



TOWN PLANNING  
AND URBAN DESIGN

# **AMENDED CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN ASSESSMENT REPORT**

**Proposed development within the Town  
Centre Civic Precinct of the Warnervale  
Town Centre**

**Preferred Project Report**

**Corner Nikko and Hakone Roads,  
Warnervale**

**Fabcot Pty Ltd**

May 2012

PROJECT NO: 210.065 CPTED

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## 1. INTRODUCTION

This report constitutes a detailed amended Crime Prevention through Environmental Design (CPTED) Report to accompany the Preferred Project Report (PPR) to the NSW Department of Planning & Infrastructure (DP&I) for the development proposal located at the corner of Nikko Road and Hakone Road, Warnervale.

Specifically, the PPR seeks approval for the following:

- New “Main Street” running east-west which will act as a link between the future railway station to the west of the site to the edge of the “Hill Top Park” at the eastern boundary;
- A “Civic Square”;
- Site preparation and bulk earthworks for proposed new roads, infrastructure and buildings;
- Construction of proposed buildings which specifically seeks approval for usage as a retail premises of 22,945 square metres, along with:
  - ancillary commercial uses of 4,335 square metres, and
  - leisure-entertainment uses of 3,400 square metres.
- Use and fit-out within the proposed buildings for the purposes of a Big W Discount Department Store, and Woolworths Supermarket;
- Car parking for 1,625 spaces inclusive of an at-grade commuter car parking area for 201 cars;
- Loading dock facilities; and
- Infrastructure measures associated with the provision of road access, water, sewer, communications and energy to the proposed development.

The proposal does not seek the subdivision of the land.

The purpose of this report is to assess the proposed development against the guidelines prepared by the NSW Department of Planning titled “Crime Prevention and the assessment of development application” under Section 79C of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

This assessment should be considered in respect to the amended design drawings prepared by BN Group as submitted with the PPR.



BN Group have provided a summary statement in relation to the crime measures incorporated into the design and this information can be found at **Appendix A** of this report.

An assessment under the Safer by Design guidelines is also attached at **Appendix B** of this report.

It is noted that the NSW Bureau of Crime Research and Statistics has issued a summary of crime associated with Wyong Local Government Area in 2008 which indicated that the subject site is not an identified hotspot. Refer to **Appendix C** of this report.



## 2. CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN PRINCIPLES (CPTED)

### 2.1 OVERVIEW

The following table provides a summary of the proposed development:

CPTED PRINCIPLE	DESIGN RESPONSE
<b>Surveillance</b>	Additional measures to enhance surveillance and maximising of sight lines need to be implemented. Sight lines in corridors between corners, lift doors and entrances need to be created to minimise hiding opportunities. This can be achieved through the provision of mirrors and dual frontage/doors addressing both sides for lifts, removal of unnecessary walls/obstructions, clear glazing of lift lobbies and car park portals, as well as maximising sight lines from inside front door of rooms to corridors.
<b>Access Control</b>	The use of security shutters/swipe card access to retail levels. All levels accessible via lifts and travelator, internal supermarket lift.  Necessary to ensure effective use of physical and symbolic barriers to attract, channel or restrict the movement of people to minimise opportunities to commit crime.
<b>Territorial Reinforcement</b>	The design of the proposal will need to incorporate aspects to define and distinguish areas strictly for private use/access from the areas utilised for public and semi-public purposes.
<b>Space Management</b>	The creation of a well-kept and attractive space will help to attract more people, and thus reduce the likelihood of crime occurring through increased passive surveillance. The use of quality design combined with the implementation of an appropriate management, upkeep and cleaning strategies will reinforce perceptions of safety.



## **2.2 DESIGN CONSIDERATIONS**

### **2.2.1 Relationship between Design and Crime**

Crime Prevention: Aims to prevent crime and anti-social behaviour before it occurs.

Social prevention: Aims at addressing socio-economic causes of crime.

Situational prevention: Seeks to reduce opportunities for crime and anti-social activity through changing the environment

Examples:

- A typical offender will assess potential crime location before committing crime;
- Building design or use can create an environment that is not conducive to crime;
- Building design should seek to address both actual crime and fear of crime;
- Good design should encourage an open society, open space and freedom of movement;

A fear of crime leads to reduced participation in civil society, which in turn also leads to a self-fulfilling prophecy; that is if an area is perceived as unsafe, people retreat into homes, surveillance is reduced and crime is encouraged.

#### ***Holistic Approach***

Crime Prevention for development - a holistic approach involving:

- Crime Prevention through Environmental Design (CPTED) principles;
- Engineering and physical measures. Eg. CCTV, security doors, security patrols, mirrors; and
- Management strategies. Eg. Security Management Plan.

#### ***Crime Prevention through Environmental Design***

CPTED aims to reduce crime and change perceptions of crime through changing the physical environment.

- CPTED increases risk for criminals by increasing chance of detection, challenge and capture;
- Increases effort required to commit crime by increasing the time, energy and resources needed to be expended; and



- Removes conditions that create confusion about behaviour norms.

### ***The CPTED Principles***

There are four principles that need to be used in the assessment of applications to minimise the opportunity for crime:

- Surveillance;
- Access Control;
- Territorial Reinforcement; and
- Space Management.

Particular consideration has been given to the incorporation of these principles concerning entrances, lift cores (access/exit from basement and retail levels), corridors, interrelationships with existing retail and proposed retail space, lighting, legibility and accessibility, ownership and space management, security and safety, and minimisation of 'entrapment' opportunities.





### 3. ASSESSMENT AGAINST CPTED PRINCIPLES

This section provides an assessment of the proposed development within the Town Centre Civic Precinct of the Warnervale Town Centre against the CPTED principles previously identified in this report. In ensuring that the design of the proposed development improves the safety and security of patrons using the facility, an assessment of the amended architectural plans submitted as part of the PPR has been undertaken. The proposed development has been designed having the treatment, security and ongoing management of the site in mind, which will assist to maximise community safety in the Town Centre.

#### 3.1 SURVEILLANCE

Opportunities for surveillance have been incorporated into the design of the proposed development in relation to two primary functions; the prevention of anti-social behaviour and the on-site management of anti-social behaviour during its occurrence. The proposed development has been designed to allow quick detection and response to anti-social behaviour, through the use of a comprehensive CCTV camera system for mall areas, car parking and loading areas, and street frontages. The development has also been designed specifically to take advantage of passive surveillance opportunities, as it is considered that patrons and customers of the Town Centre can deter potential criminal activities through the passive surveillance of public space.

##### *Design response*

The Town Centre has a well-defined structure and street hierarchy, with built form within the core of the Town Centre being built to the boundary line and, where desirable, frontages to the street have been activated by shopfronts and well-defined public spaces. This is particularly true of Main Street, which runs to the north of the Town Centre core. Main Street traverses the site east to west, linking the proposed new railway station with the proposed open space at the 'top of the hill'.

The proposed development has been designed therefore to provide passive surveillance to Main Street, with all frontages to Main Street incorporating clear glazing and street activation (refer to drawing no. **A10.03 Proposed Elevations – North Elevation at Appendix A of the PPR**). This activation along Main Street will provide a safe community environment in which to socialise, shop and enjoy the various entertainment options available. The design of the frontage of Main Street and the Civic Square is such that there will be no obstructions to sight lines from the proposed entries and pathways of the street frontage (refer to drawing no. **A04.13 – Proposed Floor Plan – GL – Retail Level at Appendix A of the PPR**)

To the west of the Town Centre Core is the WO1 road. This road runs parallel with the railway line and gives access to key carpark levels within the building, Main Street and its adjacent surface car park. WO1 is the key access road from Sparks Road and will also be used for commuters to access the commuter car park and buses.



Buses pick up and set down on the eastern and western sides of WO1, opposite the first phase of development. Hence this road will be populated with bus stands. As such, the design of the western facade of the proposed development will incorporate both active and passive surveillance, through the use of both CCTV cameras and passive surveillance opportunities through an accessible road and bus stops along the frontage. The built form fronting WO1 consists of access to key parking areas and activation of north and south corners by retail and commercial lobby areas respectively (refer drawing **A10.02 Proposed Elevations – West Elevation at Appendix A of the PPR**), allowing further opportunity for both active and passive surveillance along the western frontage.

To the south of the Town Centre core is Road WO5. While predominantly a service access road to key loading areas and access to car parking, this road has also been activated with large format retail space and commercial frontage. At a higher level overlooking Road WO5, a terrace from the food court has been provided to capture the views out to the south. Each of these elements provide for an active frontage overlooking the public space. This activation along the southern facade allows passive surveillance to occur along road WO5 (refer to drawing **A10.04 Proposed Elevations – South Elevation at Appendix A of the PPR**).

The eastern side of the Town Centre core abuts Wyong Council land which has future development potential. However in the interim the visual amenity of the built form has been considered so that a variety of building materials and striking architectural forms present well to the east until such time as a future development occurs. Since the eastern facade is not 'activated', the CPTED considerations will be monitored via security cameras (refer to drawing **A10.01 Proposed Elevations – East Elevation at Appendix A of the PPR**).

The design of the ground floor area of the development provides for "air-locks" between entry points and car parking levels, thereby enabling increased surveillance from within the development to the surrounding parking. Measures to enhance internal surveillance and maximising of sight lines have been incorporated into the design, as well as additional sight lines in corridors between corners, lift doors and entrances to minimise hiding opportunities (refer to drawing **A04.13 – Proposed Floor Plan – GL – Retail Level at Appendix A of the PPR**).

This drawing demonstrates how sight lines within the retail floor area are maximised in a linear fashion, with an emphasis placed on ensuring that these sight lines remain unobstructed. It is considered therefore, that the spatial design of the proposed development maximises opportunities for surveillance. The design places an emphasis on maximising the number and length of sight lines within and around the development, with a focus on the capacity of people and technology to observe movement and activity at distance.

The provision of mirrors, removal of unnecessary walls/obstructions, clear glazing of lift lobbies and car park portals have allowed increased surveillance opportunities throughout



the proposed development. Specifically, the proponent has agreed that the following measures will be included within the design:

- Lift lobbies and car park portals with clear glazing where possible rather than solid walls to provide surveillance from car parking area and to create sight lines/surveillance;
- Install mirrors in retail and car parking levels to increase visibility of possible hiding areas and to minimise hiding opportunities;
- Install mirrors to create visibility around corners on ground level when exiting lift core area and stairwell areas; and
- Provide mirrors or other means to maximise visibility of corners and to reduce hiding opportunities when accessing/exiting common open space and lobbies.

It is considered that the design ensures no obstructions of sight lines from the proposed entries to the street frontages. It is considered that for common areas such as the street frontages, mall areas and civic square areas, social surveillance will serve as a prominent form of surveillance, as an environment will be provided which encourages casual observers, through natural surveillance, to routinely monitor, challenge or report suspicious pedestrian and vehicular movements through Main Street or into buildings.

### **3.2 ACCESS CONTROL**

Measures to regulate access control for the proposed development will be implemented in a variety of ways to reduce opportunities for crime. These measures include *natural* access control, *technical* access control and *formal* access control. Access control involves the specific design of the built facade and entry/exit points which restricts and channels flow of pedestrian and vehicular movement.

*Natural* access control incorporates existing land characteristics into the design of the development, taking full advantage of pathways to demarcate between public and private areas. This type of surveillance is typically underpinned by *technical* forms of access control such as swipe cards, which grant exclusive access to restricted areas for authorised personnel only. Additionally, formal access control measures include the utilisation of guards and surveillance personnel on site in identified key areas.

Access control has its foundations in distinguishing between public and private spaces in and around a development and controlling access levels to restricted areas. It is considered however that all access control measures should be implemented in a manner which does not affect the customer experience in a detrimental manner. All measures to control access to private areas must be balanced by passive surveillance measures and implied barriers where possible.



## ***Design response***

### Access control on the western facade

The overall building typology of zero boundary setbacks with the reinforcement of corner statements and clarity of individual built forms is intended to provide a strong urban edge. This urban edge is then further defined by colonnades, awnings, street furniture, landscaping and well defined footpaths. This typology was a key rationale in the design of the proposed development's western facade.

The western frontage of the subject site runs along the WO1 Road, which runs from north to south along the western side of the Town Centre core. This road runs parallel with the railway line and gives access to key car park levels within the building, Main Street and its adjacent surface car park. WO1 Road is the key access road from Sparks Road and will also be used for commuters to access the commuter car park and buses.

While WO1 on its eastern side has a defined footpath, it is not seen as a high pedestrian traffic area. This will occur on the western side of the street where public transport facilities are concentrated in the form of bus stops, bus shelters and the train station. For this reason the location of the car park entry to car park level 2 is centrally located along the western facade of the development. Street activation along the western facade is deliberately limited to and focused at the north-western and south-western corners of the development so as to introduce a physical and implied barrier, discouraging large amounts of pedestrian traffic on the eastern side of WO1 (refer to drawing **A10.02 Proposed Elevations – West Elevation at Appendix A of the PPR**).

The design of the western facade is such that delineation between the entry and exit points of the car park entry is clear for both drivers, pedestrians, and those utilising public transport. Built form treatment along the western facade provides a clear delineation between the defined footpath and the entry to the car park, which serves an implied barrier for pedestrians who are encouraged to remain clear of the car park entry at all times.

### Ground floor access control

The internal design of the proposed building includes barriers to back of house operations, signage at the entry point and cashiers points at the exit point to the Big W and Woolworths. The design, height and location of the aisles within the supermarket have been carefully selected to optimise use of floor space while at the same time allowing for staff surveillance.

Access control to the retail spaces and pedestrian areas will be effectively managed through lockable entry doors. With respect to fire escape points and building services rooms, the location of these access points, the use of lockable doors and other environmental cues will make it clear that these are not public entry points.



The design includes measures such as physical barriers at the entry points to lifts to restrict vehicle access or blocking of the entry area. The design delineates the vehicle entry point into and from the site, and channels both pedestrian and vehicles within the car parking levels. The car parking levels, internal movements such as the travelators and the entry points of the proposed buildings from Main Street of the proposed development have been designed to ensure that no places are available to allow entrapment.

### Signage

Clear external and internal signage as a communication medium will signal safety and way-finding certainty as well as assisting in access control. All occupiers/users and contractors will be reassured by signage that provides security clarity, a guide to directions and a security design measure. Signage is also appropriate for emergency assembly points.

The proposed signage of the development is comprehensive in terms of where it is situated throughout the development. Clear signage which identifies service areas from parking areas, as well as signage which identifies the car parking entry points and public transport zones will provide another layer of implied access control prior to physical barriers being encountered at the entrance to these areas as well as restricted areas (refer to drawing **A10.04 Proposed Elevations – South Elevation at Appendix A of the PPR** which includes signage element of car parking and loading dock entrance along Road WO5).

### Loading dock

The loading dock area has been designed to minimise the potential for conflict between pedestrians and motorists. The following points summarise how:

- Displays of clear signage identifying loading dock areas and associated restrictions (refer to drawing **A10.04 Proposed Elevations – South Elevation At Appendix A of the PPR**);
- Installation of CCTV at entrance of loading dock, facing inward to loading dock;
- Any pedestrian access points through the loading dock into the shopping mall are to be locked at all times with staff having full access; and
- Loading dock areas to be differentiated with treatment through the incorporation of a different pavement/concrete finish, contrasting to the surrounding road asphalt.

Loading zones 1 and 2 have their access points along Road WO5 to the south of the subject site which runs east to west. Physical barriers to these areas include roller shutters, swipe access and CCTV cameras to regulate authorised access only, as well as clear signage which clearly indicate that the entries are for the loading dock only (refer to drawing **A04.10 Carpark Level 3 & Loading Docks Plan**) at **Appendix A of the PPR**.



### 3.3 TERRITORIAL REINFORCEMENT

Main Street and the Civic Square will provide opportunities for the ownership of space through both care and maintenance and perceived surveillance. Territorial reinforcement employs the use of actual and implied boundary markers to provide legibility and environmental cues to encourage community responsibility for public spaces. The proposed development incorporates design measures which achieve territorial reinforcement, including the demarcation of public and private areas which enable the concentration of pedestrian activity to public spaces.

#### *Design response*

The design of the proposed development includes elements which promote territorial reinforcement. The overall building typology of zero boundary setbacks with the reinforcement of corner statements and clarity of individual built forms is intended to provide a strong urban edge. This urban edge is then further defined by colonnades, awnings, street furniture, landscaping and well defined footpaths (refer to drawing **A80.00 3D Perspectives at Appendix A of the PPR**).

Where possible pedestrians have been separated from vehicular movements, and service vehicles separated from cars, giving clear circulation patterns in and around the Town Centre core.

It is considered that the design of the proposed development includes ground floor uses to Main Street that attract pedestrian activity which will promote vibrancy within the public spaces of the project. The proposed development also utilises signage, landscaping, site furnishings and paving detailing to delineate between public and private spaces, particularly along Main Street and Road WO5 (refer to drawing **A10.03 Proposed Elevations – North Elevation at Appendix A of the PPR** which provides an elevation of Main Street, demonstrating the primary active shopfront component of the development).

Definition between the boundaries of the property and the road/public areas to upper level car parking are clear given the proposed location of lifts, frontages, street addresses, pavement treatments, street activation and security shutters on ramps between basement level car parking.

The proposal has clearly indicated pathways for circulation both within and outside of the building through informal and formal articulation of pathways and entrances. It is considered that treatments of passageways and thoroughfares will ensure that stakeholders who currently frequent the area will benefit from legibility of the space at the ground floor level with the amended design (refer to drawing **A04.13 – Proposed Floor Plan – GL – Retail Level at Appendix A of the PPR**).

It is considered that a higher level of territorial enforcement will be required at the ground floor level to each street frontage and within the mall area. In addition, Fabcot will implement surveillance through the use of CCTV throughout the proposed development.



### 3.4 SPACE MANAGEMENT

Space management involves the formal supervision, control and care for development throughout its operation. The proposed development should have in place mechanisms to maintain the high quality of its spaces (with particular emphasis on the public domain elements of Main Street and the Civic Square). Ensuring site cleanliness, immediate repair of lighting, removal of graffiti and the removal of decaying physical elements is paramount will ensure that the CPTED principles of the development will not be hindered during the operational stage. This is achieved through an appropriate management system, as well as users claiming a sense of ownership and care over the area.

