



# SAFER BY DESIGN REPORT

**Proposed Redevelopment of Yacht Club Site**

**Ada Street, Belmont**

**PREPARED FOR: LAKE MACQUARIE YACHT CLUB**



**MAY 2009**

**SAFER BY DESIGN REPORT  
LAKE MACQUARIE YACHT CLUB****ADA STREET, BELMONT**

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# 1. INTRODUCTION

Insite Economic & Social Planning has undertaken a Safer By Design assessment on a proposed redevelopment (expansion) of the Lake Macquarie Yacht Club (LMYC). The LMYC is located in Ada Street, Belmont NSW.

## 1.1 Methodology

This assessment has incorporated the following methodology:

- Assessment of plans for the proposed LMYC redevelopment, provided by EJE Architecture.
- Site visit and assessment of the proposed area to be developed and surrounds.
- Assessment of crime statistics/data for the Lake Macquarie LGA.
- Consultation with the Community Safety Officer, Lake Macquarie Local Area Command to assess level of anti-social behaviour in the development area and surrounds.
- Consultation with the general manager of the LMYC.
- Consultations with neighbouring residents.

The above methodology has formed the basis of the following report that outlines a series of recommendations made that are consistent with Safer by Design principles.

## 1.2 Introduction to Safer By Design

In April 2001, the NSW Department of Infrastructure, Planning and Natural Resources (Department of Planning) introduced Crime Prevention Legislative 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 is thought to present a crime risk, the guidelines can be used to justify modification of the development on the grounds that crime risk cannot be appropriately minimised.

Councils and local Police are encouraged to identify the types of development that will 'typically' require a crime risk assessment, and prepare a consultation protocol. Protocols are location (need) based agreements which outline the types of development that will be jointly assessed, how construction will occur and timeframes for consultation. Subject to council direction, development types not listed in local consultation protocols will not require a formal crime risk (CPTED) assessment. The Lake Macquarie LAC and Lake Macquarie City Council have such an agreement in place.

### 1.3 *Crime Prevention Through Environmental Design*

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

This is because predatory offenders often make cost benefit assessment of potential victims and locations before committing crime. CPTED aims to create the reality (or perception) that the costs of committing crime 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;

1. territorial re-enforcement;
2. surveillance;
3. access control; and
4. space/activity management.

The following provides an overview of each key CPTED strategy (listed above) and specific recommendations relating to the proposed development.





## 2. AREA CHARACTERISTICS

### 2.1 Site Characteristics

The CPTED report relates to the proposed redevelopment of the LMYC, located on Ada Street Belmont. The site is currently the home of the yacht club and its redevelopment will consist of the following;

