

# CRIME ASSESSMENT – BYRON BAY TAFE

21/04/2021

TAFE Byron Bay Connected Learning Centre

## 1.1 INTRODUCTION

This Crime Risk Assessment (CRA) has been prepared by Premise for TAFE NSW to support a development application for the proposed TAFE Connected Learning Centre, to be located at Bayshore Drive, Byron Bay (Lot 12 DP1189646).

This document provides a Crime Risk Assessment (CRA) of the proposed TAFE educational establishment 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*.

A CRA includes an evaluation of the potential for crime in an area, considers the risks associated with the types of crime identified and provides recommendations (where required) to address the risks. It aims to provide an indication of both the likely magnitude of crime and likely crime type. The consideration of these dimensions will determine the choice and appropriate mix of Crime Prevention Through Environmental Design (CPTED) strategies.

This CRA is to be read in conjunction with the Statement of Environmental Effects prepared by Premise as well as the architectural drawings prepared by Brewster Hjorth Architects.

## 1.2 METHODOLOGY

The "*Crime prevention and the assessment of development applications*" guidelines identify there are two important steps when assessing crime risk:

1. Obtain an understanding of the crime risk of the area, and as required;
2. Apply (CPTED) treatments correspond with levels of risk present in the area.

A profile of the crime risk of the locality is provided at **Section 1.6** while recommendations in terms of implementing the CPTED principles is provided at **Section 1.9**.

## 1.3 LOCALITY AND SITE ANALYSIS

The site the subject of the development application is known as Bayshore Drive, Byron Bay (Lot 12 DP1189646). The development application relates to the site, however the development component of the site is limited to an area of approximately 0.5 hectares in the south of the site together with a access driveway linking to the development site to Bayshore Drive. It is understood that Lot 12 is to be subject of future subdivision and development, including the potential development of an internal road to connect to Bayshore Drive and provide a frontage for the proposed TAFE development site.

The development site within Lot 12 is currently largely vacant, having previously been cleared of vegetation. The remainder of Lot 12 to the west and north still retains vegetation. This uncleared portion of Lot 12 is identified via the *Byron Bay Local Environmental Plan 2014* (BLEP) as a Deferred Matter (DM). The proposed development site does not encroach into the DM area.

The proposed development site is not located within the boundaries of an existing TAFE establishment.

The locality surrounding the host lot is characterised by a mix of commercial, industrial and residential land uses. This land extends along the Eastern boundary of the site. Large areas of land zoned for rural and environmental uses are located to the west and north of the site respectively and, as above, a portion of the host lot is a DM under the BLEP. The development site is located within the B7 – Business Park zone.

## 1.4 PROPOSED DEVELOPMENT

The development proposes the construction a new educational establishment, being a TAFE NSW Connected Learning Centre (CLC).

The details of the proposed CLC building are demonstrated on the BHA Architectural Drawings submitted as part of the development application.

The proposed CLC building would be built at grade, on a single level. The building would provide:

- Two connected buildings consisting of: -
  - Maker Space:
    - Mobile Training Unit
    - Maker Space
  - Connected Learning Centre:
    - Group Learning Areas
    - Media Lounge
    - Tech Bar
    - Kitchenette
    - Computer Hubs
    - Print Shop
    - Amenities
- Outdoor Learning Area.
- Landscaping.

Twenty-One (21) at grade car parking spaces are proposed to be provided onsite including one disabled space, to be located to the west of the CLC building, and with access and egress from a temporary driveway connecting to Bayshore Drive (referred to via the architectural drawings as Main Street). It is proposed that 10 bicycle parking spaces would also be provided in this area. Temporary pedestrian and bicycle access is gained from Bayshore Drive via a proposed pathway to be developed adjacent to the southern boundary of the site. A dedicated area is provided on site to park a mobile training unit, which accesses the development site via the access driveway (Main Street)

The proposed operation hours are as follows:

- Monday to Friday 8am – 9pm
- Saturday and Sunday 9am – 5pm.

The proposed CLC would accommodate up to two (3) staff member and forty-five (45) students at any one time., with the proposed hours of operation not considered to give rise to unreasonable or significant noise impacts to the surrounding (predominantly) industrial and commercial receivers.

External lighting installed would be installed in accordance with Australian Standard 4282-1997 *Control of the obtrusive effects of outdoor lighting*.

