PLANNING INGENUITY

CRIME RISK ASSESSMENT REPORT

548-552 PACIFIC HIGHWAY, ST LEONARDS

Client	David Litkouhi
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FIGURES

TABLES

1 INTRODUCTION

This Report has been prepared for David Litkouhi, proponent of the subject application. It undertakes a Crime Risk Assessment and Safety Audit of the proposed hotel development at 548-552 Pacific Highway, St Leonards against the provisions of the *NSW Police Guidelines 'Safer by Design'* and the Department of Planning and Infrastructure's *Crime Prevention and the Assessment of Development Applications: Guidelines*.

The purpose of this Report is to undertake an assessment of the crime profile of the area and the likely crime risks associated with the development to ensure that the proposal adequately minimises crime opportunity through implementation of the CPTED Principles.

This CPTED Report is to be read in conjunction with the submitted Statement of Environmental Effects as well as the architectural plans prepared by *MD+A Architects.*

2 LOCALITY AND SITE ANALYSIS

The subject site is located on the southern side of the Pacific Highway, as shown in Figure 1. The site is known as Nos. 548 – 552 Pacific Highway, St Leonards and has a legal description of Lots 1 and 2 in DP 200301

The site is currently occupied by two 2-storey shop-top developments fronting the Pacific Highway. To the north of the site, along the opposite side of the Pacific Highway are 8-9 storey commercial towers. Development to the east and west is characterised by adjoining two storey commercial shop-top developments, which are comprised of ground floor retail and first floor business premises. To the south of the site, beyond Christie Lane are vacant warehouses and commercial buildings. The site location is indicated in Figure 1 and a detailed description of the site location and surrounding development is provided in the submitted Statement of Environmental Effects.

Figure 1: Locality plan (site outlined in red)

3 PROPOSAL

It is proposed to demolish the 2 existing shop-top buildings and construct a commercial hotel development comprising of hotel lobby, 194 guest rooms and rooftop terrace. The building will be constructed over four levels of basement parking that accommodates 48 car spaces, hotel storage and lift access points.

The proposal includes a main pedestrian access point from the Pacific Highway which directs pedestrians through to the hotel lobby. The pedestrian access point extends from the footpath adjacent the Pacific Highway (Figure 2). An awning extends across the footpath and connects to the awnings also along the Highway from the adjoining buildings. A colonnade has been included in the design of the façade and facilitates direct lines of sight to the pedestrian access point and assists in minimising concealment opportunities.

A secondary pedestrian access point via Christie Lane provides additional visitor access and service access to the hotel from the rear laneway. A drop-off bay and short stay parking located at the rear of the site allow guests to enter the hotel from this secondary access point. The design and layout of the ground floor lobby means that the concierge desk is in direct line of site to both the main and secondary pedestrian entrances.

Vehicular access is gained to the secure basement levels via Christie Lane as indicated at Figure 2.