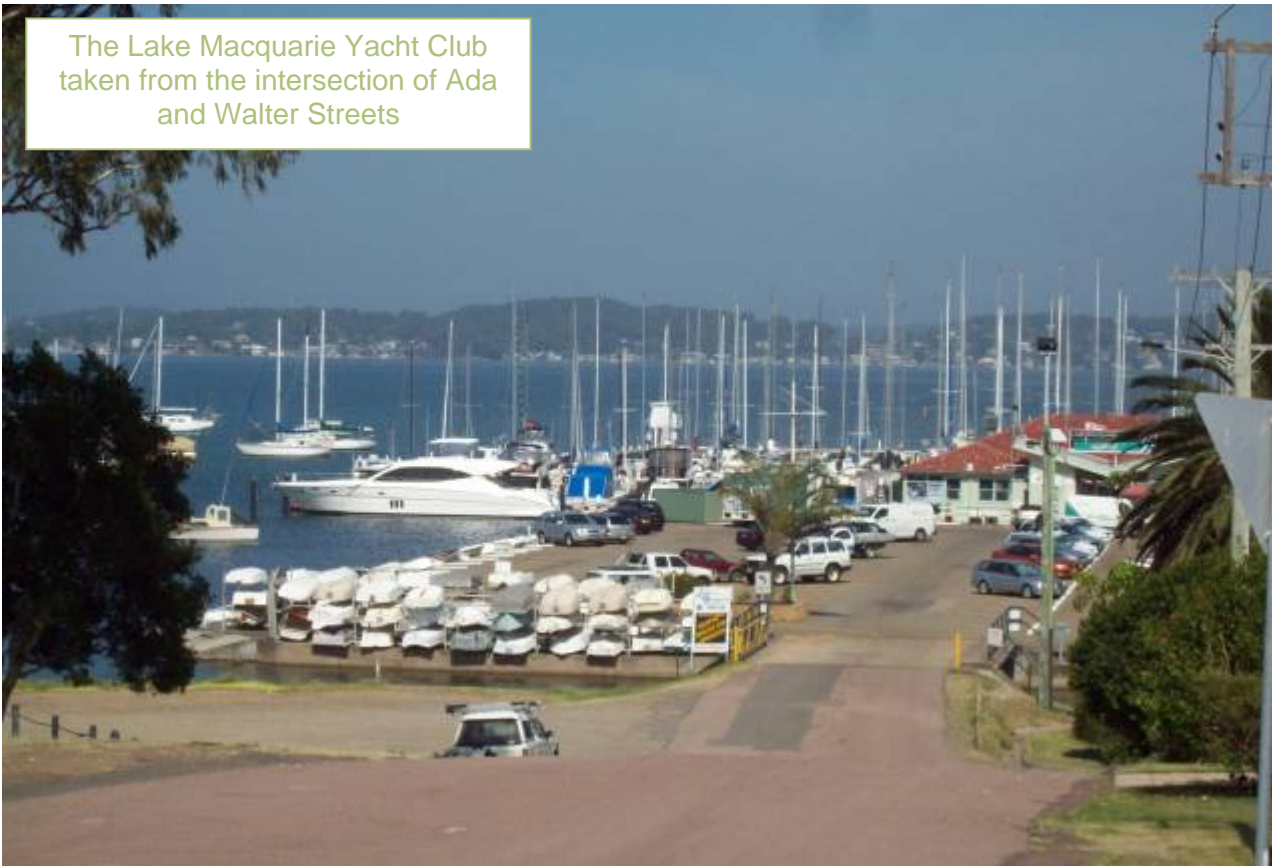
1. Increase the marina berths from 83 to 141 berths. This represents an increase of 58 berths which will extend to the west of the existing marina.
2. Increase car parking from 94 spaces to 151 spaces. This represents an increase of 57 spaces which will be achieved via improved layout of the existing carpark and also formalisation of the car park located on the crown reserve located at the eastern end of Ada Street, adjacent to the entry to the yacht club.
3. Demolition of the existing club and construction of a new two story building.

The LMYC is a licensed club and operates under the jurisdiction of the Liquor and Gaming Authority of NSW. The club operates its bar facilities from 10.00am – 10.00pm Sunday to Thursday and 10.00am – 12.00 midnight Friday and Saturday evenings. The only exception is on New Year's Eve when the trading would cease at 1.00am. There has been no evidence of breaches against any liquor licensing obligations.

The following aerial photo provides a contextual view of the yacht club site and its relationship to its surrounding area. As seen, the yacht club is basically surrounded by water. To the north and south of the site are residences located along the foreshore.



The Lake Macquarie Yacht Club taken from the intersection of Ada and Walter Streets



## 2.2 Development Characteristics

The LMYC project is a redevelopment of the existing site. The proposed plans are below showing the site as a whole, carpark layout and marina layout.



Figure 1: Plan of the overall redevelopment showing the marina extension, foot print of the proposed redeveloped club house and car park area











## 2.3 Lake Macquarie Local Area Command Comments





Crime data for the Lake Macquarie Local Government Area (refer NSW Bureau of Crime Statistics and Research for the period 2003 – 2007) identifies that for the LGA the main incidences of crime relate to;

-  Assault (domestic and non-domestic).
-  Harassment.
-  Theft (including theft from stores, motor vehicles and from persons).
-  Driving offences.





When compared with other LGA's, the Lake Macquarie LGA is ranked 46<sup>th</sup> (out of the top 50 LGA's across the state) for steal from a retail store and 38<sup>th</sup> for motor vehicle theft. It is not ranked within the top 50 for any other crime category for this period.