#### *Design Response*

The built form attempts to reflect contemporary large scale rural architecture modified to establish a unique Town Centre. It does not present as one large building, but rather an assemblage of building elements. The Architectural character acknowledges environmental considerations, providing sun shading through awnings and colonnades, large roof overhangs and expressive fenestration (refer to drawing **A80.00 3D Perspectives at Appendix A of the PPR**). Clear glazing throughout the design and the minimisation of hiding spots which are not under CCTV surveillance will significantly reduce opportunities for crime and vandalism.

Opportunities for graffiti and other forms of vandalism need to be further minimised in car parking areas, the pedestrian access frontage and mall through appropriate finishes and surveillance measures. If graffiti/vandalism was to occur at any given time, the applicant can prepare a policy in accordance with the rapid removal requirement within a 48-hour period as recommended by Council for those areas controlled and managed by the owners of the centre.

Site cleanliness is also a factor that influences the perceived and actual level of care of an area. Proper management practices as well as the implementation of waste removal and cleaning processes will result in a development which is successfully and consistently kept clean. The choice of lighting for the proposed development will also be vandal proof, and materials facilitate ease of maintenance in the long-term, to delay the appearance of urban decay.

Key recommendations for the maintenance of space management include:

- Establishing an ongoing management plan;
- Removal of graffiti vandalism;
- Addressing vandalised or broken street furniture and lighting;
- Immediate replacement of burnt-out light globes;
- Maintaining town centre cleanliness.



## **4. CONCLUSION**

This amended report has been prepared to detail the crime minimisation design mechanisms proposed within the development and assess these mechanisms in accordance with the four (4) crime prevention through environmental design principles.

In summary, the proposed development is appropriate within the context of the subject site and is consistent with the NSW Department of Planning guidelines on minimising crime risk.

Should the NSW Police or Council consider that additional measures are required, the applicant asks to be consulted in the first instance prior to rejection of the proposal or imposition of any conditions which will alter the design.





## **APPENDIX A**

### **BN Group Statement**



## Warnervale Town Centre Design Statement

Incorporating Crime Prevention through Environmental Design (CPTED).

The Warnervale Town Centre has been designed to reflect the Urban Design outcomes of the Warnervale DCP for an activated Town Centre.

The Town Centre has a well-defined structure and street hierarchy, with built form within the core of the Town Centre being built to the boundary line and, where desirable, frontages to the street have been activated by shopfronts and well-defined public spaces.

This is particularly true of Main Street which runs to the north of the Town Centre core. Main Street traverses the site east to west, linking the proposed new railway station with the proposed open space at the 'top of the hill'.

Within Main Street will be found the primary Civic space or Town Square. Shopfronts are activated along Main Street and around the Town Square. The activation along Main Street will provide a safe community environment in which to socialise, shop and enjoy the various entertainment options available.

To the west of the Town Centre core is WO1. This road runs parallel with the railway line and gives access to key carpark levels within the building, Main Street and its adjacent surface carpark. WO1 is the key access road from Sparks Road and will also be used for commuters to access the commuter car park and buses.

Buses pick up and set down on the western side of WO1 opposite the first phase of the development. Hence this side of the road will be populated with bus stands. The built form fronting WO1 consists of access to key parking areas and activation of north and south corners by retail and commercial lobby areas respectively.

While WO1 on its eastern side has a defined footpath, it is not seen as a high pedestrian traffic area. This will occur on the western side of the street.

To the south of the Town Centre core is WO5. While predominantly a service access road to key loading areas and access to car parking, this road has also been activated with large format retail space and commercial frontage. At a higher level overlooking WO5, a terrace from the foodcourt has been provided to

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capture the views out to the south. Each of these elements provide for an activated frontage overlooking the public space.

The eastern side of the Town Centre core abuts Wyong Council land which has future development potential. However in the interim the visual amenity of the built form has been considered so that a variety of building materials and striking architectural forms present well to the east until such time as future development occurs.

Since the eastern façade is not 'activated' the CPTED considerations will be monitored via security cameras.

The overall building typology of zero boundary setbacks with the reinforcement of corner statements and clarity of individual built forms is intended to provide a strong urban edge. This urban edge is then further defined by colonnades, awnings, street furniture, landscaping and well defined footpaths.

Where possible pedestrians have been separated from vehicular movements, and service vehicles separated from cars, giving clear circulation patterns in and around the Town Centre core.

The built form attempts to reflect contemporary large scale rural architecture modified to establish a unique Town Centre. It does not present as one large building, but rather an assemblage of building elements. The Architectural character acknowledges environmental considerations, providing sun shading through awnings and colonnades, large roof overhangs and expressive fenestration.

This Design Statement should be read in conjunction with the accompanying Architectural DOP approval documents.



## **APPENDIX B**

### **Assessment against Safety by Design Guidelines**

#### **NSW Police**



# ASSESSMENT AGAINST SAFER BY DESIGN GUIDELINES FOR CRIME PREVENTION



REQUIREMENT		CONSISTENT	COMMENT
<b>Natural Surveillance</b>	<i>Openings in buildings are located and designed to overlook public places to maximise casual surveillance.</i>	Yes	In accordance with BCA requirements, the openings in the buildings have been designed to allow for casual surveillance.
	<i>The main entry to a building should face the street.</i>	Yes	All main entries to the building will be visible from the street frontage. Entry from the building to the parking areas will be via lifts and travelators. All car park entrances also face the new street network.
	<i>An external entry path and the foyer to a building must be direct to avoid potential hiding places.</i>	Yes	There is a direct path to the entry of the main building from the car parking levels. Any blind corners or potential areas to hide can be mitigated with provision of mirrors.
	<i>Entry lobby areas to and from car parking areas should be transparent allowing viewing into and from these areas.</i>	Yes	Glazing/windows will be installed. Frontage to car park includes glazed sections to maximise surveillance.
	<i>Landscaping must not conceal the front door to a building when viewed from the street.</i>	Yes	The proposed landscaping of the development will not conceal entrances to the building when viewed from the street.
	<i>Pedestrian access should be well lit and maximise sight lines.</i>	Yes	Pedestrian access will be well lit and maximise sight lines in accordance with Australian Standard for public car parking area and surrounds
	<i>Landscaping should not inhibit sight lines.</i>	Yes	Any proposed landscaping will not impede sight lines.
	<i>ATM design and location is within direct view of pedestrian paths so that they can be overlooked from vantage points.</i>	Yes	If an ATM is proposed this can be orientated appropriately.
	<i>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.</i>	Yes	A street number can be provided on-site if required.

# ASSESSMENT AGAINST SAFER BY DESIGN GUIDELINES FOR CRIME PREVENTION



REQUIREMENT		CONSISTENT	COMMENT
	<i>Landscaping should be designed to maximise sight lines.</i>	Yes	Landscaping proposed in the development has been designed to maximise sight lines.
<b>Active surveillance measures – security devices</b>	<i>A security alarm system must be installed in a building.</i>	Yes	Alarms will be installed in the buildings.
	<i>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.</i>	Yes	Schedule of building materials and finishes will be utilised in accordance with standards.
	<i>Unless impractical, access to an outdoor car park must be closed to the public outside of business hours via a lockable gate.</i>	No	Implementation would be impracticable for the site.
	<i>CCTV system must cover all high risk areas and including all entry areas and the laneway.</i>	Yes	CCTV surveillance will be installed.
<b>Access Control</b>	<i>Loading docks in the vicinity of main entry areas are secured outside business hours.</i>	Yes	The loading docks will include CCTV surveillance.
	<i>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.</i>	Yes	Access to the loading docks will be restricted to only trucks providing deliveries to the stores. In addition to this, the roller shutter door for the loading docks can remain closed at all times other than during deliveries.
	<i>Clear signage should be erected indicating loading docks should not be accessed by the general public.</i>	Yes	Signage will be installed.
<b>Territoriality/ownership</b>	<i>Site planning provides a clear definition of territory and ownership of all private, semi-public and public places</i>	Yes	Site planning effectively indicates the designation of parts of the development as private, semi-public and public places.
<b>Lighting</b>	<i>Both natural and artificial lighting is used to reduce poorly lit or</i>	Yes	Lighting will be installed to comply.



# ASSESSMENT AGAINST SAFER BY DESIGN GUIDELINES FOR CRIME PREVENTION



REQUIREMENT		CONSISTENT	COMMENT
	<i>dark areas and therefore deterring crime and vandalism.</i>		
	<i>Lighting must be provided to the following areas of a building to promote safety and security and night:</i> <i>A) An external entry path, foyer, driveway and car park to a building.</i>	Yes	
	<i>B) Shopfront. This may be in the form of motion sensitive lighting or timer lighting.</i>	Yes	
	<i>C) The underside of an awning.</i>	Yes	
	<i>Lift access to a car park that are intended for night use must be well lit using a vandal resistant, high mounted light fixture.</i>	Yes	
	<i>The lighting in a car park must conform to Australian Standards 1158.1, 1680, 2890.1.</i>	Yes	
	<i>The use of lighting fixtures, and vandal resistant, high mounted light fixtures, which are less susceptible to damage in the car park and laneway areas.</i>	Yes	
	<i>Car parking areas should be painted in light colours which will increase levels of illumination.</i>	Yes	Parking area will include illumination.
<b>Vandalism and Graffiti</b>	<i>Development minimises blank walls along all street frontages</i>	Yes	The design of the façades includes windows and doors to minimise blank walls where possible.
	<i>The exterior to a building wall on the ground floor must be painted in a graffiti resistant coating.</i>	Yes	Schedule of building materials and finishes will be utilised in accordance with standards.

## ASSESSMENT AGAINST SAFER BY DESIGN GUIDELINES FOR CRIME PREVENTION



REQUIREMENT		CONSISTENT	COMMENT
	<i>Maintenance regimes should be implemented which ensure all public areas are well maintained.</i>	Yes	A cleaning and maintenance program can be implemented.
	<i>Cleaning regimes should be implemented which ensure all main public areas are free of rubbish.</i>	Yes	
	<i>Graffiti removal regimes should be implemented which ensure graffiti is promptly removed.</i>	Yes	

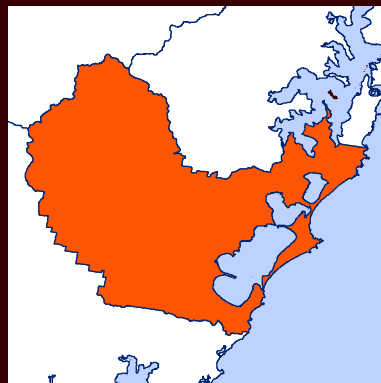


**APPENDIX C**  
**Wyong LGA Crime Statistics**  
**NSW Bureau of Crime Statistics**

2008

**local government area  
crime report series**

**wyong**





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# **WYONG LOCAL GOVERNMENT AREA CRIME REPORT 2008**

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**Bryan Price**



NSW Bureau of Crime  
Statistics and Research

2009

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## INTRODUCTION

This report contains information on police-recorded crime in the Wyong Local Government Area (LGA). It includes information on:

- The spatial distribution of crime within the LGA
- Recent trends in the 17 major offence categories
- Temporal variation in crime by time of day, day of week and month
- The age and gender of victims and suspected offenders
- The premises types on which crimes occurred
- The involvement of alcohol in crime.

An important aspect of this report is the inclusion of hotspot maps showing the distribution of crime within the LGA. We have provided this information in order to both inform local crime prevention efforts and give members of the public a better understanding of crime in their local neighbourhood.

Unfortunately, the Bureau of Crime Statistics and Research is not able to explain the reasons for the distribution of crime within local areas, nor are we able to advise how to prevent crime in a local area. If you are interested in either of these issues please contact either your local police or the Crime Prevention Division of the NSW Attorney General's Department ([www.lawlink.nsw.gov.au/cpd](http://www.lawlink.nsw.gov.au/cpd) or phone 02 8688 3277).

If you have any questions about this report, or if you wish to provide feedback, please contact the Deputy Director on (02) 9231 9190 or [bcsr@agd.nsw.gov.au](mailto:bcsr@agd.nsw.gov.au).

Dr Don Weatherburn  
Director  
30 September 2009



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## DEFINITIONS AND EXPLANATORY NOTES

The data in this crime report were extracted from the NSW Police Force's Computerised Operational Policing System (COPS). Because COPS is a live database, data can vary according to the time at which they are extracted.

In this report:

- The counting units are recorded *criminal incidents* rather than recorded *offences* (except for murder incidents, which count victims, see note 2) and
- Unless specifically stated, the data are categorised by date of *reporting* to police (or date of detection by police) rather than by date of *occurrence* of the incident.

### 1. RECORDED CRIMINAL INCIDENTS

A recorded criminal incident is defined as an activity detected by or reported to police which:

- involved the same alleged offender(s)
- involved the same alleged victim(s)
- occurred at the one location
- occurred during one uninterrupted period of time
- falls into one offence category and
- falls into one incident type (for example, 'actual', 'attempted', 'conspiracy').

One incident may involve two alleged offenders assaulting the same victim. This would be recorded as one assault incident. Alternatively, suppose a person reports to police that he found his neighbour in the process of damaging his car and, when confronted, the neighbour assaulted him. For such an event, two criminal incidents would be recorded because two distinct offence types were involved (malicious damage to property and assault) even though the same parties were involved at the same time and in the same place.

Police-recorded crime data provide a useful barometer for monitoring trends and patterns in crime in local areas. Police-recorded crime data are not as useful for estimating the overall level of crime in a particular area (crime victim surveys are more appropriate for this purpose). This is primarily because many criminal incidents are not reported to, or detected by, police. For example, some minor assaults where neither party is injured might not be reported to police.

Irrespective of the way in which recorded crime trends are presented, the administrative nature of COPS data must always be kept in mind when interpreting these trends. Because the COPS database contains only those criminal incidents that are reported to, or detected by, police, trends in recorded crime will reflect movements in the underlying factors that influence the detection, reporting and recording of crime, as well as changes in the true level of crime in the community. Most offences presented in this crime report have been selected because they are less likely to be related to policing activity or public willingness to report crime.

### 2. COUNTING UNITS

Because of the seriousness of murder and its relatively small numbers, it is considered to be more appropriate to count the number of victims, rather than the number of criminal incidents. Hence, where one murder incident involves a person killing six people, six murder victims are counted in this report. For every other offence, the counting units refer to the number of incidents.

### 3. COUNTING PERIOD

Criminal incidents are included in the counting period in which they were reported to, or detected by, police. In most cases criminal incidents are recorded on COPS on the day of reporting. It is possible for some updating of data to occur when incidents occurred in the year of interest but were reported some time after the data were extracted. That is, data extracted for a specified period of time (incidents reported in 2008, for example), may differ according to the date of extraction of the data. The data presented in this report were extracted in April 2009.

## 4. OFFENCE CLASSIFICATIONS

The Bureau recodes the offence categories used by the NSW Police Force to make them broadly consistent with the Australian Standard Offence Classification (ASOC, ABS 1997, *Australian Standard Offence Classification*, Cat. no. 1234.0). These classifications do not necessarily correspond exactly with offences as defined in legislation. All offence classifications presented in this report are listed in Appendix 1, including a list of all NSW Police Force incident categories that make up these offence classifications.

## 5. MAPS

### 5.1 Locating criminal incidents

To produce crime maps, criminal incident data must be geocoded. Geocoding is the process of assigning a geographic reference (longitude and latitude coordinates) to a criminal incident. The coordinates are referred to as 'geocodes' in this report. Geocodes can be determined using street addresses, place names and other landmark information. Some criminal incidents do not have adequate locational information. Such incidents cannot therefore be represented spatially. Crime maps are only produced for a particular incident type when at least 75 per cent of incidents recorded within an LGA have geocodes.

Criminal incidents that have complete street address information are accurately geocoded to the location as recorded in COPS data. Inaccuracies in determining location may arise if the police failed to record the location of an incident correctly or completely. Geocoding is also subject to data quality issues inherent in the geocoding software and in the digital street, suburb, postcode and features datasets. All data points on the maps included in this report should therefore be treated as approximate locations only.

Incidents occurring in landmarks that cover a large area, for example parks and schools, are geocoded to the geographic centre of the landmark. Recorded criminal incidents that take place in correctional, detention or remand centres are not represented spatially in this crime report.

### 5.2 Spatial data and software

The digital LGA and land use boundaries used in this crime report were obtained from the ABS (*Australian Standard Geographical Classification* (ASGC), Digital Boundaries, 2006, ABS July 2006, Cat. No 1259.0.30.002). Information regarding this digital data is available from the ABS at:

<http://www.abs.gov.au/AUSSTATS/abs@.nsf/DetailsPage/1259.0.30.0022006?OpenDocument>

All other digital spatial data used in this crime report (street networks, postcodes, suburbs, water and park boundaries, and other points of interest) were obtained from MapInfo Corporation as part of the StreetPro© Australia 12.5 software package. Information regarding this digital data is available from MapInfo at:

<http://extranet.mapinfo.com/products/Overview.cfm?productid=138>

MapMarker V14, developed by MapInfo Corporation, was used to geocode the criminal incident data. ArcMap 9.3, developed by ESRI, was used to produce the crime maps.

### 5.3 Hotspot (kernel density) maps

This crime report uses kernel density maps to illustrate areas of high and low crime concentration within the LGA. The relative density of crime is reflected by the colour gradation: areas with no criminal incidents are white; areas with a small number of incidents are shaded lightly and the shading becomes progressively darker as the density of criminal incidents increases. The hotspot maps were created in ArcMap 9.3 with the Kernel Density tool and have a cell size of 100 metres and a search radius of 1000 metres. The figure next to the label 'highest crime density' refers to the number of incidents geocoded within the 1000 metres search radius of the 100m<sup>2</sup> cell with the highest crime densities.

**Note:** crime density levels cannot be compared across the hotspot maps for the different offence categories because different scales have been used.