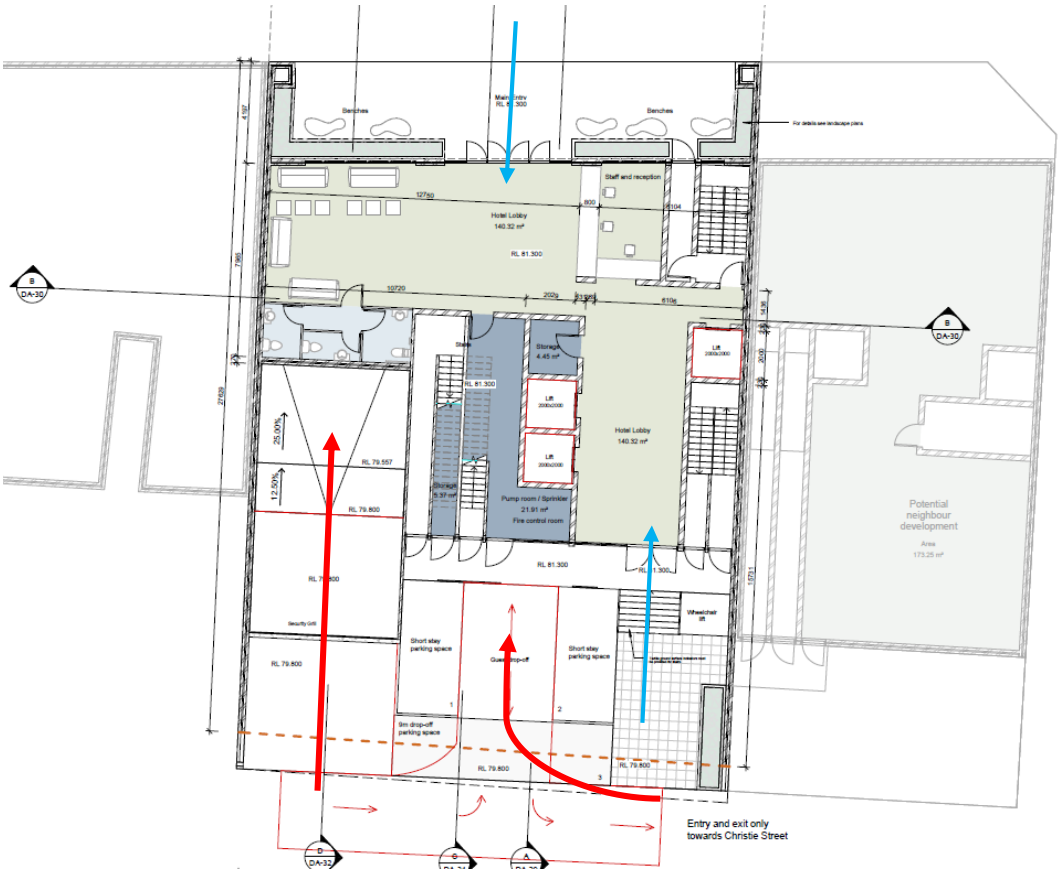

Figure 2: Pedestrian and Vehicular Access Points

Each guest room is orientated towards either the street frontage or towards the internal open spaces areas, which are non-accessible light wells. The design and orientation of these spaces assist with casual surveillance to the streets and internally to the site. An open space area is provided on the rooftop terrace.

Refer to the architectural plans and Statement of Environmental Effects for full details of the proposal.

4 CRIME PROFILE OF LANE COVE

Information published by the NSW Bureau of Crime Statistics between 2013 and 2016 has been gathered to provide a crime profile of the Lane Cove LGA. Table 1 below identifies a range of offences, their incidence in the LGA of Hornsby (per 100,000 persons) as well as the local and state wide trends in the occurrence of each offence. This data is relied on to determine the crime profile of the area.

TABLE 1: LANE COVE CRIME PROFILE				
Offence	**Incidence per 100,000 in Lane Cove LGA (2016)**	**Comparison of Lane Cove to other NSW LGAs (156 in total)**	**Three year trend Lane Cove**	**Three Year Trend NSW trend**
Assault	204.0 incidences per 100K people	Ranked 139 of 156 Bottom 11% of LGAs.	Stable	Stable
Robbery	5.7 incidences per 100K people	Ranked 103 of 156 Bottom 34% of LGAs	No Change	Down by 20.9% per year
Break and Enter dwelling	221.2 incidences per 100k people	Ranked 120 of 156 Bottom 23% of LGAs	Stable	Down by 6.1% per year
Motor Vehicle Theft	37.3 incidences per 100k people	Ranked 137 or 156 Bottom 12% of LGAs	No Change	Down by 6.7% per year
Steal from a Motor Vehicle	183.9 incidences per 100k people	Ranked 129 of 156 Bottom 18% of LGAs	Down by 19% per year	Down by 5.3% per year
Malicious Damage	229.8 incidences per 100k people	Ranked 140 of 156 Bottom 11% of LGAs	Down by 29.5% per year	Down by 8.1% per year

4.1 Analysis of the incidence of offences

As indicated at Table 1 the local government area (LGA) of Lane Cove experiences generally lower instances of crime in relation to the state averages for each offence considered. When evaluated in relation the 156 LGAs in NSW, Lane Cove sits within the bottom 25% for the occurrence of all offences with exception to *robbery*. Notwithstanding, the incidence of *robbery* in Lane Cove is still considered to be moderately low as it sits well below the NSW LGA average levels.

4.2 Analysis of crime trends

During the study period (3 years), the instances of all offences have remained stable or have reduced in the LGA of Lane Cove, *Robbery* and *Motor Vehicle Theft* experienced no change.

