



CRIME RISK ASSESSMENT REPORT

Alterations and additions to Royal Motor Yacht Club
Broken Bay.

46 Prince Alfred Parade
Newport

Prepared for: Royal Motor Yacht Club Broken Bay

REF. M220260

15 May 2024





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1. Introduction

This Report has been prepared for the applicant of the subject application and has been prepared to directly respond to a request from the Northern Beaches Local Planning Panel dated 17 April 2024.

It undertakes a Crime Risk Assessment and Safety Audit in relation to the proposed construction of alterations and additions to the Royal Motor Yacht Club Broken Bay's facilities at No. 46 Prince Alfred Parade, Newport.

The purpose of this Report is to undertake an assessment of the crime profile of the area and the likely crime risks associated with the development to ensure that the proposal adequately minimises crime opportunity through implementation of the CPTED Principles. This report is provided as a five-part assessment instrument designed to identify situational crime opportunities and risk and treatment (crime mitigation) options.

Accordingly, this CPTED Report addresses the design features of the proposed development to determine whether it is suitable with regards to the requirements and principles of the *Crime Prevention through Environmental Design* and the *NSW Local Police*.



2. Site Analysis and Context

2.1 THE SITE

The subject site is large and has a principal frontage to Prince Alfred Parade with direct access to the foreshore areas of Pittwater. The site has been used for the purpose of a registered club since approximately 1927.

The site is known as No. 46 Prince Alfred Parade, Newport and is legally described as the seven parcels that are indicated in **Table 1** below:

Table 1 Site Description		
Lot / DP	Land Owner	Approximate Site Area
Lot 3 DP 225339	Royal Motor Yacht Club Broken Bay	1,152m ²
Lot 7 Sec 1 DP 4689	Royal Motor Yacht Club Broken Bay	1,410m ²
Lot 262 DP 752046	Royal Motor Yacht Club Broken Bay	5,640m ²
Lot 5 Sec 1 DP 4689	Royal Motor Yacht Club Broken Bay	2,770m ²
Lot 6 DP 110670	Royal Motor Yacht Club Broken Bay	3,111m ²
Lot 3 DP 791314	Royal Motor Yacht Club Broken Bay	954m ²
Lot 329 DP 824292	The State of New South Wales (leased to Royal Motor Yacht Club until 9 January 2044).	35,330m ²
Lot 330 DP 824292	The State of New South Wales (leased to Royal Motor Yacht Club until 9 January 2044).	870.6m ²

The location of the site is illustrated in **Figure 1** below, where the site is outlined in red.

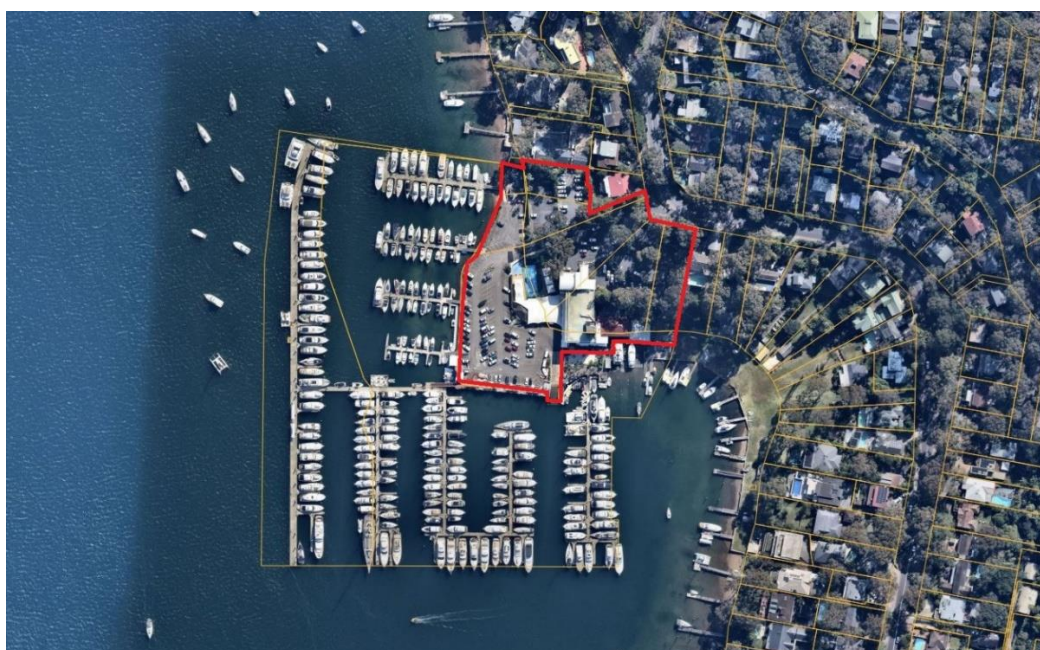


Figure 1 Aerial image of the subject site and surrounds (source: Nearmap)



The site is irregular shaped lot and has a total area of 5.1 hectares. It has a street frontage to Prince Alfred Parade of approximately 49.5m. The site has a southern boundary length of 77.05m and a western boundary length of 83.58m. The site includes a 3.533 hectare area of Pittwater leased from NSW Government until 2044 for the purpose of a marina and boat berthing facilities.