With reference to the Belmont area, the incidences of reported crime and anti-social behaviour have been mapped in the Local Government Crime Report Series 2006. This allows for some comparative analysis to be made across the LGA. Data in this report shows the concentration of reported crime across the LGA and for Belmont the data indicates;




Highest incidence of reported crime:

-  Assault non DV related - high density (highest density is 73 recordings)
-  Assault alcohol related - high density (highest density is 66 recordings)
-  Break and enter non dwellings - high density (highest density is 83 recordings)
-  Steal from dwelling - high density (highest density is 42 recordings)

Mid level incidence of reported crime:

-  Assault DV related – mid density (highest density is 53 recordings)
-  Break and enter dwellings – mid density (highest density is 67 recordings)
-  Steal from motor vehicle – mid density (highest density is 100 recordings)
-  Malicious damage to property - mid density (highest density is 212 recordings)

Low level incidence of reported crime:

-  Robbery - low density (highest density is 10 recordings)
-  Motor vehicle theft - low density (highest density is 54 recordings)
-  Steal from person – low density (highest density is 24 recordings)

The limitation with this data is that it applies to an area (in this case Belmont), rather than a specific location. This means that because the incidence of crime may be high in Belmont, it may not be an issue to the specific area being assessed as part of this report. It is important however to identify the type of crime in the area to ensure that this development does not lead to an increased occurrence, or transfer the occurrence, of crime and anti-social behaviour to this area.

Consultations with the NSW Police indicated that the area in the vicinity of the yacht club, including the surrounding residential areas, are not identified as problem areas or 'hot spots'. In summary there is very little policing activity required for the area.

The nearby Gunya Hotel was identified as having some past issues but does not seem to be an issue now. The nearby Cullen Park was not identified as an issue for anti-social behaviour and secondary supply of alcohol. This has been attributed to proactive strategies from the licensees of both the LMYC and the Gunya Hotel.



The Gunyah Hotel is located on The Pacific Highway Belmont and is within the vicinity of the Lake Macquarie Yacht Club.

Cullen Park is located adjacent to the Gunyah Hotel and is in the vicinity of the Lake Macquarie Yacht Club.





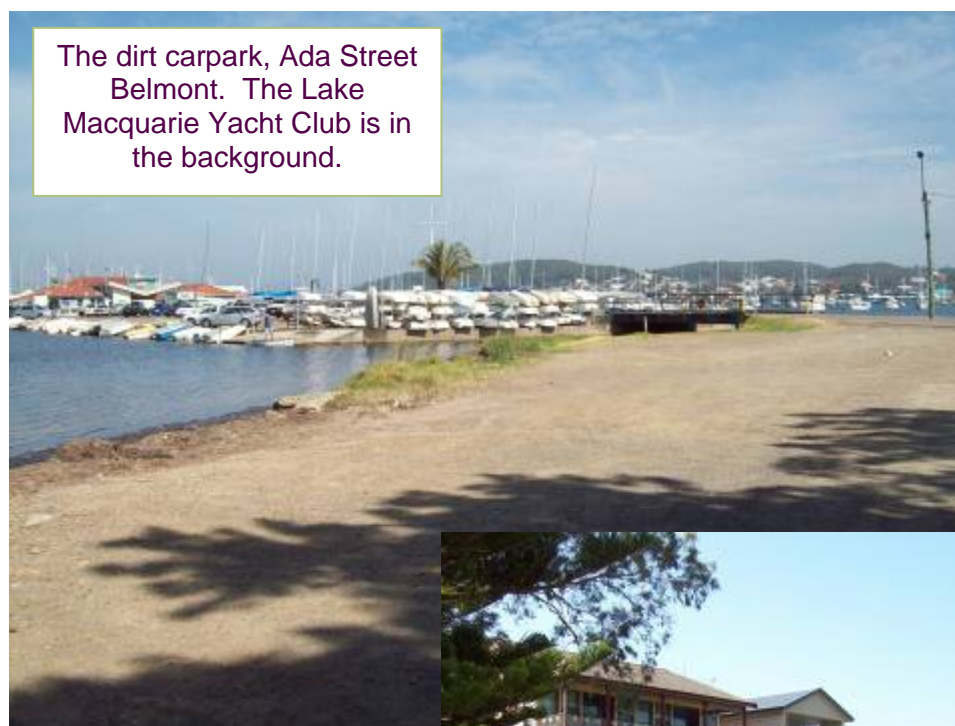
Of interest was the incidence of marine theft. It includes the stealing of small outboard motors, antennas, fishing equipment and the like. These incidences were difficult to police as the actual date of the theft was usually not known (this is due to boats not being used on a regular basis). Marine theft was not identified as a systematic issue or one that was specific to the LMYC marina or nearby swing moorings.

