'deterrence' can be achieved by:

- Clear sightlines between public and private places;
- Effective lighting of public places; and
- Landscaping that makes places attractive, but does not provide offenders with a place to hide or entrap victims.

Positive surveillance features of the development include:

- Numerous opportunities for passive surveillance over Bent Street from the balconies and internal living areas;
- The development provides clear sight lines from the stairs and lifts across the car park; and
- A single pedestrian entrance, which is well defined and visible from the street.

Table 2 lists potential 'surveillance' issues and recommended strategies to minimise crime risk.

Table 2: Surveillance issues and recommendations

SURVEILLANCE ISSUES	RECOMMENDATION
Perimeter and communal areas	<ul style="list-style-type: none"> • Perimeters should be well lit at night. • Communal landscaped areas should be well lit at night.
Entrances	<ul style="list-style-type: none"> • All entrances should be lit in accordance with Australian Standards. • The pedestrian and vehicle entrances should be well defined and clearly sign posted. • Provide clear access and parking procedures for customers of the Serviced Apartments. • Provide clear access and parking procedures for visitors.
Car Parking	<ul style="list-style-type: none"> • The car park should be well lit in accordance with Australian Standards. • Consideration should be given to the installation of Close Circuit TV (CCTV).
Road Reserve & Right of Way	<ul style="list-style-type: none"> • Appropriately remove and manage the undergrowth to ensure clear sight lines for pedestrians and to ensure there are no places for perpetrators to hide or drag victims.

Positioning of CCTV cameras	<ul style="list-style-type: none">• Position CCTV at places where the offender/s is most likely to have to pass or want to access, such as building entry/exit points, storerooms or areas where high value items are kept.• CCTV should be clearly visible to deter potential offenders.• Placed at a height that captures a full view of the offenders face whilst not being obscured by other interferences.• The location of CCTV cameras should be well lit to ensure clear images can be captured.
General Recommendations	<ul style="list-style-type: none">• Lighting should be vandal resistant.• Lighting should satisfy the relevant Australian Standard.• Signs should be erected in areas which are restricted prohibited or under surveillance to discourage criminal or anti-social activity.• Contract a local security firm for regular inspections of the site.• Prune all trees and shrubs around buildings to enable clear visibility.

2.2 Access Control

Access Control can be defined as physical and symbolic barriers that are used to 'attract, channel or restrict the movement of people'.

Effective access control can be achieved by creating:

- Landscapes and physical locations that channel and group pedestrians into target areas;
- Public spaces which attract, rather than discourage people from gathering; and
- Restricted access to internal areas or high-risk areas (like car parks or other visited areas). This is often achieved through the use of physical barriers.

Positive access control aspects of the design include:

- A single pedestrian entrance and internal lift is provided, which will funnel residents, improve surveillance and allow residents to familiarise themselves with their neighbours;
- Access to the main entrance and lift will be controlled via keys or electronic cards.

Table 3 lists potential 'access control' issues and recommended strategies to minimise crime risk.

Table 3: Access control issues and recommendations

ACCESS CONTROL ISSUES	RECOMMENDATIONS
Perimeter	<ul style="list-style-type: none"> • Secure fencing should be constructed to prevent access from neighbouring properties. • These areas should be regularly inspected by the security contractor.
Landscaping	<ul style="list-style-type: none"> • Avoid planting large trees adjacent to buildings to prevent use of "natural ladders" for access to roofs. • Vegetation should be maintained to allow for clear sightlines.
Entrances	<ul style="list-style-type: none"> • Ground level and above of the lift must be secured and controlled via electronic swipe cards and intercom.
Car Park and Waste area	<ul style="list-style-type: none"> • Ensure access from the lane to the waste storage area is locked when not in use. • Include sensor lighting in the bin area, and in the road reserve.
General Matters for Consideration	<ul style="list-style-type: none"> • Fully secure all external doors and windows with good quality locking devices. Make sure they are regularly maintained. All doors should be of solid construction and well fitted. • Make use of signage and stickers promoting security measures such as: security alarms, video surveillance and security contractors.

2.3 Territorial Reinforcement

Territorial reinforcement can be achieved by enhancing 'community ownership of public space' as it sends positive signals and reduces opportunities for crime.

Effective territorial reinforcement and community ownership can be achieved by creating:

- Design that encourages people to gather in public space and to feel some responsibility for its use and condition;
- Design with clear transitions and boundaries between public and private space; and
- Clear design cues on who is to use space and what it is to be used for.