## 5.4 Privacy

When people report crimes to the police they expect that their details will be treated with confidentiality. All reasonable care has been taken in the production of this report to respect the privacy concerns of individuals, companies and other bodies who have been the victims of crime, while simultaneously providing information that will be useful for crime prevention planners. The hotspot maps provided in this crime report show the spatial distribution of crime, while minimising the likelihood of pinpointing the specific addresses at which incidents have occurred. This is to prevent the possibility of identifying the offender(s) or victim(s) involved in the incidents.

## 6. CRIME BY TIME, DAY AND MONTH

Each offence category for which maps have been produced also includes graphs showing (a) the proportion of incidents by the month in which the incident occurred and (b) the proportion of incidents by the time of day and day of week on which the incident occurred. While the reporting date is the usual counting rule employed in this report (see Note 2), the date on which the incident occurred is employed when estimating crime by time, day and month. This is because there is sometimes uncertainty about the time, day or month in which incidents actually occurred.

Take, for example, a family who go on holiday for two weeks over the Christmas period and who return to find their house has been broken into. Because the victims are unsure about the actual time at which the incident occurred a 'start date/time' and 'end date/time' will be recorded on the COPS database. In the example provided, the incident start and end times will be two weeks apart. In order to minimise the amount of uncertainty in our estimates of the temporal distribution of crime, only those incidents where the start date and end date were the same are included in the calculations.

## 7. PERSONS OF INTEREST

Table 4 shows the age and gender distribution of persons of interest (POIs) proceeded against by police for criminal incidents in the Wyong LGA. Most POIs recorded by police are alleged offenders or persons who the police suspect have been involved in a criminal incident. Police do not proceed against all POIs identified in the COPS database. However only those POIs who were proceeded against are included in Table 4. Not all of these persons were proceeded against to court. Some may have been warned, cautioned or referred to a Youth Justice Conference under the *Young Offenders Act 1997*. Others may have been cautioned for using cannabis or other drugs and others may have been given infringement notices. Infringement notices are on the spot fines that can be paid for and finalised without going to court.

## 8. COUNTING VICTIMS AND PERSONS OF INTEREST

As a result of the way that victim and POI data are recorded on COPS, Tables 3 and 4 are not counts of unique persons. They actually count the interaction between person-level data and incident-level data. This is because criminal incidents involving multiple victims and/or offenders can have multiple victims and/or POIs attached. On the other hand, a single POI or victim could also be associated with more than one criminal incident. These tables, while useful for highlighting the age and gender characteristics of victims and offenders, overestimate of the number of unique victims and POIs identified by police.

POI information will not usually be recorded for criminal incidents in which there are no known suspects. This is very common among incidents of property crime that have low clear up rates. A cleared criminal incident is one which, in the view of police, has been satisfactorily cleared either by the commencement of legal proceedings against an alleged offender or otherwise. Incidents such as malicious damage to property and break and enter have low clear-up rates because the offender is unknown in most cases. POI data should be treated cautiously for these offence types because we only know about the characteristics of people identified by police. The characteristics of offenders not identified by police may vary in a systematic way from the characteristics of known offenders.

## **9. ALCOHOL RELATED INCIDENTS**

Table 5 shows the proportion of selected offences that were flagged by police as alcohol related. Incidents are only flagged as alcohol related when information is available to police which leads them to believe that alcohol was a factor associated with the incident. It is particularly important to be cautious when interpreting the relationship between alcohol and crime for criminal incidents that have low clear-up rates. When police do not know who the offender(s) are, they cannot usually make a judgement about the sobriety of the offender(s). For offences such as these it is likely that the number of incidents flagged by police as alcohol related is considerably lower than the true number.

# LOCAL AREA CRIME SUMMARY

## 10. OVERVIEW OF RECENT TRENDS

Table 1. Number of incidents recorded in the Wyong LGA, 24- and 60-month trend change and NSW ranking (2008) for the 17 major offence types

Offence type	Jan-Dec 2004	Jan-Dec 2005	Jan-Dec 2006	Jan-Dec 2007	Jan-Dec 2008	24-month trend <sup>^^</sup>	% Change over 24 months	60-month trend <sup>^^</sup>	Av. annual % change over 60 months	2008 LGA Rank*
Murder <sup>^</sup>	0	4	2	4	0	nc**	***	nc**	***	nc**
Assault - domestic violence related	741	753	765	833	767	Stable	***	Stable	***	41
Assault - non-domestic violence related	974	976	1,004	1,073	904	Down	15.8%	Stable	***	66
Sexual assault	123	109	119	105	115	Stable	***	Stable	***	71
Indecent assault, act of indecency and other sexual offences	146	164	169	104	116	Stable	***	Stable	***	
Robbery without a weapon	32	43	37	42	46	Stable	***	Stable	***	52
Robbery with a firearm	12	17	5	1	4	nc**	***	nc**	***	
Robbery with a weapon not a firearm	29	29	18	14	14	nc**	***	nc**	***	41
Break and enter - dwelling	1,079	1,237	983	991	1,073	Stable	***	Stable	***	
Break and enter - non-dwelling	651	587	660	435	444	Stable	***	Down	9.1%	78
Motor vehicle theft	766	781	613	558	600	Stable	***	Down	5.9%	25
Steal from motor vehicle	1,068	1,062	1,055	1,134	1,617	Up	42.6%	Up	10.9%	17
Steal from retail store	348	326	337	405	410	Stable	***	Stable	***	30
Steal from dwelling	594	615	653	516	539	Stable	***	Down	2.4%	72
Steal from person	146	140	105	96	94	Stable	***	Down	10.4%	55
Fraud	461	464	676	464	627	Up	35.1%	Up	8.0%	39
Malicious damage to property	2,963	2,669	2,658	3,040	3,039	Stable	***	Stable	***	35

<sup>^</sup> For murder, the data are counts of recorded victims, not criminal incidents (see Note 2, page 7).

<sup>^^</sup> The trend test used was a two-tailed Kendall's rank-order correlation test with a 0.05 level of significance (see, for example, Conover, W.J. 1980, *Practical Non-Parametric Statistics*, 2nd ed, John Wiley and Sons, pp 256-260).

\* Ranks are only calculated for LGAs with populations greater than 3000 people (n=143). Ranks are not calculated for murder due to the low number of recorded victims per LGA. The robbery and sex offence categories are combined because the numbers are too small within the individual categories to calculate reliable rate estimates (see Note 4, page 8).

\*\* Trend information is not calculated (nc) if at least one 12-month period in the selected timeframe had less than 20 incidents.

\*\*\* No annual percentage change is given if the trend is stable or if a trend has not been calculated.



## 11 CRIME MAPS AND GRAPHS FOR SELECTED OFFENCES

### 11.1 Assault – domestic violence related

- Proportion of incidents by month
- Proportion of incidents by time of day, day of week
- Hotspot map

Figure 1. Proportion of domestic violence related assault incidents by month

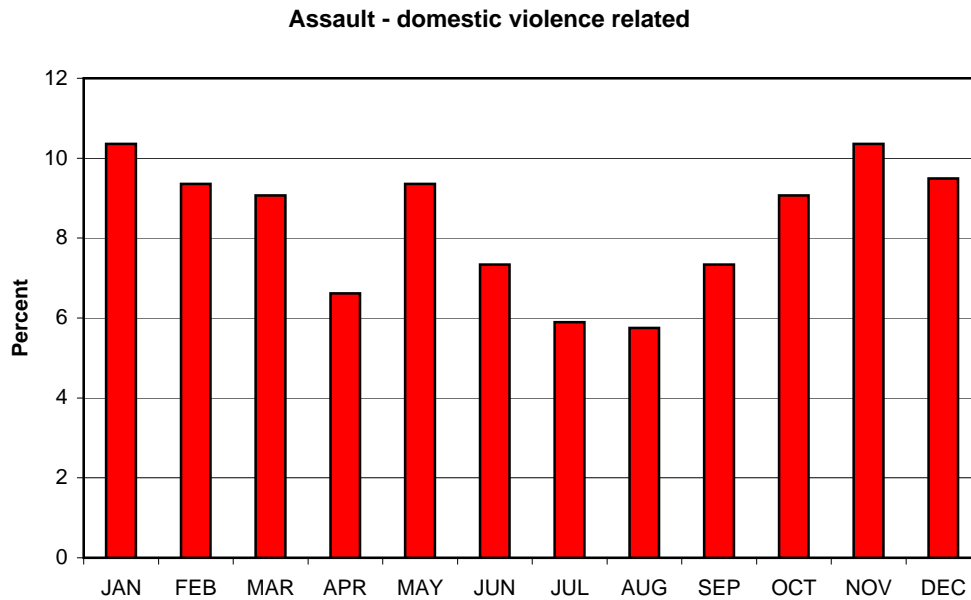


Figure 2. Proportion of domestic violence related assault incidents by time of day and day of week

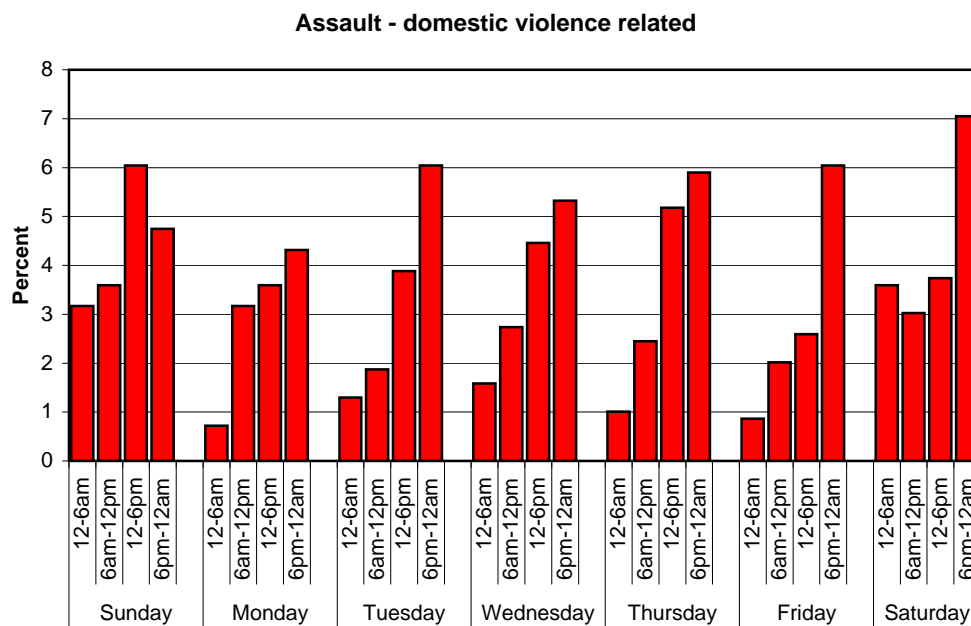
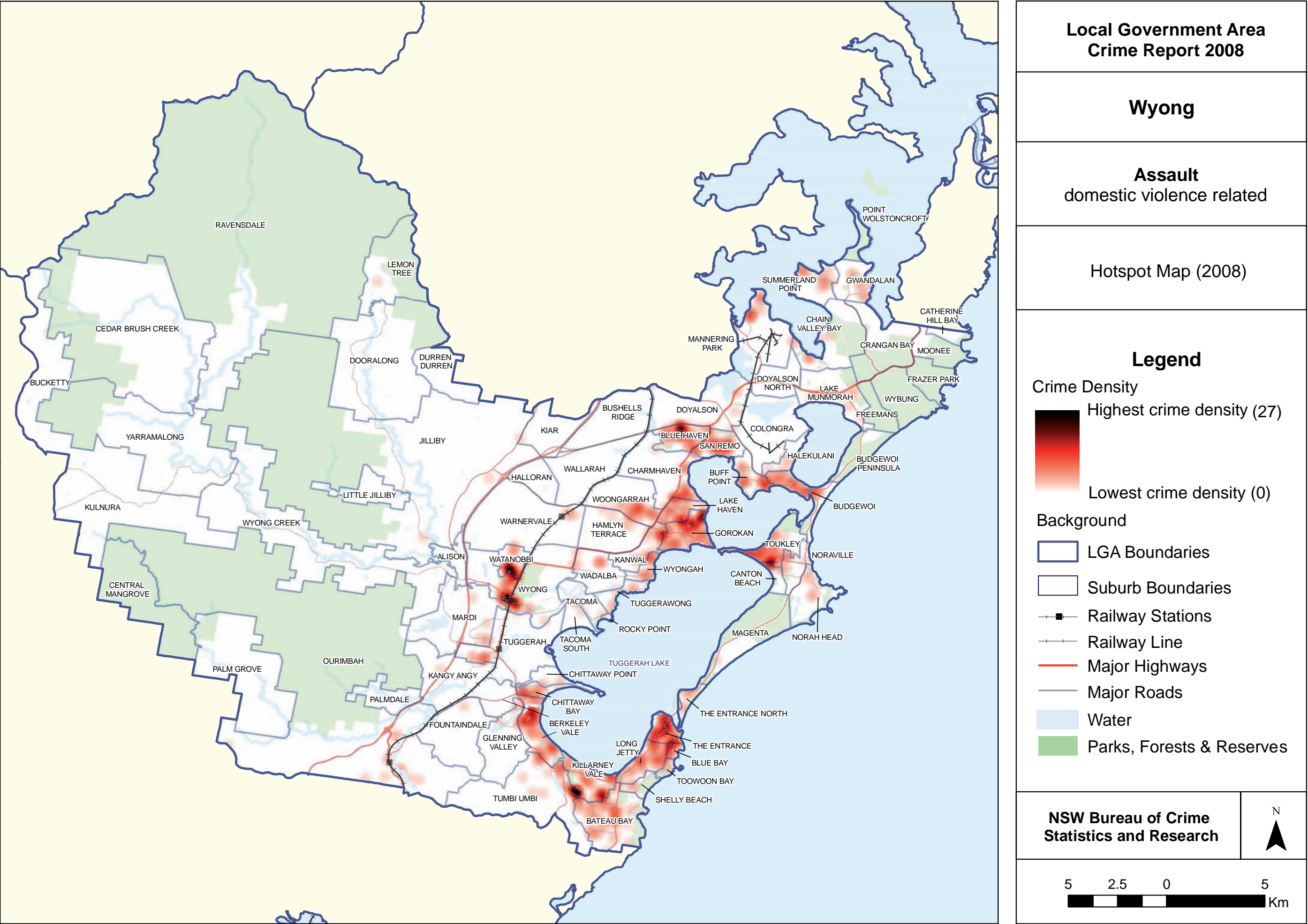


Figure 3. Hotspot map for domestic violence related assault incidents



## 11.2 Assault – Non domestic violence related

- Proportion of incidents by month
- Proportion of incidents by time of day, day of week
- Hotspot map

Figure 4. Proportion of non-domestic violence related assault incidents by month

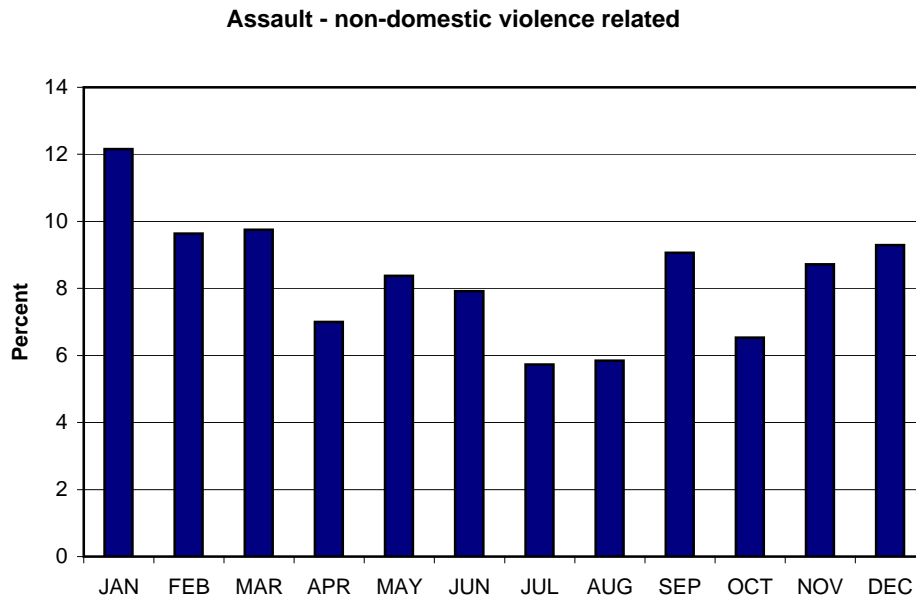


Figure 5. Proportion of non-domestic violence related assault incidents by time of day and day of week