Local residents did not report any major incidence of crime or anti social behaviour in this area. The main issues are litter and rubbish in both Cullen Park and the nearby dirt carpark located in Ada Street. There are some incidences of vandalism targeting houses along the Pacific Highway which related to pulling out trees and shrubs. This was sporadic and usually occurred on Friday and Saturday nights. This activity was not reported to police but identified via consultations with residents.

There are no major incidences of theft from properties located along the foreshore. These properties are accessible from the public reserve located at the rear of the property. This area would need to be monitored by residents for opportunistic stealing regardless of the redevelopment of the yacht club.

Properties are accessible via public reserve along the foreshore. These properties are located to the south of the yacht club. Entry to this area is from the dirt carpark. The redevelopment will include an upgrade to the carpark as well as a formal path along the rear of these properties.

In summary the Community Crime Prevention Officer did not consider that the redevelopment of the yacht club would result in an increase in crime or antisocial behaviour in this vicinity.





## 3. CRIME PREVENTION ASSESSMENT

An assessment of the development has been undertaken against each of the four CPTED principles. Each heading area is briefly summarised before specific recommendations and comments are made. It should be noted that recommendations are made by referencing the proposed design of the development and also taking into account characteristics of the area discussed above.

### 3.1 *Territorial Re-enforcement*

Community ownership of public space sends 'signals' to the community. Places that feel owned and cared for are likely to be used, enjoyed and revisited. People who have guardianship or ownership of areas are more likely to provide effective supervision and are more likely to intervene if crime is taking place, or if there is a risk of crime occurring. Furthermore, criminals rarely commit crime in areas where the risk of detection is high.

Territorial re-enforcement uses actual and symbolic boundary markers, spatial legibility and environmental cues to 'connect' people with space, to encourage communal responsibility for public areas and facilities, and to communicate to people where they should not be and what activities are appropriate.

#### 3.1.1 Recommendations – Territorial Re-enforcement

The main boundary of the site is well defined as it is surrounded by water. Its location makes the site clearly visible both from the water and from land.

Because the building structure is prominent it will need to be well maintained. This also extends to the surrounding carpark, Ada Street carpark and the area of the foreshore that is to be upgraded and landscaped. Maintenance of the area includes prompt removal of evidence of anti social behaviour and vandalism such as graffiti, broken fixtures or fittings and removal of rubbish.

Ongoing monitoring such as a regular 'walk through' will need to be conducted by LMYC staff to address issues as they are identified, including removal of rubbish from the building and surrounds. This ensures the area always appears to be well maintained and would again include the Ada Street carpark and redeveloped foreshore area.

If any issues arise in these areas it should be the responsibility of the LMYC to act on these matters immediately (or report to the most appropriate person/agency). The Ada Street carpark and foreshore redevelopment area is included as part of the monitoring activities as it is part of the development proposal and may lead to further activity in this area. Monitoring of these areas and addressing issues as they arise will also maintain a positive perception of the LMYC by local residents.

The use of graffiti resistant paints to all hard surfaces is also recommended. Even though graffiti is not identified as a serious issue in the development site it is recommended as a proactive measure to allow for ease of dealing with matters if they arise.

Ongoing monitoring is undertaken, and will continue to be undertaken, by the club's maintenance staff that monitor the premises daily. Any incidents that arise are recorded and the General Manager for action. This activity will include the foreshore area to the south of the development.



## 3.2 Surveillance

People feel safe in public areas when they can see and interact with others, particularly people connected with that space, such as shopkeepers or adjoining residents. Criminals are often deterred from committing crime in places that are well supervised.

*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 – it is a by-product of well planned, well designed and well used space.

*Technical / mechanical surveillance* is achieved through mechanical / electronic measures such as CCTV, help points and mirrored building panels. It is commonly used as a 'patch' to supervise isolated, high risk locations.