Annual reductions in the LGA of Lane Cove are identified in relation to *malicious damage* (29.5% reduction) and *steal from a motor vehicle* (19%). All other offences have remained stable or have experienced no change, and as previously noted are all well below the average in terms of incidence per 100,000 population across all LGAs in NSW.

A review of the Crime Hotspot Maps provided by the Bureau of Crime Statistics and Research (BOSCAR) indicates that there is a high concentration of robbery within the immediate area of the site.

5 CPTED PRINCIPLES

Part B of the Department of Urban Affairs and Planning's (now Department of Planning & Infrastructure) *Crime Prevention and the Assessment of Development Applications: Guidelines under Section 79C of the Environmental Planning and Assessment Act 1979* identify four Crime Prevention through Environmental Design (CPTED) principles (Table 2). Each of the principles seeks to reduce opportunities for crime and have been used to inform the *NSW Police Safer by Design Guidelines for Crime Prevention.*

TABLE 2: CPTED PRINCIPLES
Surveillance The attractiveness of crime targets can be reduced by providing opportunities for effective surveillance, both natural and technical. Good surveillance means that people can see what others are doing. People feel safe in public areas when they can easily see and interact with others. Would be offenders are often deterred from committing crime in areas with high levels of surveillance. 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.
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. By making it clear where people are permitted to go or not go, it becomes difficult for potential offenders to reach and victimise people and their property. Illegible boundary markers and confusing spatial definition make it easy for criminals to make excuses for being in restricted areas. However, care needs to be taken to ensure that the barriers are not tall or hostile, creating the effect of a compound. 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 restricted access to internal areas or high-risk areas (like car parks or other rarely visited areas). This is often achieved through the use of physical barriers.
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. If people feel that they have some ownership of public space, they are more likely to gather and to enjoy that space. Community ownership also increases the likelihood that people who witness crime will respond by quickly reporting it or by attempting to prevent it. Territorial reinforcement can be achieved through: • 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 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.

TABLE 2: CPTED PRINCIPLES
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.

6 SAFETY AUDIT

A safety audit of the proposed building against the *Crime Prevention Through Environmental Design* and *NSW Police Safer by Design Guidelines for Crime Prevention* is provided in Table 3 below:

TABLE 3: CPTED AND NSW POLICE SAFER BY DESIGN - SAFETY AUDIT			
REQUIREMENT		**COMMENTS**	**PERFORMANCE**
Natural Surveillance	Building openings should be designed to overlook public places to maximise casual surveillance.	The proposed building is designed to ensure that: • The windows of the hotel rooms facilitate passive surveillance to the Pacific Highway and Christie Lane; and • The design of the hotel facilitates direct passive surveillance to the adjacent public areas (Pacific Hwy and Christie Lane) with glazing to both main and secondary pedestrian access points and direct lines of sight from the reception/concierge desk to both building entry points	**Safe**
	The main entry to a building should face the street.	The proposal provides a clear main entrance facing the Pacific Highway with a large open foyer adjoining a large colonnade space.	**Safe**
	An external entry path and the foyer to a building must be direct to avoid potential hiding places.	The entry path to the frontage of the building is clear and direct from the Pacific Highway frontage. A 4m wide colonnade runs along the frontage of the hotel and provides clear access and sight lines from the foyer to the street. There are no potential hiding places within the Pacific Highway entry area.	**Safe**
	Entry lobby areas to and from car parking areas should be transparent allowing viewing into and from these areas.	The basement levels have been designed to be generally open and clear sight lines are provided throughout each basement to the lift entrances.	**Safe**