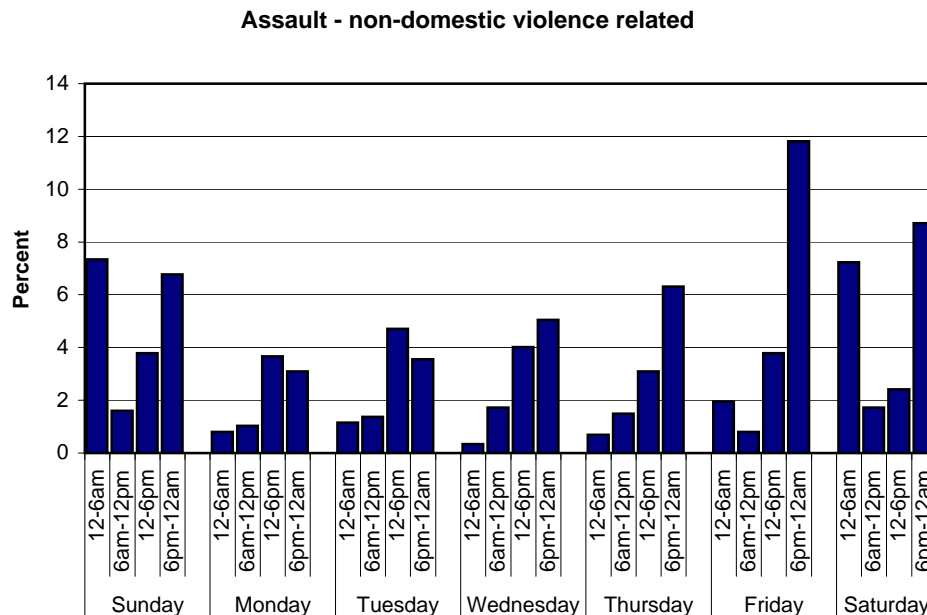
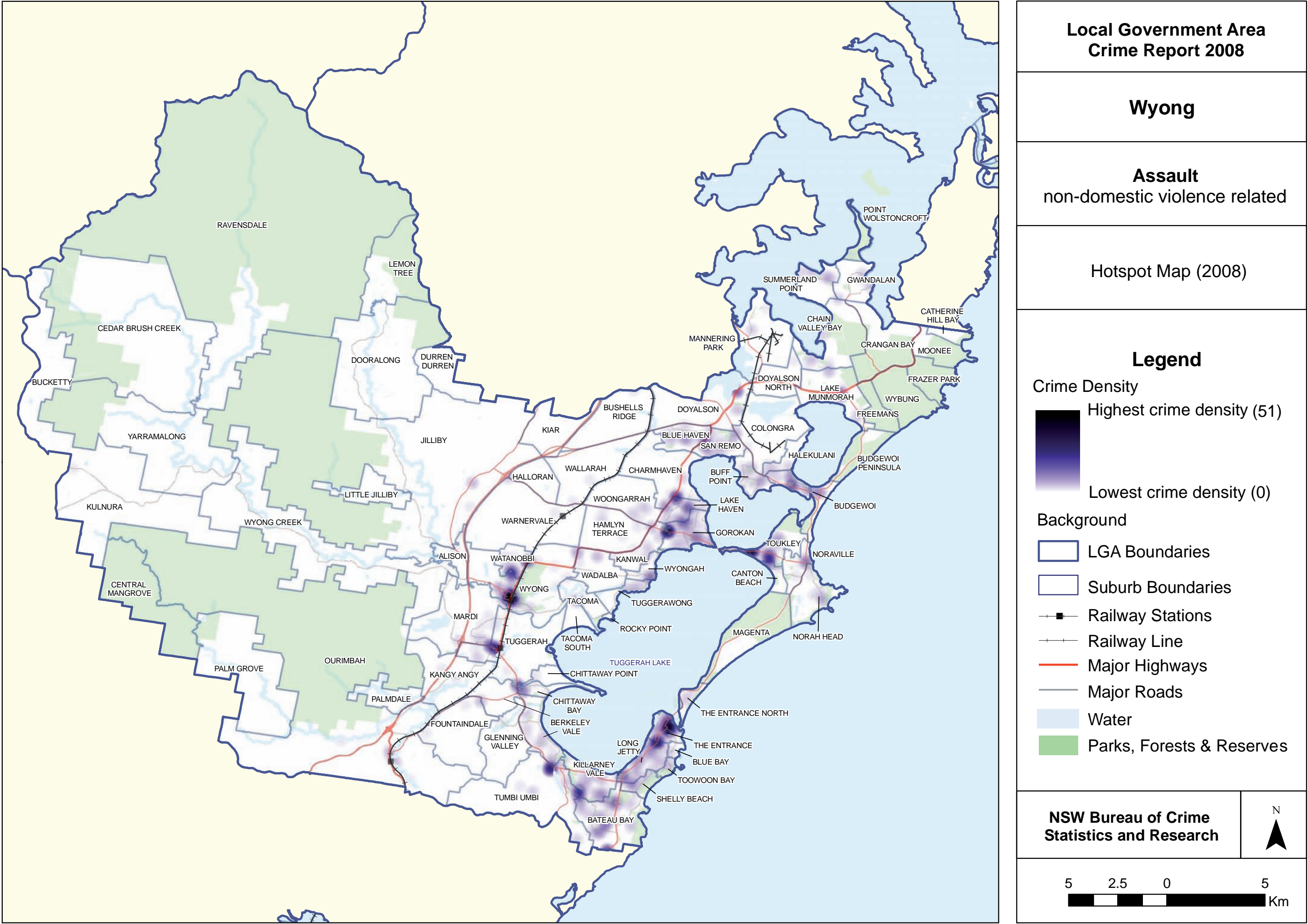




Figure 6. Hotspot map for non-domestic violence related assault incidents



### 11.3 Assault – alcohol related

- Proportion of incidents by month
- Proportion of incidents by time of day, day of week
- Hotspot map

Figure 7. Proportion of alcohol related assault incidents by month

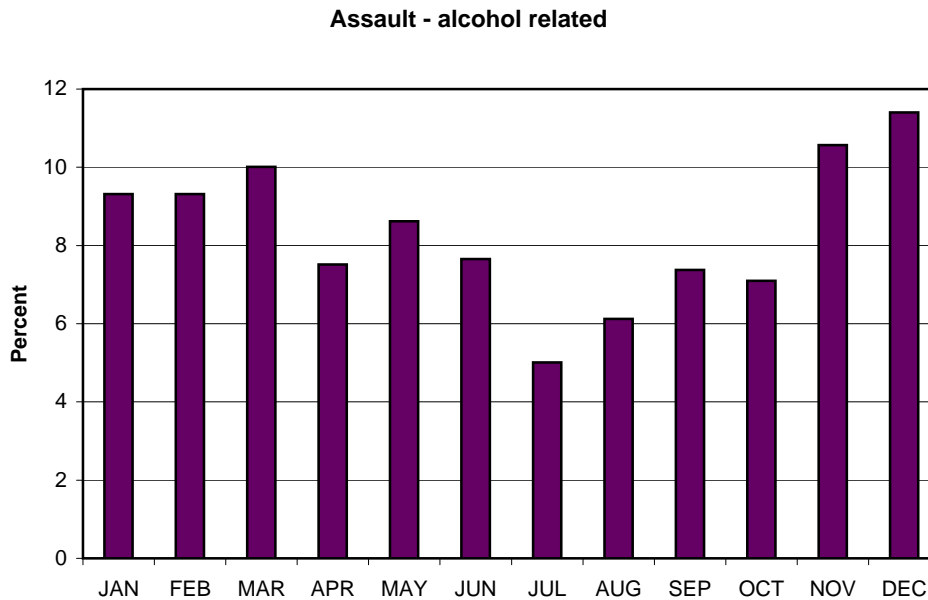


Figure 8. Proportion of alcohol related assault incidents by time of day and day of week

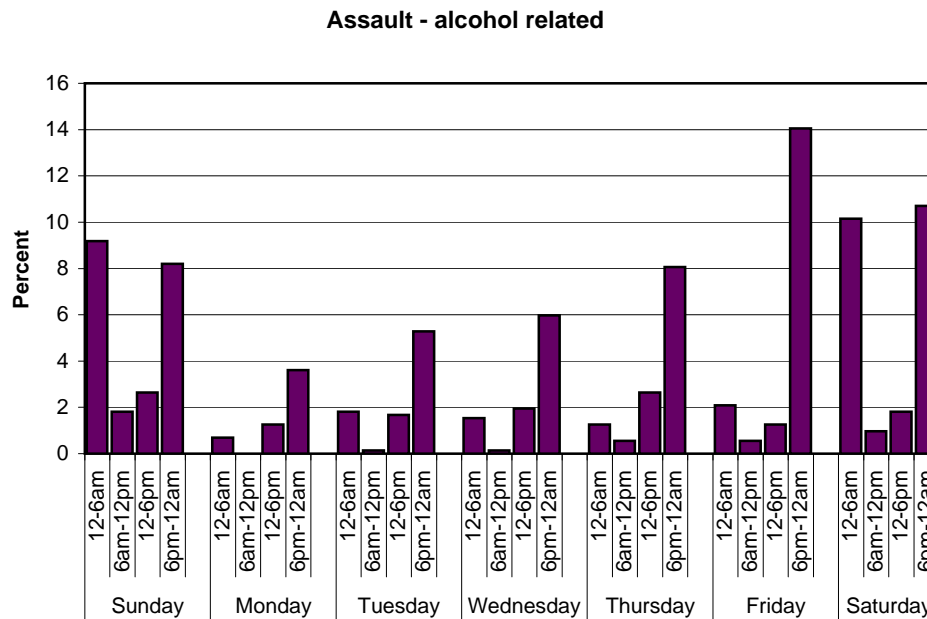
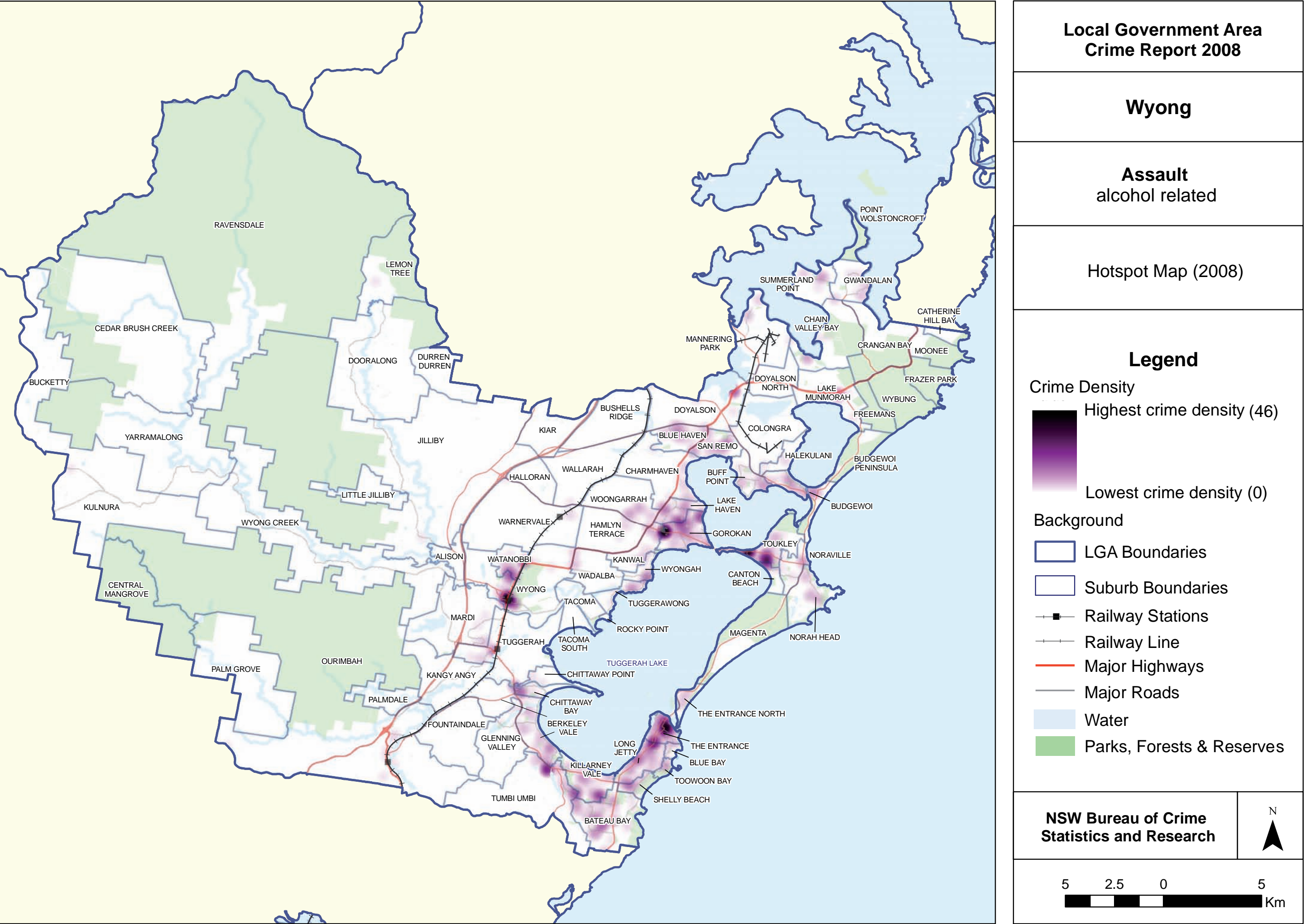


Figure 9. Hotspot map for alcohol related assault incidents





#### 11.4 Robbery

- Proportion of incidents by month
- Proportion of incidents by time of day, day of week
- Hotspot map

Figure 10. Proportion of robbery incidents by month

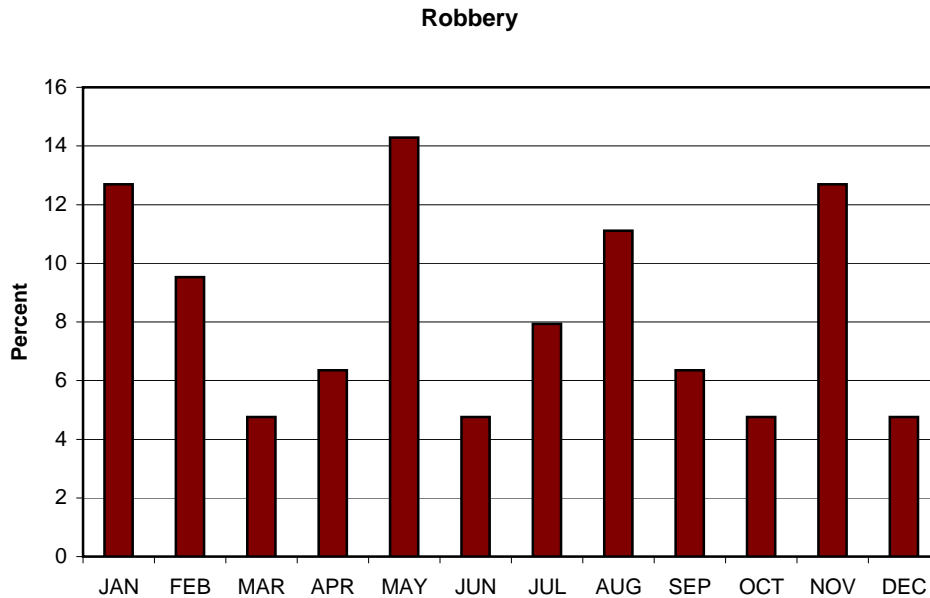


Figure 11. Proportion of robbery incidents by time of day and day of week

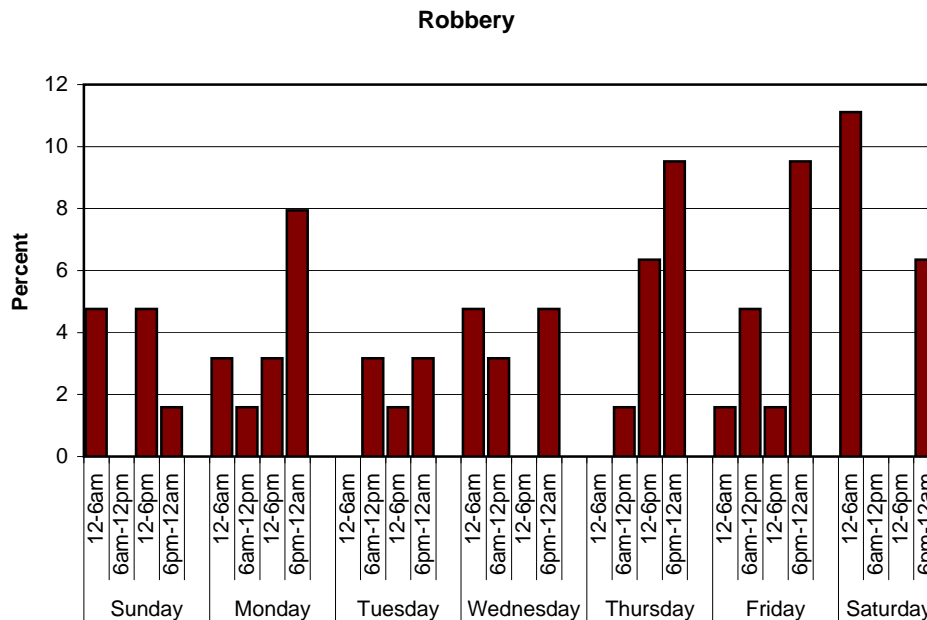
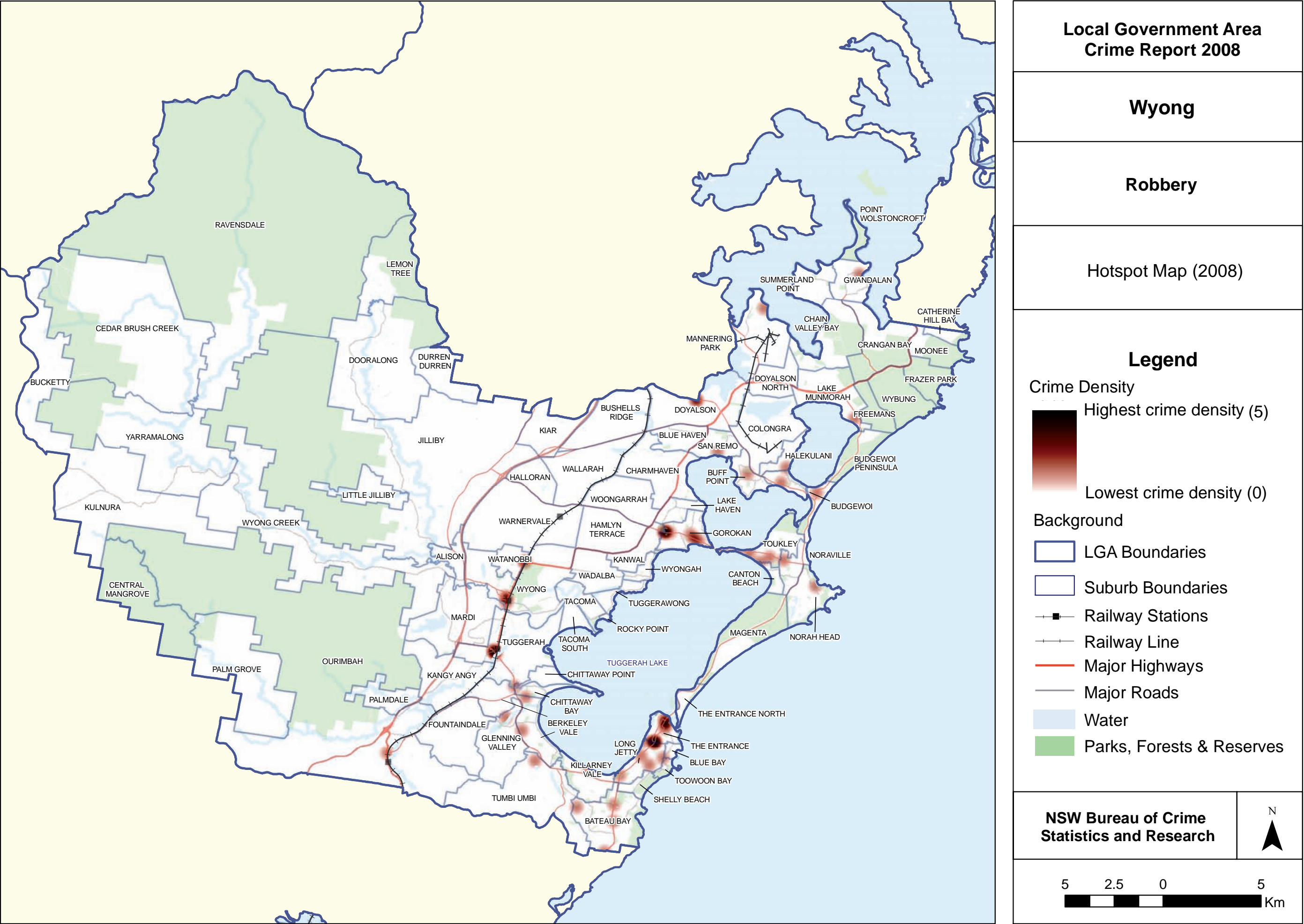