*Formal (or Organised) surveillance* is achieved through the tactical positioning of guardians. An example would be the use of the on-site supervisors, e.g. security guards at higher risk locations.

### 3.2.1 Recommendation – Surveillance

Natural surveillance will generally be maintained throughout the site while the facility is open. Given the nature of the activities on the site, and that people utilising the facility are usually members of the LMYC, they are usually known to staff. Other people (visitors) are usually in the company of members or are attending social functions.

Their use of the area is specific and purposeful (ie people move into the club facility rather than loiter in areas such as the carpark) and due to the geographic characteristics of the area it is not a thoroughfare to vehicle or pedestrian traffic. This makes general surveillance of the area easier to manage.

Access to the marina area is restricted by locked gates at each side of the clubhouse. Therefore general pedestrian traffic is through the main entrance of the club which is monitored at all times by staff and is governed by the Liquor and Gaming Authority of NSW. Special events and functions are also supported by external (contract) security staff.

The club's car park is locked at closing each evening and opened in the morning by the cleaner. Even though the carpark is still accessible by foot; access to the marina is restricted.

Even though vehicular access and pedestrian access to the club marina is restricted, the entire site (including marina) is accessible by water. After hours surveillance is therefore difficult because access to the site from the water can't be restricted. Also, adjacent to the LMYC and marina are numerous swing moorings. Access to these boats is by small dinghy and there is continued activity around the moored yachts. This again means that surveillance is difficult. On review it is noted that the incidence of marine theft is minor however vigilance would need to be promoted via a similar campaign to the park smarter program which promotes security of equipment, removing valuables from sight etc.

The design of the facility means that most of the activities are focussed towards the west (ie over the water) therefore ongoing monitoring of the carpark is difficult. However, due to the facilities utilisation patterns it is recommended that a regular 'walk through' be conducted as a means of ongoing monitoring. Again this activity is supported by the club's maintenance staff and cleaners.

There is lighting around the site, including the car park and marina. This will be upgraded as part of the redevelopment and will include the marina extension. The area is lit throughout the night suggesting that people moving around the site will be more easily detectable. It is recognised that detection amongst the yachts from a distance is difficult.

The incidence of theft at this site has not been highlighted as an issue by members, the general manager of the site or the NSW Police.



Example of existing lighting at the LMYC marina. Lighting will be a feature of the marina

### 3.3 Access Control

*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 as they minimise opportunities for people to wander in areas where they are not supposed to. Effective access control can be achieved by using physical and symbolic barriers that channel and group pedestrians into areas, therefore increasing the time and effort required for criminals to commit crime.

*Natural access control* includes the tactical use of landforms and waterways features, design measures including building configuration, formal and informal pathways, landscaping, fencing and gardens.

*Technical / Mechanical access control* includes the employment of security hardware.

*Formal (or Organised) access control* includes on-site guardians such as employed security officers.

#### 3.3.1 Recommendations – Access Control

People who access the site are usually club members and by visitors, including those attending yacht regattas. Entry to the club and marina is by the main entrance of the club therefore ongoing monitoring of patrons is undertaken by staff. The area has not reported any regular or recent incidents of crime or anti social behaviour arising from the clubs activities. All bar staff are trained in Responsible Service of Alcohol (RSO) and its compliance to RSO is a strict club policy.

Access to the site is generally by those who utilise the area for its intended purpose – ie to attend to their boat/yachts, as a visitor in the presence of a member, or as an irregular or semi regular user of the facility (ie to attend a function, visit the restaurant etc).

The surrounding area, including the park along Ada Street and foreshore area at the rear of the nearby properties are not areas that have caused any past concerns. On liaison with nearby residence there seems to be a degree of vigilance around their properties. The main issues



identified are rubbish left in the carpark and also bottles left along residential streets. This is not identified as a common issue. There have been some incidences of noise later in the evenings when patrons leave the LMYC and walk along Ada Street. On occasion people may stand at the front of Ada Street properties and wait for a taxi, resulting in some disturbance to these residents. The LMYC attempt to minimise noise on surrounding residents and ensure that their courtesy bus and taxi pick-ups are always at the front door of the club premises. The LMYC will work towards ensuring that patrons exit the club in a quite manner. This will be undertaken by signage/posters and the like at the exit of the premises.