**Figure 1 – Proposed site access points**

## 1.5 SEIFA INDEX OF DISADVANTAGE

Socio-Economic Indexes for Areas (SEIFA) is a product developed by the Australian Bureau of Statistics which ranks areas in Australia according to relative socio-economic advantage and disadvantage, based on a range of Census characteristics. The Index is derived from attributes which reflect disadvantage such as low income, low educational attainment, high unemployment, and jobs in relatively unskilled occupations. A higher score on the Index means a lower level of disadvantage. A lower score on the Index means a higher level of disadvantage.

Based on the 2016 SEIFA, Byron Shire (LGA) scored 1003.0 and Byron Bay (state suburb) scored 1008.9. This indicates the LGA and suburb have a higher level of disadvantage than the NSW, Australia and Regional NSW benchmarks (1,001.0, 1,001.9 and 971.0 respectively) <sup>1</sup>.

Logically, the development of additional educational opportunities in the suburb, such as is proposed via this development, assists in improving the level of disadvantage. Given the current score, the development is therefore considered to be positive in this regard.

## 1.6 LOCAL CRIME PROFILE

Information published by the NSW Bureau of Crime Statistics between 2016 and 2020 has been gathered to provide a crime profile of the Byron (LGA). **Table 1** below identifies a range of offences, their incidence in the Byron Bay suburb (per 100,000 persons) as well as the trends at a Local Government Area level (Byron LGA) and NSW state level with respect to the occurrence of each offence. This data is relied on to determine the crime profile of the area.

**Table 1 – Byron Bay Crime Profile<sup>2</sup>**

Offence	Incidence per 100,000 in Byron Bay suburb (2020)	Incidence per 100,000 in Byron Bay LGA (2020)	Incidence per 100,000 in NSW suburb (2020)	5-year trend in Byron Bay Suburb	5-year trend in Byron Bay LGA	5-year trend in NSW
Assault	2917.1/100,000	983.4/100,000	791.5/100,000	Stable	Stable	Stable
Homicide	0/100,000	0/100,000	1.2/100,000	No change	No change	Stable
Robbery	80.1/100,000	25.7/100,000	26.2/100,000	No change	No change	Stable
Break and enter dwelling	320.6/100,000	176.7/100,000	243/100,000	Down 29.3%/yr	Down 20.9%/yr	Down 10.8%/yr
Break and enter non dwelling	737.3/100,000	196.7/100,000	91.1/100,000	Stable	Stable	Down 11.9%/yr
Motor vehicle theft	657.2/100,000	268.0/100,000	144.7/100,000	Stable	Stable	Down 3.9%/yr

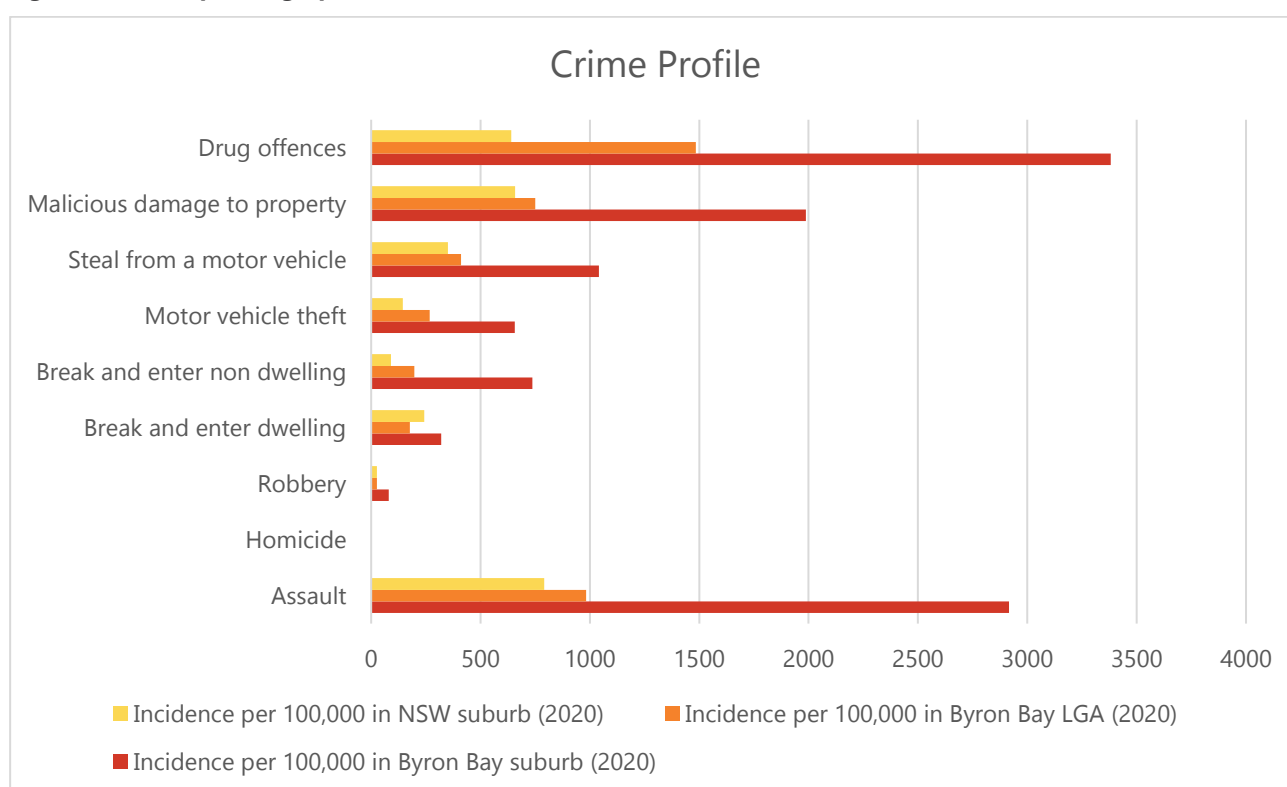
<sup>1</sup> Source: Australian Bureau of Statistics, Census of Population and Housing 2016. <https://profile.id.com.au/byron/seifa-disadvantage-small-area>