Care is needed to ensure that territorial reinforcement is not achieved by making public spaces private spaces, through gates and enclosures.

Positive territorial reinforcement aspects of the proposal include:

- Ground floor outdoor areas will be separated by a 1m retaining wall; and
- The landscaping and entrance design provides a clear delineation between public and semi-private communal garden areas.

Table 4 lists potential 'territorial reinforcement' issues and recommended strategies to minimise crime risk.

Table 4: Territorial reinforcement issues and recommendations

TERRITORIAL REINFORCEMENT ISSUES	RECOMMENDATIONS
Creating a sense of place/ownership	<ul style="list-style-type: none"> • There are two proposed common areas located at ground level and on the roof top. These areas should be well designed to encourage use and foster a sense of ownership over the area. • All common areas should be kept clean and well maintained.
Neighbouring properties	<ul style="list-style-type: none"> • Maintain quality fencing to restrict access from neighbouring properties.
Road Reserve & right of way	<ul style="list-style-type: none"> • Ensure both areas was well designed and maintained.
Way Finding	<ul style="list-style-type: none"> • Provide clear signage for pedestrians and motorists. • Provide clear signage for guests of the serviced apartments. Including notification of restricted access. • Introduce a public address system to assist with security and management of emergencies.
General Matters for Consideration	<ul style="list-style-type: none"> • Install a monitored security alarm system. • Prominently display any signs indicating the presence of a security system, the continual surveillance of the premises and any other security measures present.

2.4 Space Management

Space management 'ensures that space is appropriately utilised and well cared for'. Strategies include activity coordination, site cleanliness, rapid repair of vandalism and graffiti and the replacement of decayed physical elements.

Table 5 lists potential 'space management' issues and recommended strategies to minimise crime risk. The objective should be to minimise the perception of urban decay by maintaining clean and undamaged areas to minimise the fear of crime and avoidance behaviour.

Table 5: Space management issues and recommendations

SPACE MANAGEMENT ISSUES	RECOMMENDATIONS
Waste storage	<ul style="list-style-type: none"> Garbage bins and waste storage receptacles should be regularly emptied to prevent overflowing rubbish.
Graffiti	<ul style="list-style-type: none"> Remove graffiti as quickly as possible to minimise potential for cumulative graffiti and vandalism actions. Install vandal resistant lighting where applicable.
Toilets	<ul style="list-style-type: none"> Toilets should be regularly maintained and kept clean at all times. Lighting should be consistent and even to maximise visibility.
Road Reserve & Right of way	<ul style="list-style-type: none"> Development a Management Plan which addresses the design, ongoing management, role and responsibilities for the right of way. Development a Management Plan which addresses the design, ongoing management, role and responsibilities for the road reserve and APZ.
Lighting Repair	<ul style="list-style-type: none"> The management regime should ensure that lighting is repaired as soon as possible after any lighting failure or damage.
Cleanliness and Maintenance	<ul style="list-style-type: none"> The management regime shall ensure that the site is kept clean and tidy at all times. Clear all building perimeters including fences of rubbish and potential climbing aids. Maintain well-built and adequately secured boundary gates and fences.

3 Conclusion

Our assessment of the proposal in accordance with the CPTED principles confirms that the development can be managed to minimise the potential risk of crime and a re-design of the proposal is not required.

The recommended strategies are summarised as follows:

Surveillance

- *Lighting*: Entrances, perimeters and the car park should be well lit at night. Install sensor lighting outside the waste collection area and right of way;
- *Landscaping*: Plantings should be pruned to maintain clear sight lines; and
- *Formal surveillance*: install Close Circuit TV (CCTV) in the car park and contract a local security firm for regular inspections of the site.

Access Control

- *Fencing*: Provide secure fencing around the rear and side perimeters;
- *Landscaping*: Plantings should be pruned to ensure they are not used as natural ladders; and
- *Pedestrian Entrances*: All pedestrian entrances should be secured with keys or electronic cards; and

Territorial Reinforcement

- *Communal areas*: Engage a contractor to maintain the garden area and keep it free from rubbish. Ensure these areas are well maintained to foster a sense of ownership by residents; and
- *Signage*: Provide signage for visitors which indicates access control measures and procedures.

Space Management

- *Plan*: Develop and implement an on-going Management Plan for the residential unit complex, and road reserve.

This report can be relied on as guide for security management across the site.