The formalisation of the footpath along the southern foreshore may lead to increased pedestrian activity along this area. This may lead to opportunistic crime as the pathway is situated to the rear of the residential properties. While this has not been an issue in the past, it is recommended that this area be monitored by the yacht club and matters such as rubbish etc be removed at the earliest convenience. Residents would need to employ vigilance in how they secure items, which they need to do presently.

### ***3.4 Space / Activity Management***

Space / Activity Management strategies are an important way 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. Conversely, places that are infrequently used are commonly abused. There is also a high correlation between urban decay, fear of crime and avoidance behaviour.

#### ***3.4.1 Recommendations – Space / Activity Management***

The premises must be kept in a clean and tidy condition at all times. Any sign of anti social behaviour, vandalism, or the like, is to be removed. This will be facilitated via the walk through which is part of the duties of maintenance and cleaning staff.

Access to the club and marina is restricted and governed by the regulations set out by the Liquor and gaming Authority of NSW.

With regards to compliance with these regulations the LMYC has strict guidelines on the management of patrons. Staff adhere to RSO meaning that intoxicated persons are not served and asked to leave the premises. There is also a spirit of cooperation with the nearby Gunya Hotel with regards to the notification of possible patrons who may cause issues. It is the policy of the LMYC to contact police if there is any report of significant disturbance.



## 4. CONCLUSION

With regards to the local area, the vicinity of the LMYC is not regarded as a high risk area. The redevelopment is not seen to bring about an increased incidence in crime however strategies to prevent opportunistic crime and anti-social behaviour are recommended as a pro active strategy.

The area is well defined however its location makes surveillance from areas outside of the yacht club difficult. For example, it is difficult to monitor the carpark from the club facility and difficult to monitor the marina from the carpark.

With this in mind, the majority of people who utilise the facility are associated with the club in some manner either as a boat owner, a social member of the club or in the company of a member. There are opportunities for ad hoc, irregular users to attend the facility either for a meal or for social gatherings. People who live within a five (5) kilometre radius must become a member. Therefore monitoring of people in and around the LMYC is made easier.

There has been no evidence to support any conflict between the LMYC and the Gunya Hotel however the availability of taxis at the club to assist patrons move away from the residential area would need to be considered.

Access to the marina is restricted. Entry is via the club and members do have a key for the gates located at each side of the club house. These gates are kept locked restricting access to non-members.

Overall, advice from the Police Community Safety Officer indicates that the development would not be of major concern, nor should it impact on the successful implementation of this project. Specific recommendations are as follows;

- ☞ Graffiti Resistant paint to be applied to exterior surfaces and evidence of anti social behaviour addressed immediately.
- ☞ A regular 'walk through' will continue to be undertaken by maintenance staff as a means of providing ongoing monitoring and a quick response to any issues that may arise. This should also include the Ada Street carpark and along the southern foreshore area where the path is to be constructed.
- ☞ A 'lock it or lose' it campaign be introduced to the carpark areas. This campaign promotes vehicle security, removing valuables from vehicles and keeping items away from visible areas.
- ☞ A similar campaign to the above should be adopted for boats within the marina and also to the swing moorings. This will prevent the areas becoming a 'soft' target to offenders (ie the reward is high and risk of detection low).
- ☞ Lighting across the carpark and marina to be installed and operated after hours. This will promote visual surveillance to the site.
- ☞ Taxis and a courtesy bus are made available to patrons of the LMYC prior to and at closing time to assist patrons move away from the premises in a quiet and orderly manner. This will need to be supported by signage to remind patrons to leave in an orderly and quiet manner.

In closing, the level of risk for crime and anti social behaviour has been assessed as low. The redevelopment of the site is not considered to increase opportunities for crime or antisocial behaviour. Supporting this assessment is the existence of policies that are, and will continue to be in place. These include:

- ☞ The Responsible Service of Alcohol;
- ☞ Monitoring of patrons entering and exiting the facility at all times when the club is open;
- ☞ Employment of external security contractors at special events and functions;

- Security of the marina and car park areas including lighting of these areas;
- Ongoing monitoring of the site by staff; and
- Practice to report and act on any incidents such as vandalism etc.

With the above policies in place, and the adoption of the above proactive strategies, there are no specific issues arising from this development.