Figure 12. Hotspot map for robbery incidents





### 11.5 Break and enter - dwelling

- Proportion of incidents by month
- Proportion of incidents by time of day, day of week
- Hotspot map

Figure 13. Proportion of break and enter (dwelling) incidents by month

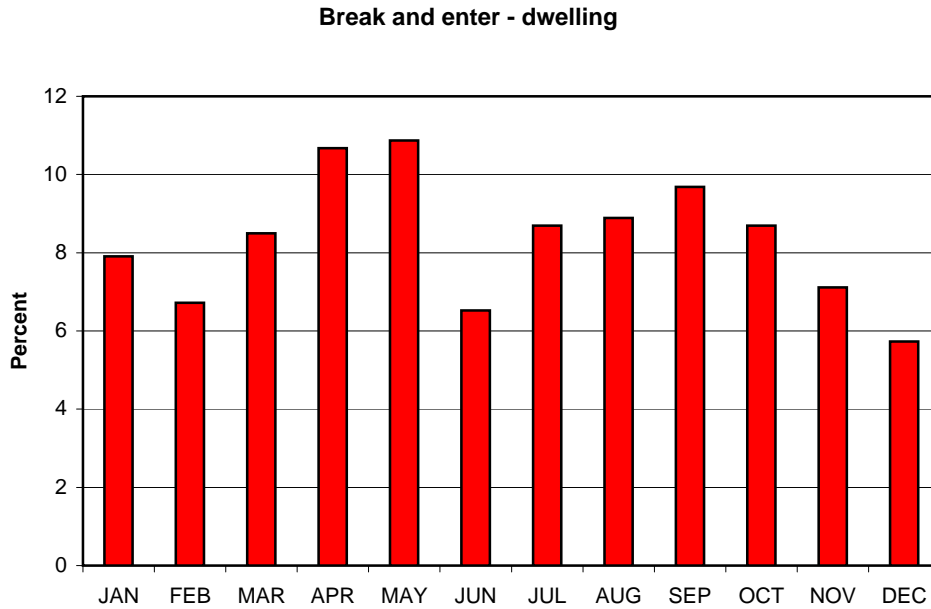


Figure 14. Proportion of break and enter (dwelling) incidents by time of day and day of week

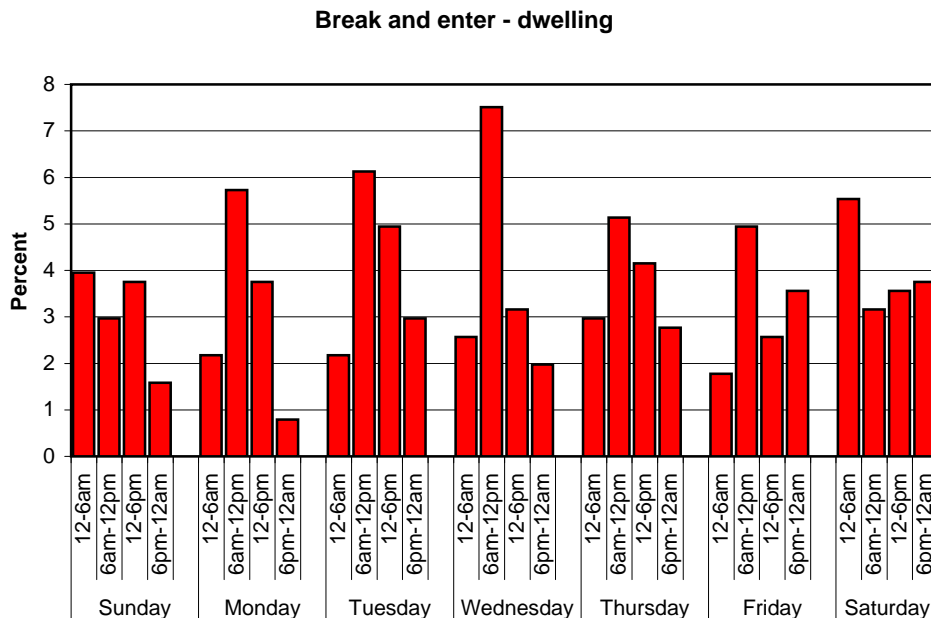
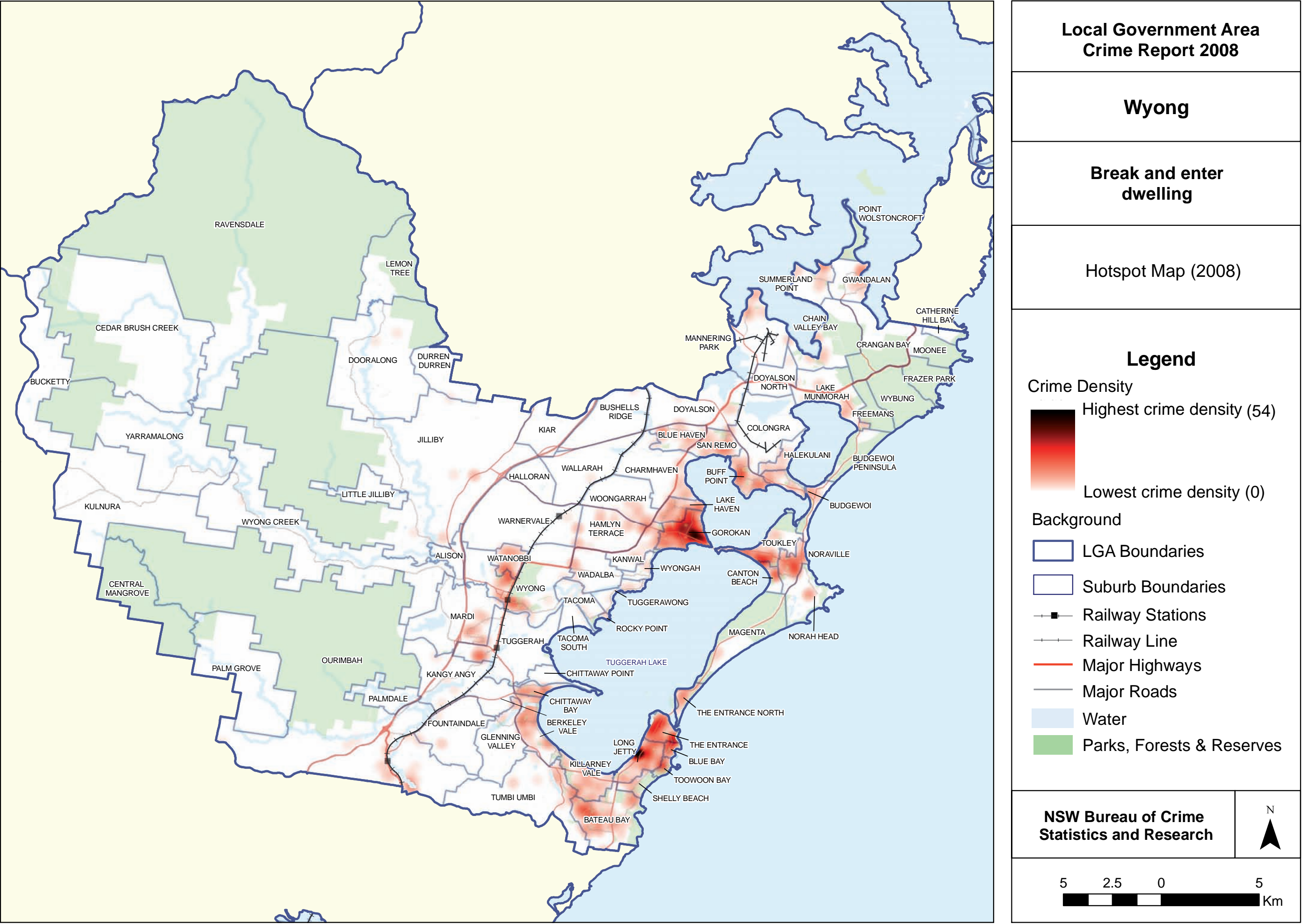


Figure 15. Hotspot map for break and enter (dwelling) incidents



### 11.6 Break and enter - non-dwelling

- Proportion of incidents by month
- Proportion of incidents by time of day, day of week
- Hotspot map

Figure 16. Proportion of break and enter (non-dwelling) incidents by month

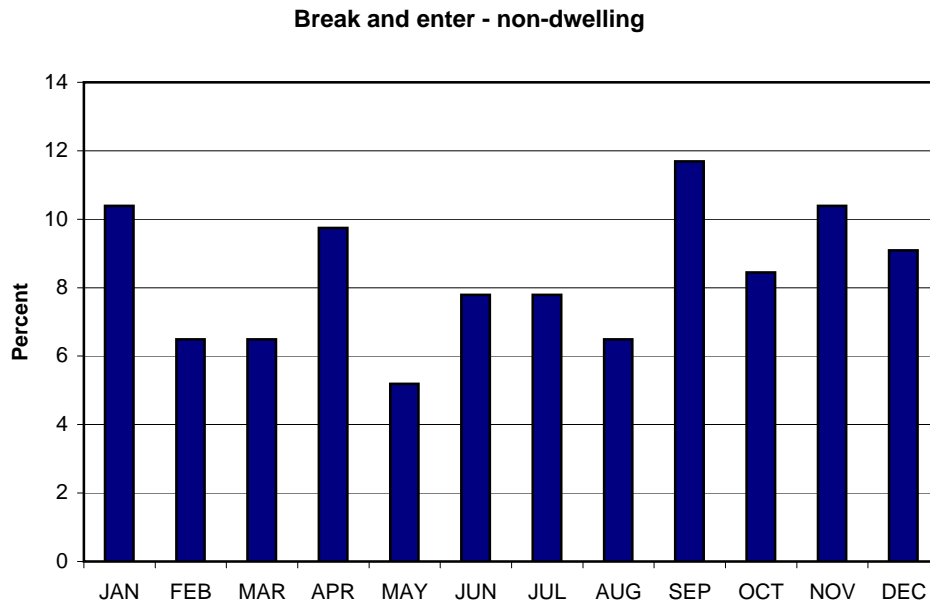


Figure 17. Proportion of break and enter (non-dwelling) incidents by time of day and day of week

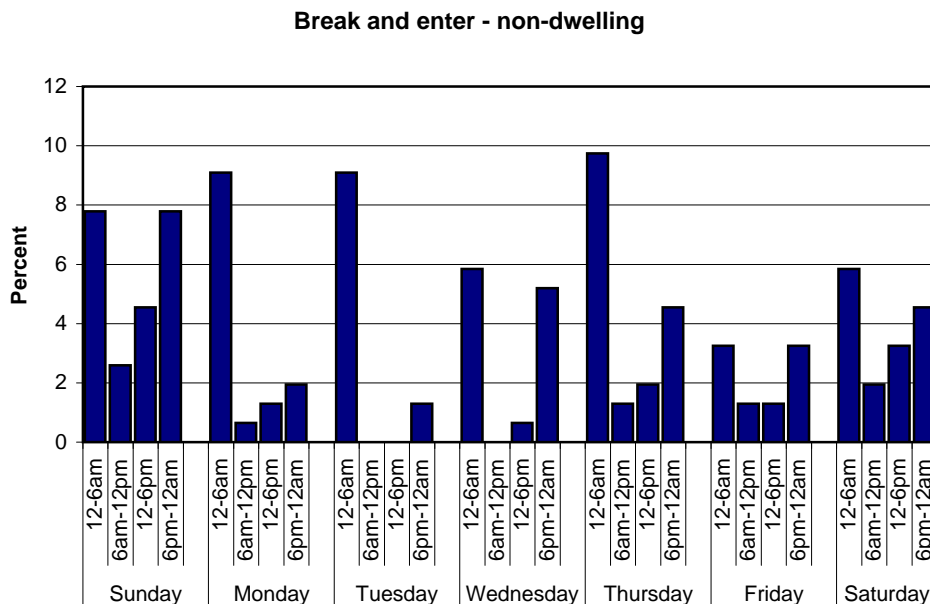
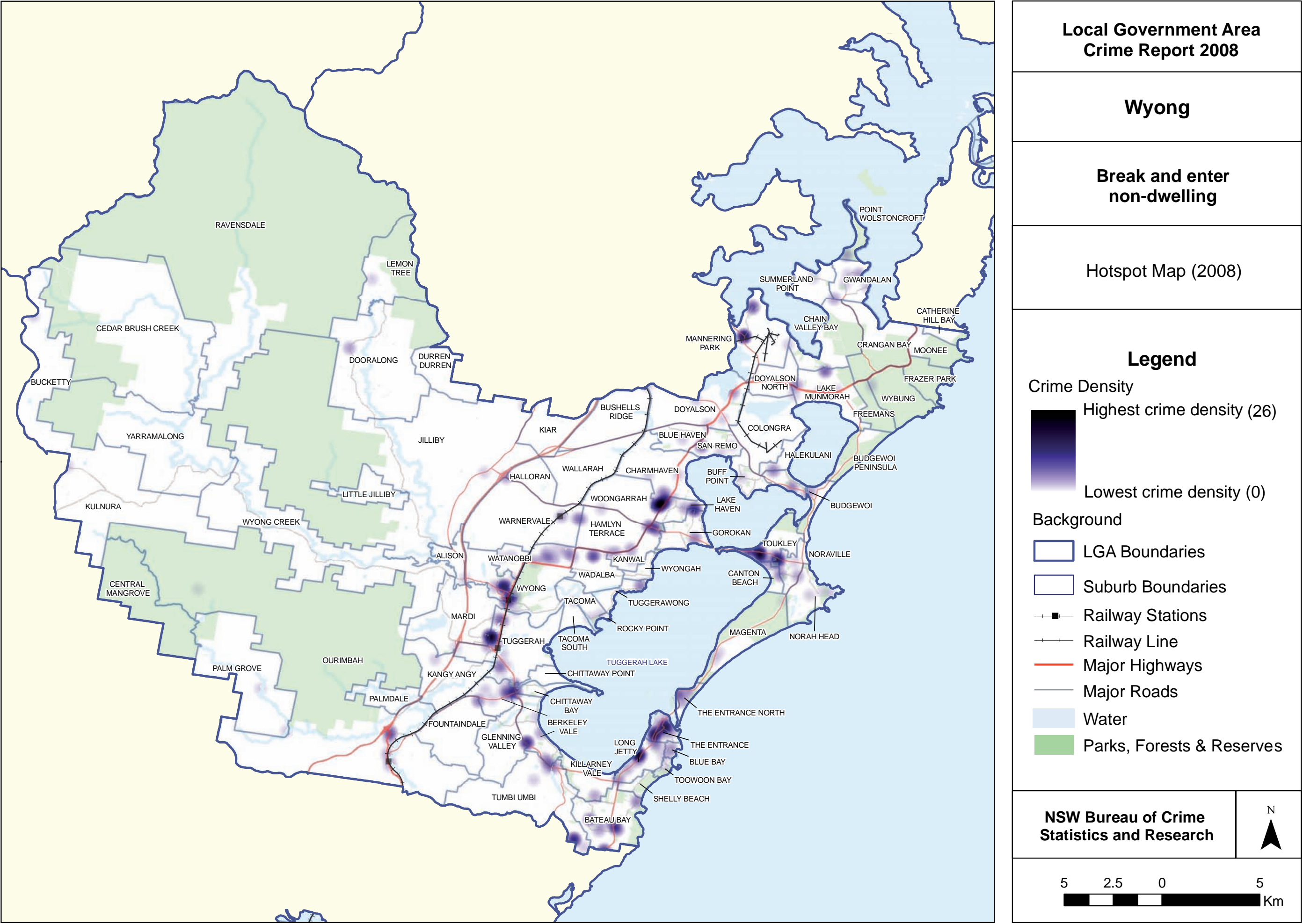




Figure 18. Hotspot map for break and enter (non-dwelling) incidents



### 11.7 Motor vehicle theft

- Proportion of incidents by month
- Proportion of incidents by time of day, day of week
- Hotspot map