<sup>2</sup> NSW Bureau of Crime Statistics and Research <http://crimetool.bocsar.nsw.gov.au/bocsar/>

Steal from a motor vehicle	1041.8/100,000	410.5/100,000	350.3/100,000	Down 29.1%/yr	Down 17.4%/yr	Down 9.5%/yr
Malicious damage to property	1987.50/100,000	749.70/100,000	658.3/100,000	Stable	Stable	Down 5.1%/yr
Drug offences	3382/100,000	1485.1/100,000	641.1/100,000	Down 12.4%/yr	Stable	Up 1.3%/yr

**Figure 2** provides a summary of the information in **Table 1** in a graph form.

**Figure 2 – Crime profile graph**



### 1.6.1 ANALYSIS OF OFFENCES

As indicated by **Table 1** and **Figure 2**, the suburb of Byron Bay experiences higher incidences than the NSW state average for eight out of nine listed crime types. The incidence of homicide and robbery is consistent with the state average.

Six crime types (assault, break and enter (non-dwelling), motor vehicle theft, theft from a motor vehicle, malicious damage to property and drug offences) occur at a much higher rate than compared to the NSW state average.

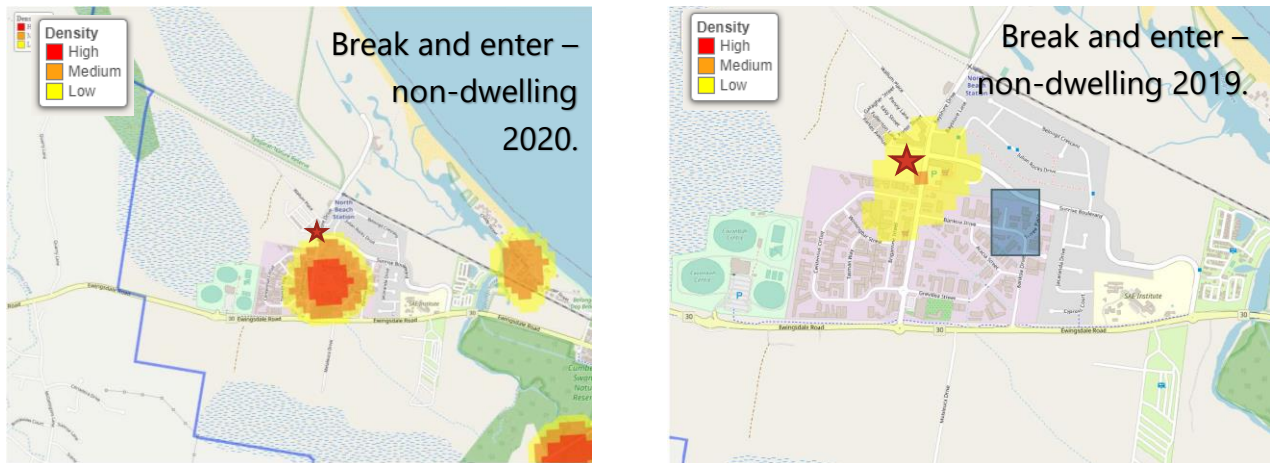
### 1.6.2 ANALYSIS OF TRENDS

During the five-year period surveyed (2016-2020), crime statistics in Byron Bay (suburb) remained stable in relation to assault, break and enter (non-dwelling), motor vehicle theft and malicious damage to property. There was no change for Homicide and Robbery. However, the remaining assessed crime types, Break and enter dwelling, steal from a motor vehicle and drug offences decreased throughout the period assessed.

Notably, the state average has seen increases in drug offences and decreases in theft offences and malicious damage offences while Byron Bay remained stable in these areas.

A review of the crime hotspots map shows there is a high density of break and enter - non dwellings in the area of the CBD as well as the areas nearby to the subject site.

**Figure 3 – Crime hotspot – subject site marked with red star (BCOAS Crimetool 2021)**



## 1.7 CPTED PRINCIPLES

The guidelines prepared by the NSW Department of Urban Affairs and Planning (DUAP 2001) identify four (4) Crime Prevention Through Environmental Design (CPTED) principles to be considered in a Development Application to ensure developments do not create or exacerbate crime risk. These principles are discussed below in relation to the proposed development and include surveillance, access control, territorial reinforcement, and space management.

### 1.7.1 SURVEILLANCE

The attractiveness of crime targets can be reduced by providing opportunities for effective surveillance, both passive and technical. Good surveillance ensures people can see what other people are doing. People feel safer in public areas when they can easily see and interact with others. Potential offenders are often deterred from committing crime in areas with high levels of surveillance. Deterrence can be achieved in good design via the following methods:

- Clear sightlines between public and private places.
- Effective lighting of public spaces; and
- Landscaping makes a place attractive but does not provide offenders with opportunities for concealment to enable them to entrap victims.

### 1.7.2 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 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 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.

### **1.7.3 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 they have some ownership of public space, they are more likely to gather and to enjoy space. Community ownership also increases the likelihood people who witness crime will respond by quickly reporting it or by attempting to prevent it. Territorial reinforcement can be achieved through:

- Design 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 territorial reinforcement is not achieved by making public spaces private spaces, through gates and enclosures. As such, gates or enclosures are not proposed or recommended.

### **1.7.4 SPACE MANAGEMENT**

Popular public space is often attractive, well maintained and well used space. Linked to the principle of territorial reinforcement, space management ensures space is appropriately utilised and well cared for.

Space management strategies include activity coordination, site cleanliness, rapid repair of vandalism and graffiti, replacement of burned-out pedestrian and car park lighting and the removal or refurbishment of decayed physical elements.

## **1.8 CRIME RISK IDENTIFICATION**

Developments which are operational during daytime hours but unoccupied at night can be susceptible to crime, including:

- Robbery and theft;
- Graffiti, damage or loitering;
- Break and enter.

It is important to recognise the subject site is located in an area featuring commercial land uses and fronts a relatively busy road (Bayshore Drive) carrying over 300 vehicles in the peak hour (in both directions).

It is this proximity to a mix of commercial, industrial and residential land uses, which provides opportunities as well as constraints, and must be managed in the context of CPTED principles.

## **1.9 RECOMMENDATIONS**

Based on the local crime profile, the crime risk identification and the CPTED principles, the following recommendations are provided with relation to the proposed educational establishment in the context of the provisions of Part B of the CPTED Guidelines as outlined in **Section 1.7** of this report.