TABLE 3: CPTED AND NSW POLICE SAFER BY DESIGN - SAFETY AUDIT			
REQUIREMENT		**COMMENTS**	**PERFORMANCE**
	Landscaping must not conceal the front door to a building when viewed from the street	Landscaping is limited to planter boxes along the edges of the colonnade and will not inhibit direct site lines from the street to the main entrance.	**Safe**
	Pedestrian access should be well lit and maximise sightlines.	Pedestrian access to the main entry foyer areas, the rear lane parking and service area, rear pedestrian access and throughout the common access ways will be fitted with appropriate lighting to provide continuity in illumination.	**Safe – subject to recommendations.**
	Landscaping should not inhibit sight lines	Landscaping is to be designed to avoid obscuring sight lines and will be limited to edge planting in defined beds. There are no large trees or vegetation provided that will inhibit site lines as discussed above.	**Safe**
	ATM design and location is within direct view of pedestrian paths so that they can be overlooked from vantage points.	N/A – No ATM proposed.	**N/A**
	The street number of a building must be visible from the street and made of a reflective material to allow visitors and emergency vehicles to easily identify the location of the building.	Street numbering and signage will be used to enable easy identification. Signage will be the subject of separate development application but will appropriately identify the use of the building and provide clear directions for visitors and service staff.	**Safe – subject to recommendations.**
	Landscaping should be designed to maximise sight lines.	Landscaping will not affect sight lines as it will be confined to low planting in raised defined beds.	**Safe**
Active surveillance measures – security devices	A security alarm system must be installed in a building.	A security alarm is to be linked to the basement entry point and to both pedestrian access points to be activated in the event of forced or unauthorised entry.	**Safe – subject to recommendations.**
	All windows and doors on the ground floor must be made of toughened glass to reduce the opportunities for 'smash and grab' and 'break and enter' offences.	Windows and doors on the ground floor are to be made of commercial grade toughened glass.	**Safe - subject to recommendations**
	Unless impractical, access to an outdoor car park must be closed to the public outside of business hours via a lockable gate.	N/A - No outdoor car park proposed. The two car parking spaces directly off Christie Lane will be clearly labelled for service purposes and short term stay.	**N/A**
	CCTV system must cover all high risk areas and including all entry areas and the laneway.	A CCTV system is recommended to be installed at the main and rear pedestrian entrances, within the basement and at the security gate for the basement access point.	**Safe – subject to recommendations**

TABLE 3: CPTED AND NSW POLICE SAFER BY DESIGN - SAFETY AUDIT			
REQUIREMENT		**COMMENTS**	**PERFORMANCE**
Access Control	Loading docks in the vicinity of main entry areas are secured outside business hours.	A guest drop off area is located at the rear entrance of the hotel via Christie Lane. An intercom system will be in place for service deliveries – allowing the concierge to grant authorised access.	**Safe**
	Access to a loading dock or other restricted areas in a building must only be available to tenants via a large security door with an intercom, code, or card lock system	Vehicular access is to be restricted to the basement via an intercom which allows the concierge to grant access. A card lock system will be implemented for hotel guests wishing to access the foyer areas and basement during their stay.	**Safe – subject to recommendations.**
	Clear signage should be erected indicting loading docks should not be accessed by the general public.	Clearly defined signage will be located at the basement entry and drop off zone to indicate where deliveries can be unloaded.	**Safe**
Territoriality/ ownership	Site planning provides a clear definition of territory and ownership of all private, semi-public and public places	The site design and use of signage throughout the hotel will clearly define the private, service and common areas. The hotel will be staffed 24 hours.	**Safe**
Lighting	Both natural and artificial lighting is used to reduce poorly lit or dark areas and therefore deterring crime and vandalism.	Basement areas, internal common areas and foyer areas are to be suitably illuminated. Under-awning and under-colonnade lighting will ensure appropriate standards of lighting at the front entry. Lighting will be provided across the rear laneway and projecting into the lane. All lighting will comply with AS/NZS 1158 (2010) Lighting for roads and public spaces.	**Safe – subject to recommendations.**
	Lighting must be provided to the following areas of a building to promote safety and security at night: A) An external entry path, foyer, driveway and car park to a building. B) The shop front. This may be in the form of motion sensitive lighting or timer lighting. C) The underside of an awning.	Lighting is to be provided at the basement entry, main and rear entrance, and colonnade, underside of the awning along the Pacific Highway, common areas and in entry foyers. Lighting will be continuous after daylight hours.	**Safe – subject to recommendations.**
	A pedestrian entry path and driveway to a car park that are intended for night use must be well lit using a vandal resistant, high mounted light fixture.	The driveway access and pedestrian entry at both the Pacific Highway and Christie Lane are to be illuminated. Vandal resistant fittings will be used and detailed can be provided with a Construction Certificate.	**Safe – subject to recommendations.**