Figure 19. Proportion of motor vehicle theft incidents by month

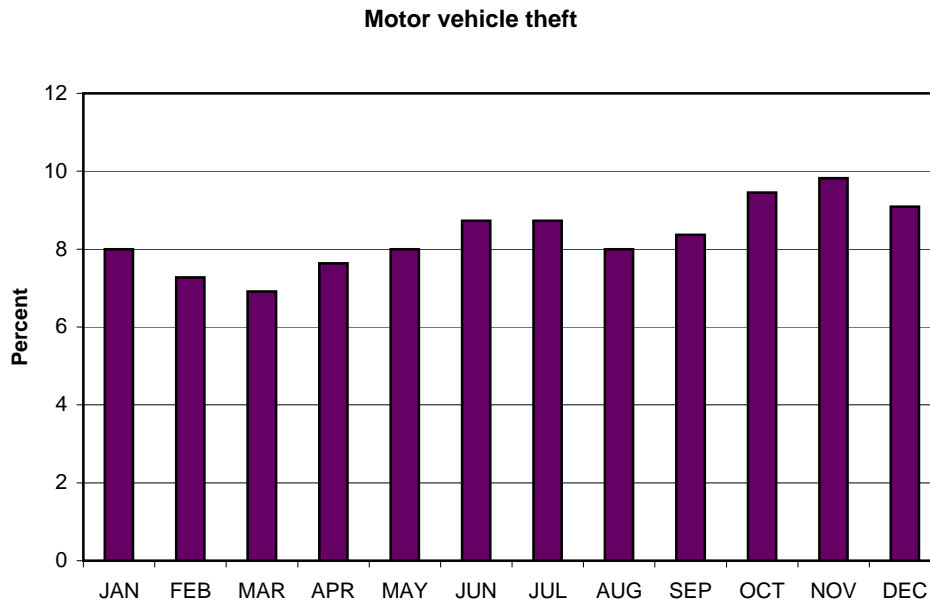


Figure 20. Proportion of motor vehicle theft incidents by time of day and day of week

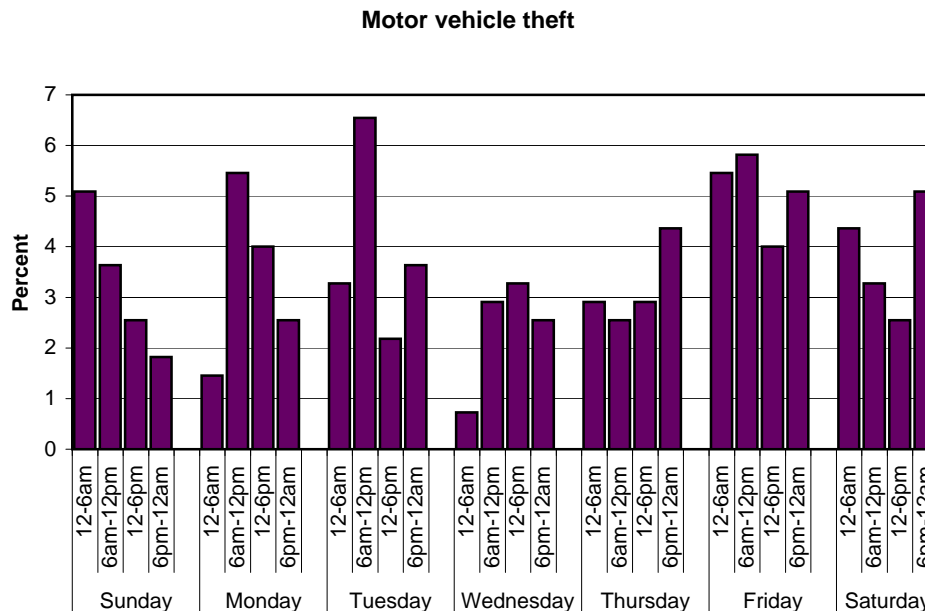
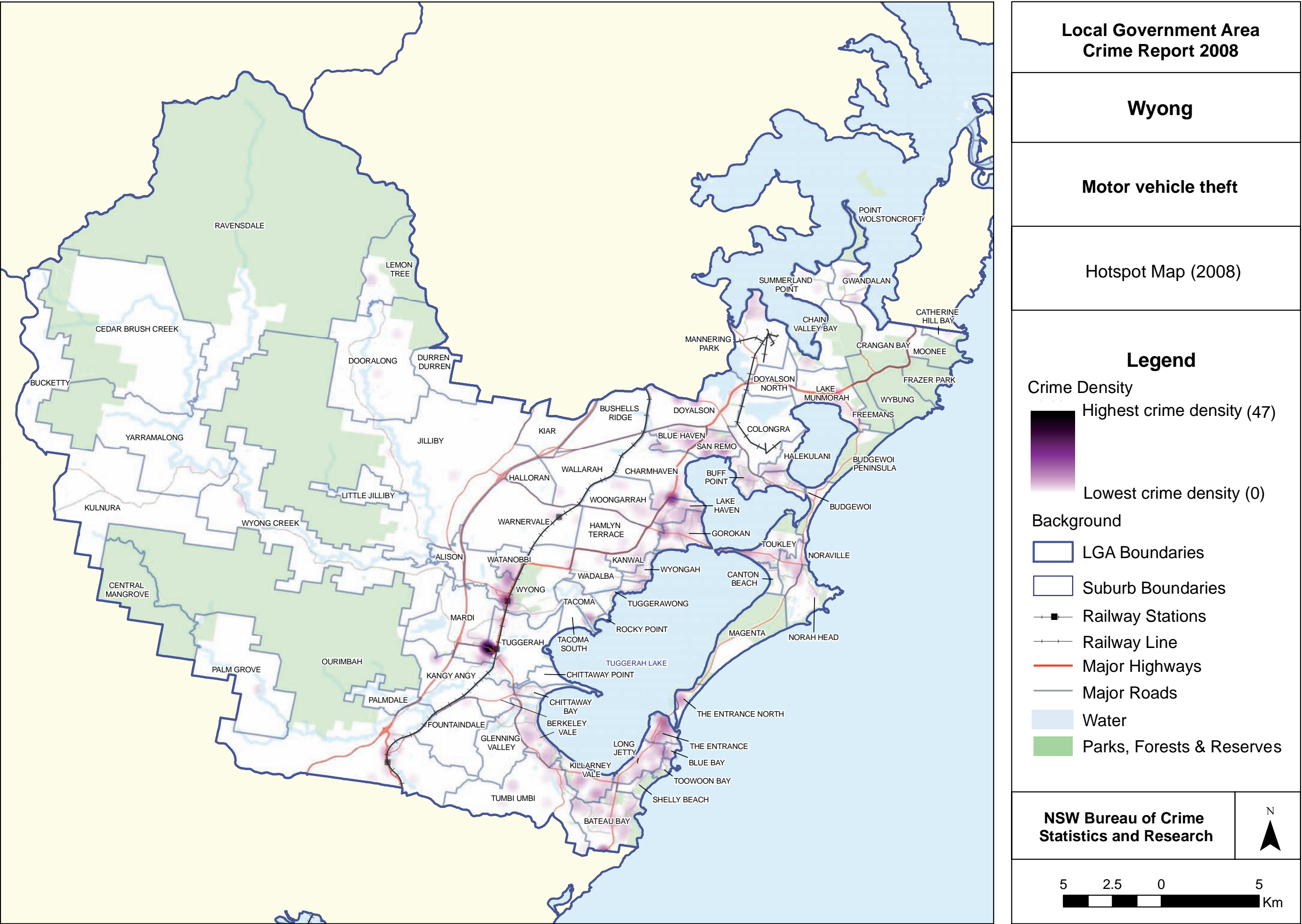


Figure 21. Hotspot map for motor vehicle theft incidents





### 11.8 Steal from motor vehicle

- Proportion of incidents by month
- Proportion of incidents by time of day, day of week
- Hotspot map

Figure 22. Proportion of steal from motor vehicle incidents by month

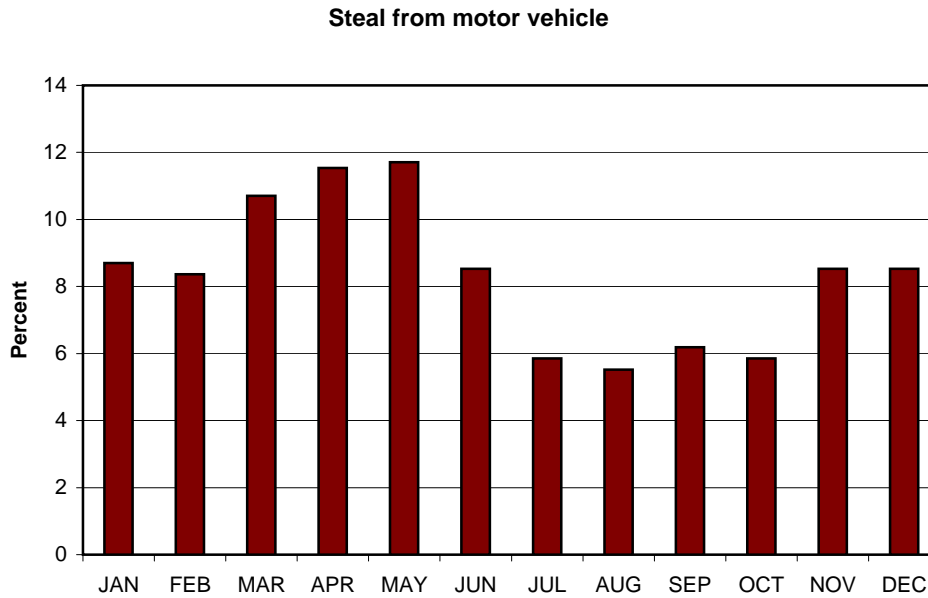


Figure 23. Proportion of steal from motor vehicle incidents by time of day and day of week

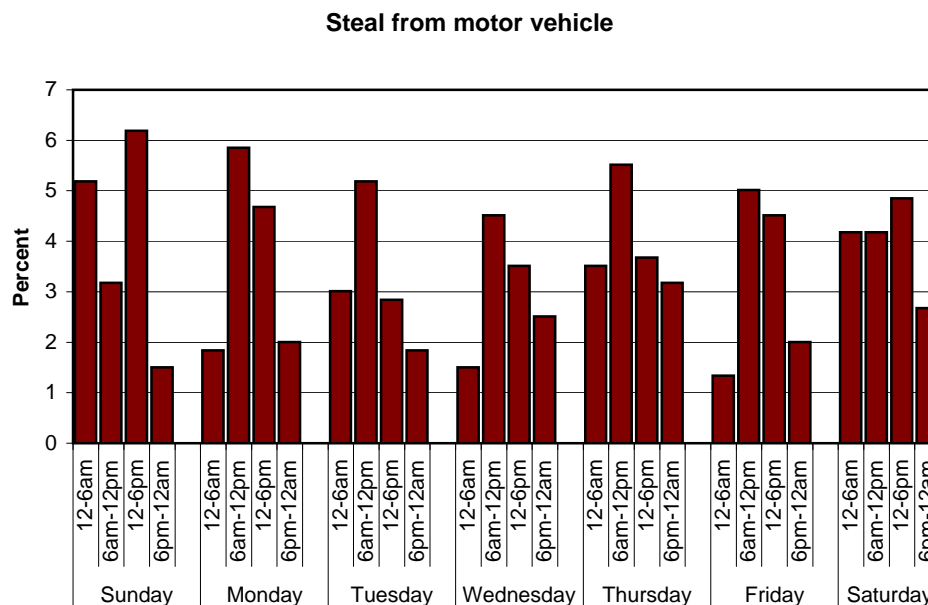
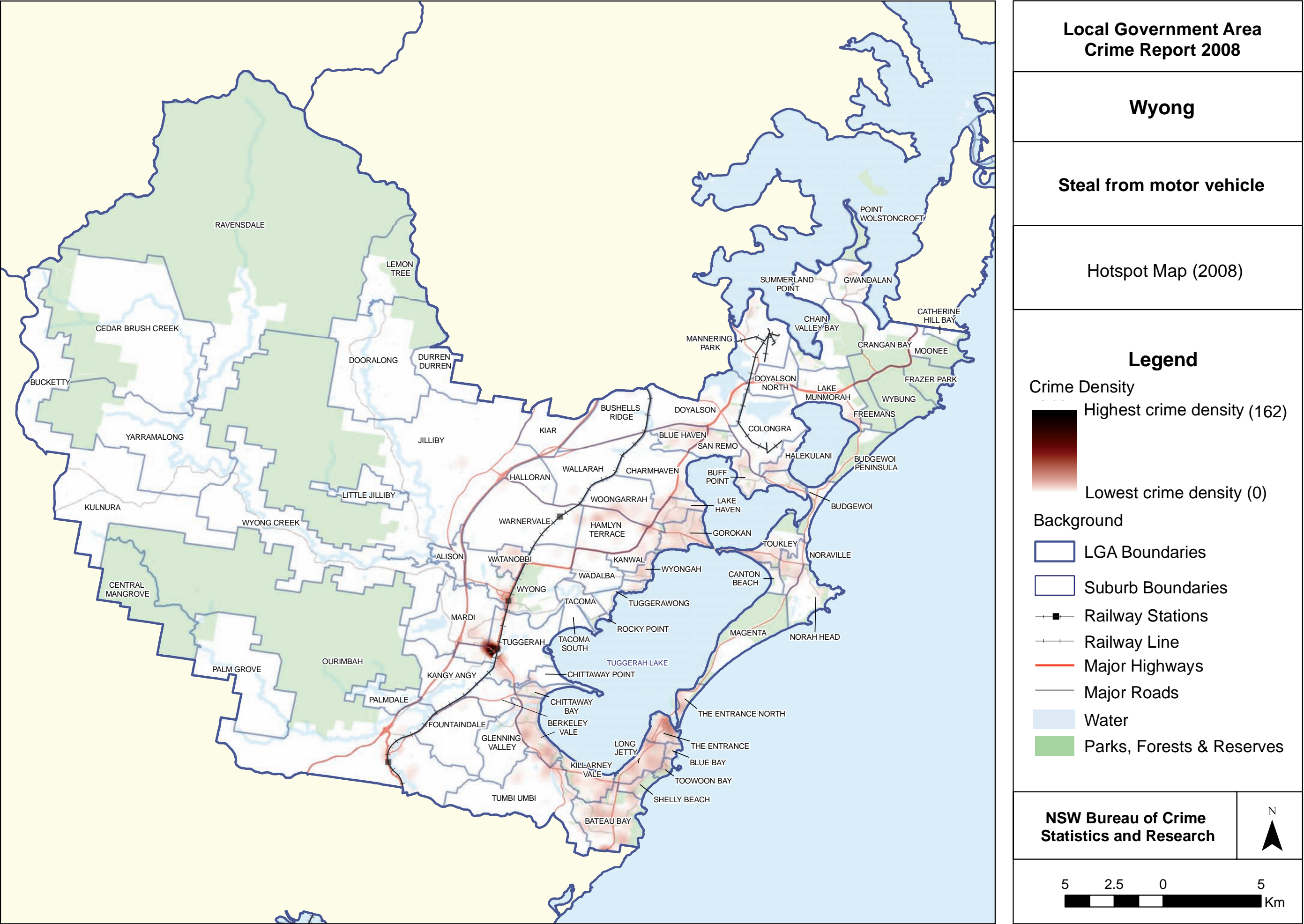


Figure 24. Hotspot map for steal from motor vehicle incidents





### 11.9 Steal from person

- Proportion of incidents by month
- Proportion of incidents by time of day, day of week
- Hotspot map

Figure 25. Proportion of steal from person incidents by month

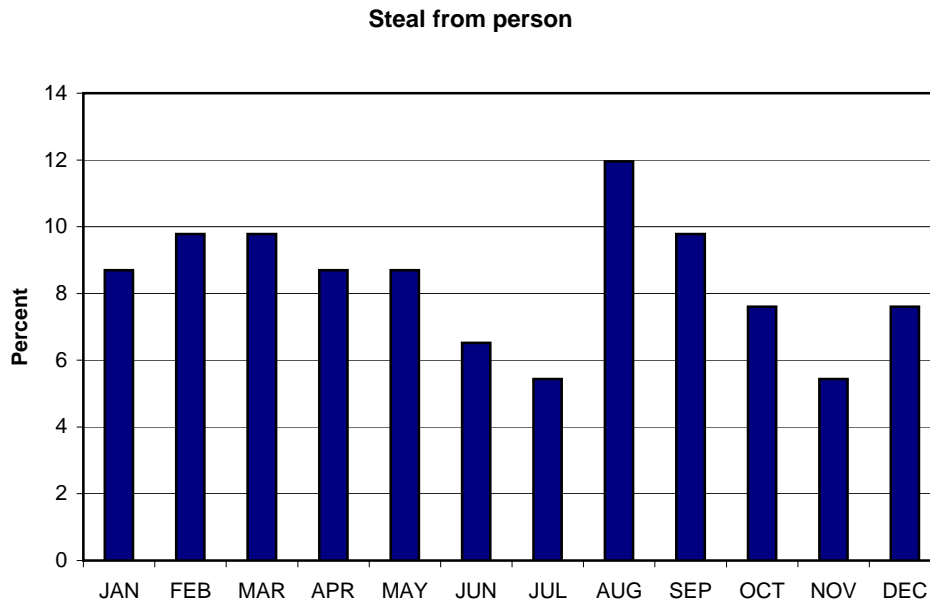
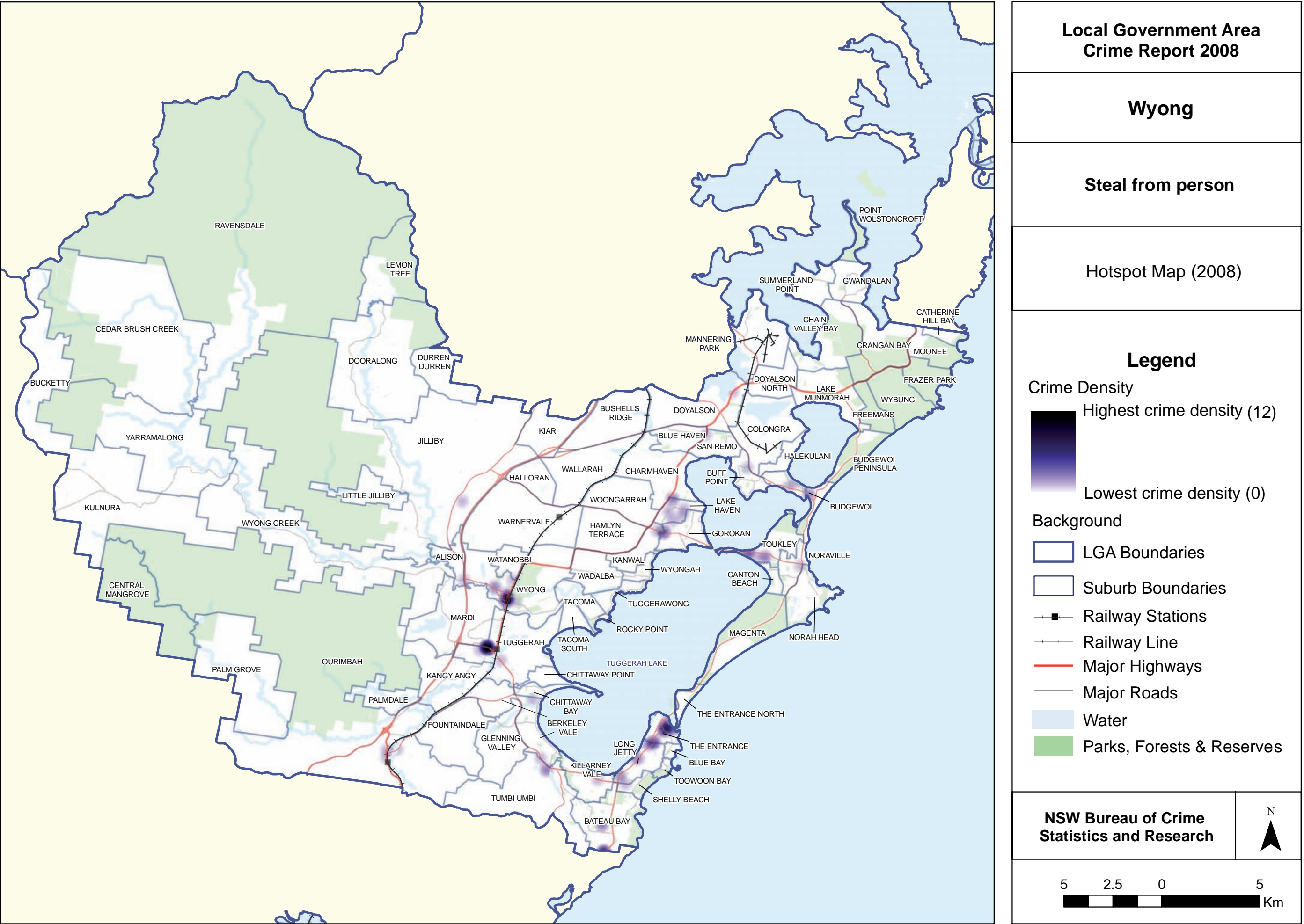