### **1.9.1 SURVEILLANCE**

The building has been designed to ensure passive surveillance of the car parking areas and the proposed driveway (which is also the future public street). The following key recommendations are provided with respect to surveillance:

- Install and maintain surveillance cameras and recorders to monitor and record all entrance and exit points to the buildings. CCTV cameras should also cover any common areas, public spaces, and bicycle parking areas. The associated warning signage should also be installed.
- In advance of further development of the site, the CCTV should also monitor the site entrances (vehicle and pedestrian) and the entire length of these access paths.
- Recordings should be made twenty-four (24) hours a day seven (7) days a week. The time and date must automatically be recorded. All recordings are to be kept for a minimum period of thirty (30) days before they can be reused or destroyed.
- The CCTV control system should be located within a secured area of the premise and only accessible by authorised personnel.
- Signage warning of CCTV coverage should be displayed in suitable locations.
- Lighting should be provided at all entry points and within publicly accessible areas, such as the car park.
- Parking levels are to be illuminated at all times or fitted with appropriate sensor lighting.
- Lighting should be provided in accordance with the relevant Australian Standards.
- Landscaping including trees to be appropriately and regularly maintained to ensure opportunities for concealment are avoided and to provide a clear line of sight between the CLC building and car parking areas.
- Seating to be installed within the landscaped car parking areas to encourage passive use by CLC students, thereby providing passive surveillance of this area.
- Ceilings and walls should be a light colour to maximise the reflection of light.
- External lighting fixtures should be 'vandal proof' as possible.
- Regular security patrols to be provided outside of core hours including back to base monitoring of security features.

### **1.9.2 ACCESS CONTROL**

There is two access points between the development and the public domain providing separate vehicular and pedestrian access. A pedestrian and bicycle access point is proposed at the south – south-eastern boundary and vehicular access is provided via the proposed centrally located driveway connecting to Bayshore Drive. The following key recommendations are provided with respect to access control:

- The key access points to the site would be delineated by clear territorial reinforcement to ensure no uncertainty between the private and public domain. This is recommended to include a gate at the driveway entrance to the site to prevent out of hours vehicular access, and bollard/s at the southern pedestrian entrance to ensure no vehicular access via this route. The gate would be expected to be removed in the future as the re-development/subdivision of the residual land occurs. A review of crime prevention measures at that time is recommended in the context of the, as yet unknown, future arrangement.
- The existing boundary fencing is to be maintained.
- Windows and other access points at or near ground level will be lockable to restrict unwelcome access.
- Fire exit doors should be fitted with measures to restrict unauthorised access from the outside.
- All areas should be fitted with doors must comply with Australian Design Standards.



- The entrance doors at the front (north) and side (west) should include glass for visual permeability.
- Signage should be installed on the Main Street (temporary access) and Bayshore Drive elevation to clearly communicate the appropriate entrance points communicating the arrangement of the site, being car parking to the north, MTU to the south, pedestrian access from the west.

### 1.9.3 TERRITORIAL REINFORCEMENT

The differentiation between the public and private domains is unambiguous for the proposed development and is reinforced by the existing boundary fencing and recommended gate and bollard installation. The following key recommendations are provided with respect to territorial reinforcement:

- In addition to access control, which clearly delineates public and private spaces, additional visual cues such as paving materials and landscaping should be used to distinguish between public and private spaces.
- Appropriate signage/ markings of car parking spaces to be provided for all users.
- Installation of signage stating: "*These premises are under constant CCTV surveillance*".

### 1.9.4 SPACE MANAGEMENT

The following key recommendations are provided with respect to space management:

- Landscaping within the car parking area is to be actively managed on a regular basis to ensure opportunities for concealment are removed and a clear line of sight between the CLC building and the car parking area is provided.
- Any burnt out lighting is replaced quickly.
- Regular cleaning of public spaces and the collection of rubbish.
- Graffiti is removed as soon as possible.

## 1.10 CONCLUSION

This CRA is supplied to support development of a proposed TAFE educational establishment located at Bayshore Drive, Byron Bay (Lot 12 DP1189646).

The proposed development has been evaluated relative to:

- The four principles which underline Crime Prevention through Environmental Design (CPTED), as identified in the "Crime prevention and the assessment of development applications Guidelines" issued by the (former) Department of Urban Affairs and Planning.
- Consideration of relevant data from the 2016 Census, SEIFA Index of Disadvantage and the NSW Bureau of Crime Statistics and Research, 2021.

Provided at **Section 1.9** of this report are a range of measures which will enable the design and ongoing use of the development to align with those CPTED principles to reduce opportunities for crime. The works/measures identified are minor in scope and can be specified on the detailed design drawings.

This CRA demonstrates the proposed educational establishment at Bayshore Drive, Byron Bay (Lot 12 DP1189646) will have a high level of amenity, casual surveillance and public safety within the building and surrounding area. The proposed development will assist in revitalising and activating the site and will provide appropriate lighting and security measures to protect the safety of neighbouring premises, proprietors, residents and the local community.



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