TABLE 3: CPTED AND NSW POLICE SAFER BY DESIGN - SAFETY AUDIT			
REQUIREMENT		**COMMENTS**	**PERFORMANCE**
	The lighting in a car park must conform to Australian Standards 1158.1, 1680, 2890.1.	Lighting is to comply.	**Safe – subject to recommendations.**
	Car parking areas should be painted in light colours which will increase levels of illumination.	Light colours are recommended in the basement.	**Safe – subject to recommendations.**
Vandalism and graffiti	Development minimises blank walls along all street frontages	No blank walls are proposed along the Pacific Highway and Christie Lane frontages.	**Safe**
	The exterior to a building wall on the ground floor must be painted in a graffiti resistant coating.	The building design includes some sections of blank walls on nil setbacks on the side boundaries. These walls will be exposed to the neighbouring properties and graffiti resistant coating can be used on these sections.	**Safe**
	Maintenance regimes should be implemented which ensure all public areas are well maintained.	Common open space areas and both the Pacific Highway frontage and Christie Lane frontage are to be kept well maintained by hotel staff and regularly inspected.	**Safe – subject to recommendations.**
	Cleaning regimes should be implemented which ensure all main public areas are free of rubbish.	Both frontages are to be kept well maintained by hotel staff in accordance with an Operational Plan of Management.	**Safe – subject to recommendations.**
	Graffiti removal regimes should be implemented which ensure graffiti is promptly removed.	The hotel management should ensure that graffiti is removed if found anywhere on the premises.	**Safe – subject to recommendations.**

7 RECOMMENDATIONS

As indicated in Table 3, the subject development performs well in terms of achieving the safer by design guidelines for crime prevention. The building is deemed to be either safe or safe subject to the implementation of the following recommendations:

- The proposed vegetation ("planter boxes" as identified on the Landscape Plan) located along the edges of the colonnade at the street frontage is to be routinely maintained to ensure that vegetation does not obstruct sight lines from the street frontage and throughout common areas to the entry foyers at each building;

- Each pedestrian entry and associated common areas are to be sufficiently illuminated outside daylight hours and also during the day to facilitate lines of sight from the foyer and concierge to the secured entry doors and to provide safe lighting of the interface between private and public spaces;

- The pedestrian entrances to the hotel are to be controlled by a security door with access being restricted to an intercom in conjunction with a code or card lock system;

- Vehicular access to the basement is to be controlled by a security door with access being restricted to an intercom and a code or card lock system;

- The street number of the building is to be readily identifiable from the Pacific Highway and the premises will be identified with appropriate signage visible from both the Pacific Highway and Christie Lane;

- A security alarm is to be linked to the basement and pedestrian foyer doors to be activated in the event of forced entry;

- CCTV cameras are to be installed at the vehicular entry point to the basement, to the rear short term parking and service spaces and to the rear pedestrian access and to ensure surveillance of both pedestrian entrance points. Signage is to be provided identifying the use of CCTV surveillance;

- Windows and doors on the ground floor across both street frontages are to be made of toughened glass;

- The internal portions of the basement are to be illuminated in accordance with the AS1158.1, AS1680 and AS2890.1;

- The ceiling of each basement level shall be painted white or a like colour to increase visibility and reflective light throughout each basement level;

- All exterior building surfaces adjacent to the Pacific Highway and Christie Lane shall be graffiti resistant; and

- Hotel management and staff are to be responsible for the maintenance of the property in all areas including foyer, landscaping and removal of any graffiti.

8 CONCLUSION

It is apparent from the data published by the NSW Bureau of Crime Statistics and Research for the Lane Cove LGA that the region has lower than average instances of all offences considered. In addition, the majority of offences considered have remained stable which provides a generally positive crime profile for the area.

It is noted that the instance of *Robbery* is high in Lane Cove as depicted in the crime hotspot map, but is still considered low compared to the performance of NSW Generally. The site is therefore considered to have a generally low level of susceptibility to crime in relation to all LGAs in NSW.

The safety audit assessment evaluates the proposal against the *Crime Prevention Through Environmental Design Principles and the NSW Police Safer by Design Guidelines for Crime Prevention.* The proposal satisfies the relevant principles and guidelines achieving the desired levels of safety in all aspects subject to the implementation of the recommendations of this CPTED Report.