Figure 26. Proportion of steal from person incidents by time of day and day of week



Figure 27. Hotspot map for steal from person incidents



### 11.10 Steal from dwelling

- Proportion of incidents by month
- Proportion of incidents by time of day, day of week
- Hotspot map

Figure 28. Proportion of steal from dwelling incidents by month

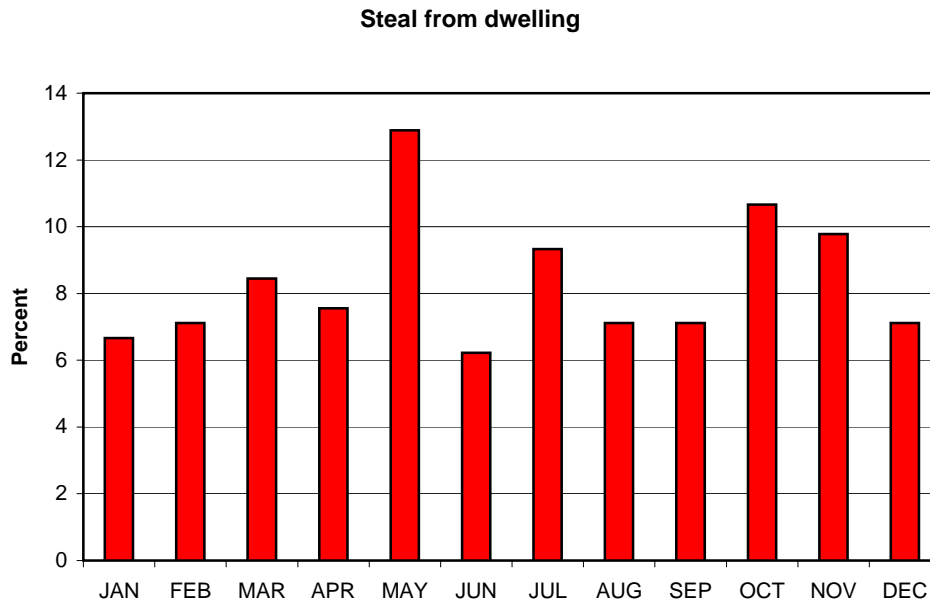


Figure 29. Proportion of steal from dwelling incidents by time of day and day of week

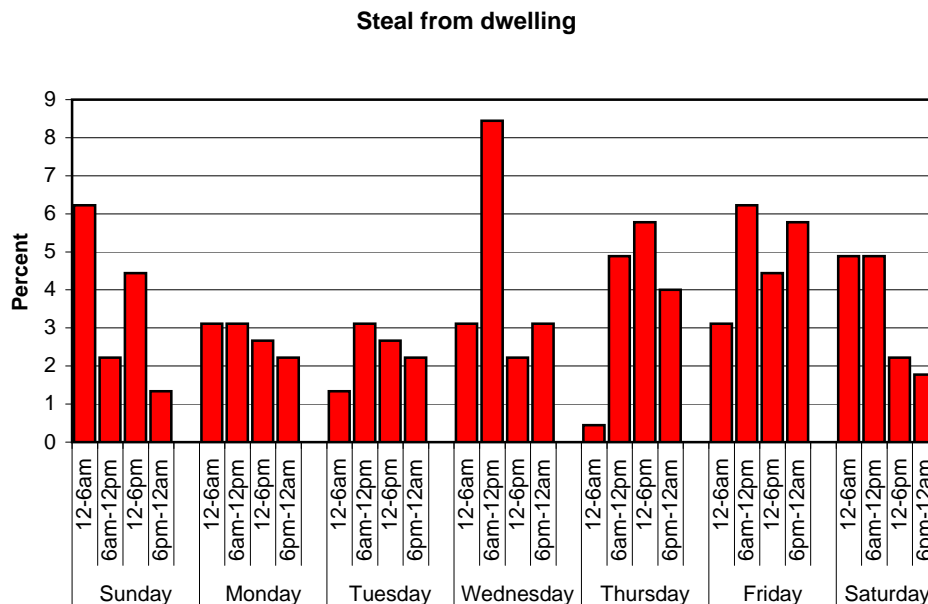
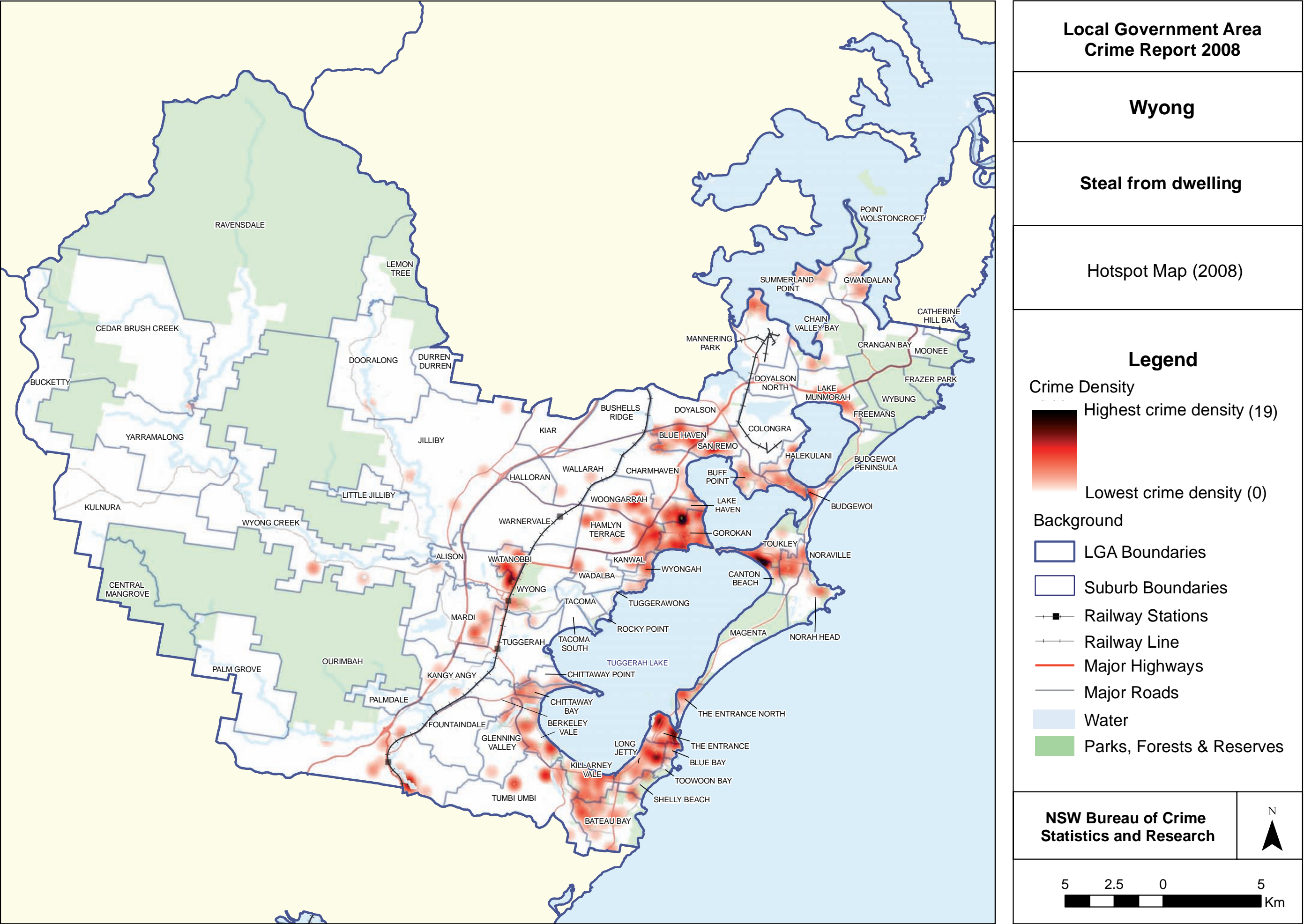




Figure 30. Hotspot map for steal from dwelling incidents



### 11.11 Malicious damage to property

- Proportion of incidents by month
- Proportion of incidents by time of day, day of week
- Hotspot map

Figure 31. Proportion of malicious damage to property incidents by month

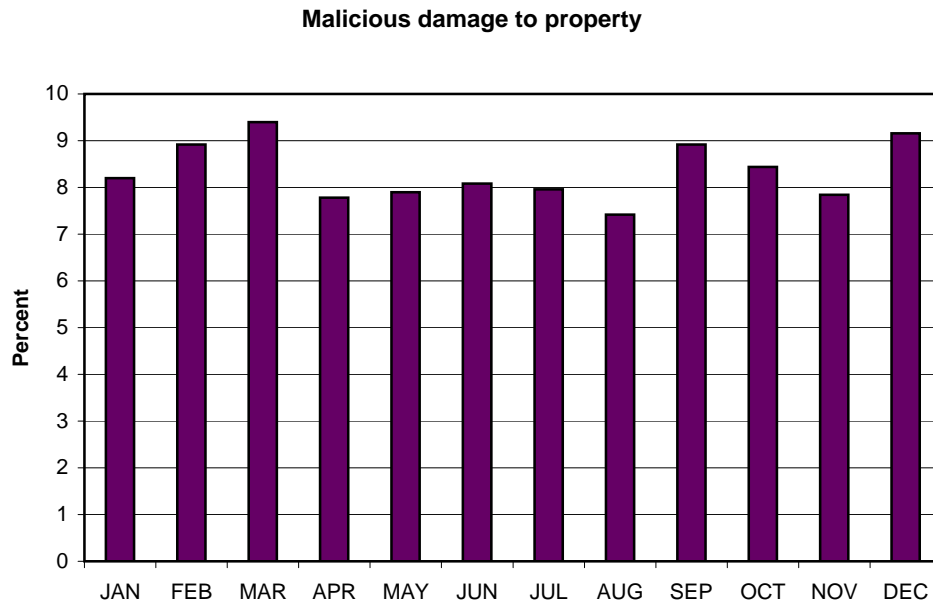


Figure 32. Proportion of malicious damage to property incidents by time of day and day of week

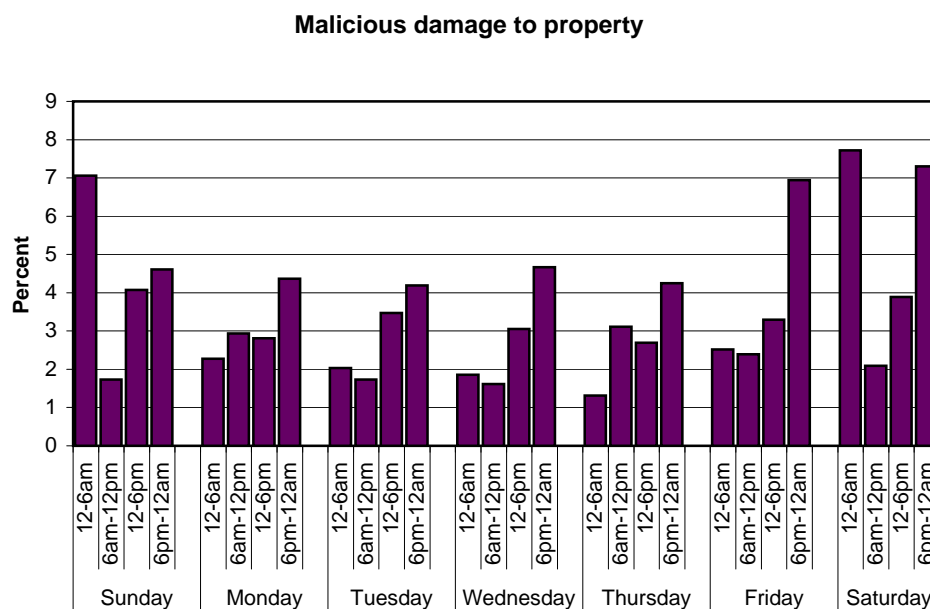
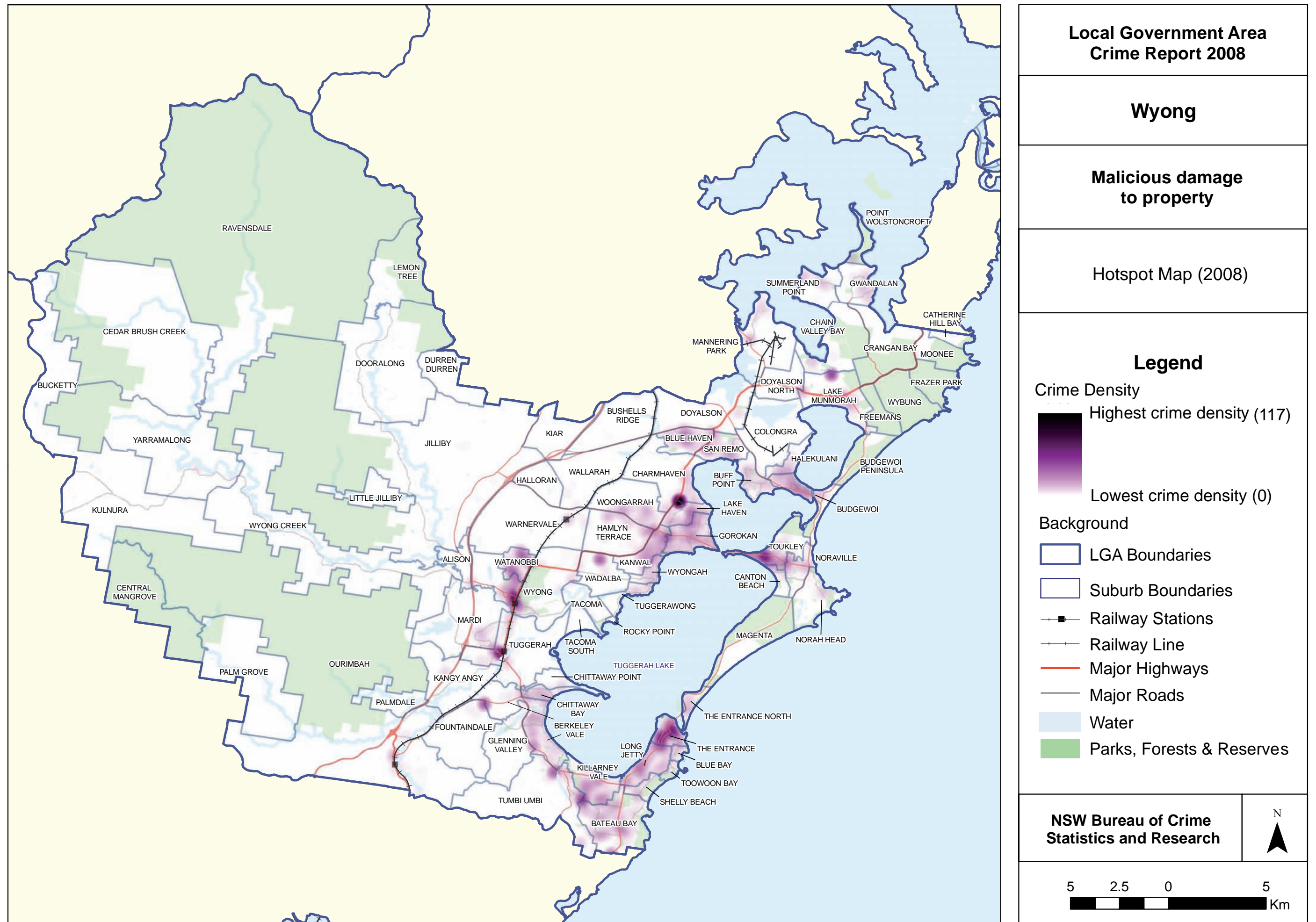




Figure 33. Hotspot map for malicious damage to property incidents



## 12. SELECTED OFFENCES BY PREMISES TYPE

Table 2. Number of incidents of selected offences recorded by NSW Police in the Wyong LGA, by premises type, 2008

