Appendix

E

CPTED Assessment

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED) STATEMENT

BALLINA HIGHWAY SERVICE CENTRE

BN GROUP PTY LTD
82 ALEXANDER STREET
CROWS NEST, NSW
AUSTRALIA 2065

02 NOVEMBER 2010 (REVISION B)

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1.0 INTRODUCTION

This Statement reviews the proposed development of the Ballina Highway Service Centre, Lot 11 DP 1011575, Pacific Highway, West Ballina against the principles established by Crime Prevention Through Environmental Design (CPTED).

This Statement identifies and reviews elements of the design which require special consideration, and outlines proposed measures endeavouring to minimise the risk of a crime being committed within the site, as well as minimising the threat of crime.

2.0 SITE DESCRIPTION

The site is located on the Pacific Highway, West Ballina near the junction with the Ballina Highway Bypass (Teven Interchange). The site is bound to the south by the Pacific Highway; to the east and north by rural land supporting cane fields; and to the west by rural land, Teven Road, and the construction site of the Ballina Highway Bypass.

The site is highly disturbed with the majority of the land supporting cane fields. Several drainage lines traverse the site and support a mix of exotic weeds and native species.

3.0 PROPOSED DEVELOPMENT

The proposed development includes:

- a Service Centre, offering fuel and food services for local and through traffic and which is convenient to use based on its location, and which includes an automotive repair station and regional expo centre both easily accessible to local resident's and motorists;
- the creation of an attractive southern gateway into the township of Ballina, providing visitors with a sense of arrival, principally through the use of landscaping; and
- advertisement structures ancillary to uses on the site.
- obligation free rest area

The Service Centre component offers fuel, food, repairs and tourist services to motorists, and is shown on Site Plan (Drawing Number A-010 Issue B. It is comprised of 7 buildings, including:

- 2 x stand alone fast food outlets (Buildings F and G);
- car service station / convenience store and combined fast food outlet (Building A)
- Truck service centre and food outlet (Building B)
- Automotive repairs (Building C); and
- Regional expo centre (Building D).

4.0 ASSESSMENT CRITERIA

The principles of CPTED, when applied to the design of the built environment, are intended to:

- maximise risk to offenders by increasing the likelihood of detection, challenge and apprehension;
- maximise the effort required to commit crime by increasing the time, energy and resources required to commit crime;
- minimise the actual and perceived benefits of crime by removing, minimising or concealing crime attractors and rewards, and;
- minimise excuse making opportunities by removing conditions that encourage/facilitate rationalisation of inappropriate behavior.

The key principles of CPTED include:

Surveillance

Natural surveillance maximises opportunities for passers-by or customers to observe what happens in an area. This may be achieved through the careful placement of physical features, activities or people.

Technical/mechanical surveillance is achieved through the use of mechanical/electronic measures such CCTV, help points and mirrored building panels. This type of surveillance can be used to supervise isolated, higher risk locations. Formal surveillance is achieved through the positioning of supervisors or security guards at higher risk locations.

Lighting

Poor lighting can adversely affect one's perception of an area, and lead to the avoidance of public spaces and crime opportunity.

Territorial Re-enforcement/Ownership

People are more likely to protect territory they feel they own and have a certain respect for the territory of others. This can be expressed through the installation of fences, paving, signs, good maintenance and landscaping.

Environmental Management

Public spaces need to be well planned and well designed to maximise community safety. This can be achieved by ensuring these spaces are effectively used and maintained. Safe movement through the site for pedestrians and vehicles should be given high priority, with emphasis on delineated pathways for pedestrians.

Access Control

Control of who enters an area so that unauthorised people are excluded, for instance, through the use of physical barriers such as fences, grills, landscaping and gardens. Access control is used to increase the time and effort required to commit a crime and to increase the risk to criminals.

Space/Activity Management

Ensures that space is appropriately utilised and cared for. Space/activity management strategies help in developing and maintaining natural community control, and involves the formal supervision, control and care of the development.

5.0 DESIGN ASSESSMENT

The site is relatively flat and vacant, and this is a good starting point for achieving good surveillance throughout the proposed development. In addition the construction of part of the Ballina Western Bypass to the east of the Service Centre provides what is likely to be a relatively busy road alongside the Service Centre, which will also aid casual surveillance of its eastern edge.