Premises* type	Assault - domestic violence related	Assault - non-domestic violence related	Sexual offences	Robbery	Break and enter - non- dwelling	Motor vehicle theft	Steal from motor vehicle	Steal from person	Malicious damage to property
Adult entertainment	0	0	0	0	1	0	0	0	5
Financial institution	0	0	0	2	0	0	0	0	4
Office	0	3	0	0	15	1	3	0	51
Personal services	0	3	0	0	16	0	0	0	20
Retail/wholesale	14	73	5	7	128	22	36	26	349
Carpark	8	25	7	0	0	135	427	1	167
Education	1	24	6	0	107	0	4	4	242
Health	1	8	1	0	9	3	3	0	21
Industrial	0	1	0	0	42	3	16	0	22
Law enforcement	0	3	0	0	0	0	2	0	28
Licensed premises	13	127	3	5	25	14	11	24	46
Marine transport	0	1	0	0	0	0	0	0	1
Outdoor/public place	46	316	25	33	10	157	369	24	452
Recreation	1	12	0	0	40	0	3	3	49
Religious	0	0	1	0	7	0	0	0	10
Residential	680	263	181	11	26	257	706	5	1521
Rural Industry	0	0	0	0	6	5	0	0	1
Public Transport	3	42	1	6	3	3	21	7	37
Utilities	0	2	0	0	9	0	7	0	12
Vehicle	0	0	0	0	0	0	7	0	1
Unknown	0	1	1	0	0	0	2	0	0
<b>Total</b>	<b>767</b>	<b>904</b>	<b>231</b>	<b>64</b>	<b>444</b>	<b>600</b>	<b>1,617</b>	<b>94</b>	<b>3,039</b>

\* see appendix 2 for second-level premises type definitions

### 13. AGE AND GENDER OF VICTIMS

Table 3. Age and gender of victims of selected offences recorded by NSW Police in the Wyong LGA, 2008

<i>Victim* gender</i>	<i>Victim* age</i>	<i>Assault - domestic violence related</i>	<i>Assault - non-domestic violence related</i>	<i>Robbery</i>	<i>Steal from person</i>
Male	< 18	50	144	15	9
	18 - 19	16	60	7	6
	20 - 29	69	167	11	9
	30 - 39	58	153	10	5
	40 - 49	56	117	6	4
	50 - 59	27	57	1	3
	60 +	24	31	6	1
	Missing / unknown	1	8	0	0
	<b>Total</b>	301	737	56	37
Female	< 18	54	107	10	5
	18 - 19	34	24	1	9
	20 - 29	160	63	6	11
	30 - 39	152	46	2	6
	40 - 49	108	51	2	10
	50 - 59	41	19	2	5
	60 +	24	5	0	16
	Missing / unknown	2	1	0	0
	<b>Total</b>	575	316	23	62
Unknown	< 18	0	0	0	0
	18 - 19	0	0	0	0
	20 - 29	0	1	0	0
	30 - 39	0	0	0	0
	40 - 49	0	1	0	0
	50 - 59	0	0	0	0
	60 +	0	0	0	0
	Missing / unknown	0	1	11	2
	<b>Total</b>	0	3	11	2
<b>Total</b>	< 18	104	251	25	14
	18 - 19	50	84	8	15
	20 - 29	229	231	17	20
	30 - 39	210	199	12	11
	40 - 49	164	169	8	14
	50 - 59	68	76	3	8
	60 +	48	36	6	17
	Missing / unknown	3	10	11	2
	<b>Total</b>	876	1,056	90	101

\* This table does not give a count of unique individuals (see Note 8, page 9 for more information).



#### 14. AGE AND GENDER OF PERSONS OF INTEREST

Table 4. Age and gender of persons of interest (POIs) proceeded against by NSW Police in relation to criminal incidents occurring in the Wyong LGA, 2008

POI* gender	POI* age	Assault - domestic violence related	Assault - non-domestic violence related	Robbery	Break and enter - dwelling#	Break and enter - non-dwelling#	Motor vehicle theft#	Steal from motor vehicle	Steal from retail store	Steal from person#	Malicious damage to property
Male	10 - 17	20	27	10	24	30	22	8	75	1	126
	18 - 19	16	38	4	9	4	6	6	20	0	49
	20 - 29	102	64	3	14	8	4	6	21	1	101
	30 - 39	135	43	3	22	8	4	1	14	3	59
	40 +	75	25	1	3	0	0	0	21	0	36
	Missing / unknown	0	0	0	0	0	0	2	1	0	2
<b>Total</b>		348	197	21	72	50	36	23	152	5	373
Female	10 - 17	10	22	4	5	5	3	0	103	0	17
	18 - 19	4	4	1	0	0	0	1	13	0	10
	20 - 29	16	12	0	3	0	0	0	18	1	11
	30 - 39	15	11	1	2	0	1	0	24	0	14
	40 +	17	9	0	0	0	0	1	33	0	12
	Missing / unknown	0	1	0	0	0	0	0	0	0	1
<b>Total</b>		62	59	6	10	5	4	2	191	1	65
Unknown	10 - 17	0	0	0	0	0	0	0	0	0	0
	18 - 19	0	0	0	0	0	0	0	0	0	0
	20 - 29	0	0	0	0	0	0	0	0	0	0
	30 - 39	0	0	0	0	0	0	0	0	0	0
	40 +	0	0	0	0	0	0	0	0	0	0
	Missing / unknown	0	0	0	0	0	0	0	0	0	0
<b>Total</b>		0	0	0	0	0	0	0	0	0	0
<b>Total</b>	10 - 17	30	49	14	29	35	25	8	178	1	143
	18 - 19	20	42	5	9	4	6	7	33	0	59
	20 - 29	118	76	3	17	8	4	6	39	2	112
	30 - 39	150	54	4	24	8	5	1	38	3	73
	40 +	92	34	1	3	0	0	1	54	0	48
	Missing / unknown	0	1	0	0	0	0	2	1	0	3
<b>Total</b>		410	256	27	82	55	40	25	343	6	438

\* This table does not give a count of unique individuals. (see Note 8 page 9 for more information).

# POI characteristics should be treated cautiously for offence types that have low clear-up rates.

## 15. ALCOHOL-RELATED CRIME

**Table 5. Number and proportion of selected offences flagged as alcohol related by NSW Police in the Wyong LGA, 2008**

<i>Offence type</i>		<i>Alcohol Related*</i>	<i>Not Alcohol Related</i>	<i>Total</i>
Assault - domestic violence related	No.	356	411	767
	%	46	54	100
Assault - non-domestic violence related	No.	420	484	904
	%	46	54	100
Robbery	No.	24	40	64
	%	38	63	100
Break and enter - dwelling	No.	25	1,048	1,073
	%	2	98	100
Break and enter - non-dwelling	No.	16	428	444
	%	4	96	100
Motor vehicle theft	No.	23	577	600
	%	4	96	100
Steal from motor vehicle	No.	13	1,604	1,617
	%	1	99	100
Steal from retail store	No.	32	378	410
	%	8	92	100
Steal from person	No.	14	80	94
	%	15	85	100
Malicious damage to property	No.	397	2,642	3,039
	%	13	87	100

\* It is difficult for police to make a determination about the involvement of alcohol in a criminal incident if the identity of the offender is not known. This is common for many property offences and these data should therefore be interpreted with this in mind (see Note 9, page 10 for more information)

## APPENDIX 1: OFFENCE CLASSIFICATIONS

This appendix broadly defines the offence classifications used in this report. As mentioned in Section 5, the offence classification used by the Bureau of Crime Statistics and Research is based on the Australian Bureau of Statistics' Australian Standard Offence Classification (ABS 1997 Cat. No. 1234.0).

This appendix includes the NSW Police Force incident categories that comprise the classifications used in this report.

### MURDER

The Australian Bureau of Statistics (ABS) defines *murder* as "the unlawful killing of another person where there is either the intent to kill, the intent to cause grievous bodily harm, with the knowledge that it was probable that death or grievous bodily harm would occur (reckless indifference to life), or without intent to kill in the course of committing a crime (felony murder)".

Incidents classified in this report as *murder* include only the police incident category of murder.

### ASSAULT

The ABS defines *assault* as "the direct (and immediate/confrontational) infliction of force, injury or violence upon a person or persons or the direct (and immediate/confrontational) threat of force, injury or violence where there is an apprehension that the threat could be enacted".

Incidents classified by the Bureau of Crime Statistics and Research as *assault* include the following police incident categories:

- actual bodily harm
- common assault
- assault officer
- grievous bodily harm (including malicious wounding) and
- shoot with intent other than to murder.

*Assault* can be flagged by police as being *domestic violence related* or *alcohol related*.

### SEXUAL ASSAULT

The 'sexual assault' category employed by the Bureau of Crime Statistics and Research cannot be directly compared with the definition employed by the ABS.

Incidents classified by the Bureau of Crime Statistics and Research as sexual assault include the following police incident categories:

- sexual assault
- aggravated sexual assault and
- assault with intent to have sexual intercourse.

## INDECENT ASSAULT, ACT OF INDECENCY AND OTHER SEXUAL OFFENCES

The 'indecent assault, act of indecency and other sexual offences' category employed by the Bureau of Crime Statistics and Research cannot be directly compared with the sexual offence definition employed by the ABS.

Incidents classified by the Bureau of Crime Statistics and Research as indecent assault, act of indecency and other sexual offences include the following police incident categories:

- act of indecency
- aggravated act of indecency
- aggravated indecent assault
- bestiality
- carnal knowledge
- incest
- indecent assault
- indecent communication
- peep or pry
- wilful and obscene exposure and
- other sexual offence.

## ROBBERY

The ABS defines *robbery* as "the unlawful taking of property, with intent to permanently deprive the owner of the property, from the immediate possession, control, custody or care of a person, accompanied by the use, and/or threatened use of immediate force or violence".

Incidents classified by the Bureau of Crime Statistics and Research as *robbery* include the following police incident categories:

- armed robbery
- demand money with menaces
- robbery
- robbery with aggravation
- robbery with wounding and
- other robbery.

In this and other publications by the Bureau of Crime Statistics and Research, *robbery* is further categorised as *robbery without a weapon*, *robbery with a firearm* or *robbery with a weapon not a firearm*.

## BREAK AND ENTER

The ABS defines *break and enter* (and *unlawful entry with intent/burglary*) as “the unlawful entry of a structure with the intent to commit an offence where the entry is either forced or unforced”.

Incidents classified by the Bureau of Crime Statistics and Research as *break and enter* include the following police incident categories:

- break, enter and steal
- break and enter with intent to steal
- break, enter and commit other felony and
- break and enter with intent to commit other felony.

Break and enter incidents can occur in *dwellings* or *non-dwellings*. *Dwellings* include residential premises such as houses, home units or villas. *Non-dwellings* include premises where people do not usually reside such as retail premises, wholesale premises, educational premises, industrial premises, recreational premises etc.

## THEFT AND STEALING

The ABS defines *theft* as “the unlawful taking or obtaining of money or goods not involving the use of force, threat of force or violence, coercion or deception, with the intent to permanently or temporarily deprive the owner or possessor of the use of the money or goods, or the receiving or handling of money or goods obtained unlawfully”.

### ***Motor vehicle theft***

The ABS defines *motor vehicle theft* as “the taking of another person’s motor vehicle illegally and without permission with the intent of permanently depriving the owner or possessor of the use of the motor vehicle.”

Incidents classified by the Bureau of Crime Statistics and Research as *motor vehicle theft* include only the police incident category ‘stolen vehicle/vessel’.

### ***Steal from motor vehicle***

The ABS defines *theft of motor vehicle parts or contents* as “the unlawful taking of parts or contents from another person’s motor vehicle illegally and without permission”.

Incidents classified by the Bureau of Crime Statistics and Research as *steal from motor vehicle* include only the police incident category ‘steal from motor vehicle’.

### ***Steal from retail store***

The ABS defines *theft from retail premises* as “theft from retail premises of goods for sale, other than motor vehicles, by avoiding payment for those goods. This may also include the taking from retail premises of items not for sale, such as tools, equipment or furnishings”.

Incidents classified by the Bureau of Crime Statistics and Research as *steal from retail store* include only the police incident category ‘steal from retail store’.

### ***Steal from dwelling***

*Steal from dwelling* incidents are not separately defined by the ABS but typically involve stealing from parts of residential premises without breaking into the direct living space (e.g. stealing from verandas, balconies, driveways, sheds, gardens, clotheslines, carports, garages).

Incidents classified by the Bureau of Crime Statistics and Research as *steal from dwelling* include the following police incident categories:

- steal from dwelling and
- other stealing.

### ***Steal from person***

The ABS defines *theft from person* as “taking money or personal goods, whether from the immediate possession or control of a person without the use of force, threat of force or violence or putting the victim in fear”.

Incidents classified by the Bureau of Crime Statistics and Research as *steal from person* include only those police incident categories defined as ‘steal from person’.

### **FRAUD**

The Bureau of Crime Statistics and Research fraud category is most closely aligned with the ABS *fraud, forgery or false financial instruments*, defined as “inducing a course of action, by deceit or other dishonest conduct, with the intent to obtain money or other benefit or to evade a liability. The making, use or possession of a forged financial instrument with an intention to obtain an advantage”.

Incidents classified by the Bureau of Crime Statistics and Research as *fraud* include the following police incident categories:

- company corporate offence
- computer crime
- copyright/intellectual property/trademark offences
- corrupt commission/practices
- corrupt payment (receive or pay)
- counterfeit currency
- deception offence
- embezzlement
- fail to pay
- fraudulent appropriation
- larceny clerk/servant/bailee
- make/use false instruments
- misappropriate cheque/funds
- possess false instruments
- publish false misleading statement
- receiving (fraud related) and
- other fraud.

### **MALICIOUS DAMAGE TO PROPERTY**

The ABS defines *property damage and environmental pollution* as “the wilful and unlawful destruction, damage or defacement of public or private property or the pollution of property or a definable entity held in common by the community”.

Incidents classified by the Bureau of Crime Statistics and Research as *malicious damage to property* include the following Police incident categories:

- graffiti
- malicious damage to property
- public place – damage fountain/wall etc. and
- public place – damage shrine/monument.

## APPENDIX 2: SECOND-LEVEL PREMISES TYPE CATEGORIES

Most of the premises types listed in Table 2 have a further definitional level. These are listed below.

**Adult entertainment** includes brothels, declared common gaming house, declared disorderly house, escort agency, gambling club, gaming house, homosexual club, indecent movies, indecent publication, massage parlour, sex shop, other.

**Financial institution** includes bank, building society, credit union, health insurance, insurance/superannuation, moneylender, stock exchange etc., other.

**Office** includes consulate, council chambers, electorate office, government office, parliament house, private office, real estate agency, other.

**Personal services** includes barber, beauty salon, dry cleaning, funeral parlour, hairdressing, laundromat, photographic studio, tailor, tattoo shop, other.

**Retail/wholesale** includes second hand dealer, art and craft, art gallery, boat retailer, book shop, bread shop, butcher, café, cafeteria, car yard, chemist, clothing shop, department store, electronic/sales, fabric shop, florist, fruit and veg shop, furniture store, general store, general wholesale, hardware store, homeware store, jewellery shop, kiosk, markets, milkbar, motor dealer, music store, newsagent, nursery, paper stand, pawnbrokers, photography shop, restaurant, saleyard, service station, shoe shop, shopping complex, showroom, sports store, stationery, supermarket, supermarket servo, takeaway food, tobacconist, toy store, travel agent, video hire/sales, wrecking yard, other.

**Carpark** includes beach parking area, business/commercial, commuter (excl railway), entertainment premises, hospital, parking station, railway, residential, restaurant/take away, shopping centre, sports ground, other.

**Education** includes CAE, conservatorium of music, library, preschool, school, TAFE, university, other.

**Health** includes ambulance station, baby health centre, dentist surgery, doctor surgery, drug referral centre, drug rehabilitation centre, hospital, laboratory, medical centre, medically supervised injecting room, nursing home, optical sales/optometrist, psychiatric centre, vet surgery, other.

**Industrial** includes building site, building site/shed, factory, mill, mine, mineral claim, petrol depot, quarry, refinery, repository, storage, warehouse, workshop, other.

**Law enforcement** includes call box, correctional centre, court, customs, defence, detention centre, police station, other police building, remand centre, other.

**Licensed premises** includes bottle shop, club, hotel/pub, licensed restaurant, nightclub, wine bar, other.

**Marine transport** includes boatshed, container terminal, dock/port, jetty, marina, public passenger terminal, wharf, other.

**Outdoor/public place** includes air, anchorage, bay, beach, billabong, bus stop, bushland/scrub, camping area, caravan park, cemetery, creek, crown land, crown land/national park, dressing shed, footpath, forest, harbour, lake, national park, ocean, oyster farm, park, public garden, public toilet, reserve, river, road/street, sea, state recreation area, taxi rank, vacant block, other.

**Recreation** includes amphitheatre, amusement park, art gallery (excl retail), blue light disco, bowling alley, casino, cinema, circus, club, dance studio, golf course, gymnasium, hall, lotteries office, museum, pavilion, racecourse, showground, skating rink, sporting centre, sports ground, squash court, swimming pool (public), Sydney entertainment centre, tv/film studio, tennis court (public), theatre live, Totalizator Agency Board, video arcade, wildlife sanctuary, zoo, other.

**Religious** includes cathedral, chapel, church, convent, monastery, mosque, presbytery, rectory, synagogue, temple, other.

**Residential** includes accommodation, non-dwelling, dwelling.

**Rural industry** includes barn, dam (private), farmland, machinery shed, orchard, paddock, shearers quarters, shearing shed, silo, stock & station agent, stockyard, storage shed, wool/hide/skin, other.

**Transport** includes airport, bus depot, bus passenger terminal, freight depot, rail building, rail station, railway siding, railway terminal, other.

**Utilities** includes council depot, dam/water supply, electricity, fire station, gas, lighthouse, mail exchange, pollution works, post office, reservoir, sewerage & stormwater drains, telecom depot, telephone booth, other.

**Vehicle** includes aircraft, aquacab, bus, ferry, private marine vessel, other passenger marine vessel, private motor vehicle, taxi, train, other vehicle.