The overall design of the Service Centre focuses activity toward its centre (around the majority of car parking), with Buildings B-F all facing inward toward this area. Within the centre of the site, Buildings A and G are freestanding, with Building A comprising the high activity generating service station.

All buildings within the Service Centre include a significant amount of windows. This will aid the passive surveillance of the car park from within each building, and to a lesser extent buildings from the car park. The extent of glass within each building is apparent on the various 3D and elevation plans accompanying the development application.

Access into the site is via the left-in lane from the Ballina Highway Bypass, with further access from the Ballina Western Bypass on the south eastern and central eastern side of the Service Centre. These access points link to a series of internal roads within the wider car park, providing for vehicles (activity) to spread throughout the site.

Within the Service Centre, a number of locations have been identified as requiring specific attention to ensure an acceptable level of safety is achieved.

These locations include:

- carpark;
- building entries; and
- loading/service areas.

Car Parking Areas

Car parking is located in several on-grade areas adjacent to the various buildings comprising the Service Centre. All are connected by internal roads providing vehicular circulation to all parts of the site. Building entries are located to minimise the distance for customers to walk from the outer edges of the car park; ensuring that buildings are in close proximity to the locations where customers will enter and exit their vehicles.

The overall openness of the car park lends itself to effective passive surveillance and clear sight lines throughout.

The car park and some areas adjacent the buildings within the Service Centre are to be landscaped. Landscaping is to be designed/structured so as not to compromise the good visual surveillance that is available across the site. In this regard the use of small (low) shrubs and taller trees are anticipated, which do not provide thick foliage.

As the car park is entirely on grade, it will be in full view from the two major site entrances (west to the Ballina Pacific Highway Bypass and east to the Ballina Western Bypass), providing a high level of surveillance from public areas.

The car park is to be brightly (artificially) lit during operational hours, with security lighting to be maintained during non-operational hours, in accordance with relevant Australian Standards.

Loading/Service Areas

Each building within the Service Centre has a dedicated loading area. These service areas are not large, and are all visible to passing vehicular and pedestrian traffic (as opposed to being hidden from view).

These (refuse and storage) areas will be secured by security barriers (e.g. roller shutters), with passive surveillance provided from persons within the car park. In addition, each of these areas will be subject to mechanical surveillance (CCTV).

Building Entries

Entrances to all buildings will generate a good deal of activity. These entries are located to maximise natural surveillance through high pedestrian activity and roadway visibility. All entries are directly accessible and visible from the carpark, and all will be brightly lit during operational hours and will have security lighting during non-operational hours. As well, mechanical surveillance (CCTV) will be maintained at the entrances to all buildings.

6.0 SUMMARY

The proposed development is considered to achieve an acceptable level of safety, which is principally achieved through its design, but which will be enhanced through lighting and the use of mechanical surveillance (CCTV).

The design of the Service Centre is such that it achieves a good measure of surveillance, principally through its focus on the car park areas toward the centre of the site and through the extensive use of glass throughout buildings; and, the use of mechanical surveillance (CCTV).

Lighting to Australian Standards (AS/NZS 1158.3.1:2005) is proposed throughout the Service Centre.

The design of buildings so that their entries are directed to adjacent car parking, will provide for a measure of territorial re-enforcement/ownership of these adjacent (parking) areas.

Given that the site will be negotiated by a mix of motorists and pedestrians, the Service Centre has been designed so as to provide for their safe and separate movement, with good visibility paramount in ensuring no accidents occur between the two. With this aspect of the proposed development to be maintained in order for it to function properly, the consequence is that the good visibility available within the site will be maintained.

It is only the buildings that are to have some form of access control, with that simply comprising opening hours versus non-opening hours. The remainder of the site is relatively open, and it is neither necessary nor practical to attempt to exclude people from certain areas.

The overall management of activities around the site is to be managed by one entity, ensuring that overall maintenance and activities within the Service Centre are managed in a coordinated and consistent fashion.

Overall, it is considered that the layout and level of design detail and services within the Service Centre will provide an environment which is safe for visitors to the site and employees, and will minimise the likelihood of crime. The careful use of landscaping (avoiding think foliage at ground level); adequate lighting; and, the installation of CCTV will aid in maintaining this safe environment.