The existing development on the site comprises a part three/four storey building occupied by the club facilities including recreational areas, dining areas and a kitchen, function rooms, bar and administration offices. External areas include a swimming pool, marina facilities and an at-grade carparking area for 290 cars.

The site has an area of 51,754m² and slopes significantly from the roadway towards the foreshore. The vehicular driveway provides access to an upper car parking area located adjacent to the main club entrance. The driveway descends to a main lower carpark for boat owners and the marina part of the site including boat storage areas, berths and boat repair facilities.

Sydney Water's Newport sewerage pumping station is located adjacent to the site's north-eastern boundary on Lot 1 DP 791314. Adjacent to the site's south-eastern boundary is an Ausgrid electricity substation that stands on Lot 7 DP 4689. Both of these infrastructure assets involve registered easements that affect part of the subject site.

Photographs of the subject site are provided at **Figures 2 to 6**.



Figure 2 Main vehicular entrance to RMYC from Prince Alfred Parade





Figure 3 RMYC building viewed from upper carparking area



Figure 4 Swimming pool area viewed from upper floor of RMYC



Figure 5 RMYC swimming pool and outdoor recreation facilities



Figure 6 Undercover seating area adjacent to swimming pool

Figures 5 and 6 show the existing development located around the swimming pool which includes several large fixed umbrellas, children's playground, an amenities block and a small food outlet (pizzeria).



3. Description of the Proposal

The development application involves both internal and external alterations and additions to the Royal Motor Yacht Club Broken Bay (RMYC) facilities located at 46 Prince Alfred Parade, Newport.

Specifically, the proposal seeks to enlarge the footprint of the club premises with a two-storey extension located on the western side of the existing building that will wrap around the swimming pool and outdoor recreation area. The extension involves new dining facilities and lounge/bar area as well as a roof top terrace.

A detailed description of the key aspects of the proposal are provided below:

Ground Floor (RL 2.5m)

- Casual dining area – approximately 12 tables
- Café and deli
- Playground
- Yacht brokerage
- Entry lobby and club reception
- Refurbishment of existing area for new spa and gymnasium
- Installation of new lift

First Floor (RL 5.83m)

- Dining area – approximately 20 tables
- Outdoor terrace – approximately 4 tables
- Lounge area – approximately 14 tables
- Bar
- Kitchen
- Refurbishment of existing amenities
- Installation of new lift

Second Floor (RL 10.440m)

- Outdoor roof terrace
- Installation of new lift





4. Crime Profile of Newport

4.1 CRIME PROFILE OF NEWPORT SUBURB

Information published by the NSW Bureau of Crime Statistics (BOSCAR) between January 2023 and December 2023 have been gathered to provide a crime profile of the suburb of Newport and the Northern Beaches Local Government Area (LGA). **Table 2** below identifies a range of offences, their incidence in the LGA of Northern Beaches (per 100,000 persons) as well as the local (Newport) and statewide trends in the occurrence of each offence. This data is relied on to determine the crime profile of the area.

Table 2 Newport and Northern Beaches LGA Crime Profile						
Offence	Rate of Incidence per 100,000 in Newport	Two-year Trend – Newport	Rate of Incidence per 100,000 in Northern Beaches LGA	Two-year trend – Northern Beaches LGA	Rate of incidence per 100,000 in NSW	Two-year trend - NSW
	January 2023 to December 2023		January 2023 to December 2023		January 2023 to December 2023	
Assault (Domestic)	113.8	Stable	104.8	Stable	441.7	Up 6.7%
Sexual Assault	93.1	Stable	59.6	Stable	115.8	Stable
Motor Vehicle Theft	41.4	Up 16.1%	64.9	Stable	174.9	Up 16.1%
Steal from Motor Vehicle	72.4	Stable	155.7	Stable	355.5	Stable
Steal from Retail Store	51.7	Stable	271.2	Up 40%	333.7	Up 21.8%
Steal from Dwelling	10.3	Stable	119.3	Up 26.1%	194.6	Stable
Fraud	517.2	Stable	407.5	Stable	573.3	Stable
Malicious Damage to Property	258.6	Stable	329.7	Stable	603.7	Stable
Drug Offences	93.1	Stable	85.5	Stable	179.3	Stable



4.2 ANALYSIS OF THE INCIDENCE OF OFFENCES AND CRIME TRENDS

As indicated in **Table 2**, the suburb of Newport experiences rates of crime which are generally lower than the NSW statewide and Northern Beaches LGA statistics. That is, specific crimes are lower or higher within the Newport area when compared to Northern Beaches LGA and wider NSW. According to statistics from BOSCAR, Newport experiences lower rates of theft involving motor vehicles, including theft from motor vehicles, when compared to the Northern Beaches and state-wide average, however motor vehicle theft in Newport is up 16.1% over the last 2 years.

Crimes including domestic assault and sexual assault are experienced more commonly in Newport than the wider Northern Beaches LGA (generally a stable figure). The rate of occurrence of drug use incidents in Newport has been stable over a 2-year period, however, is generally higher than the Northern Beaches LGA statistics.

Crime hotspot mapping sourced from BOSCAR shows where the specific offences are regularly occurring. What we find is that certain offences are clustered in particular areas to the east of the subject site. A review of Crime Hotspot Maps provided by the Bureau of Crime Statistics and Research (BOSCAR) indicates that the site is not located within any crime hotspot areas.

Figures 7-13 illustrate these hotspots.

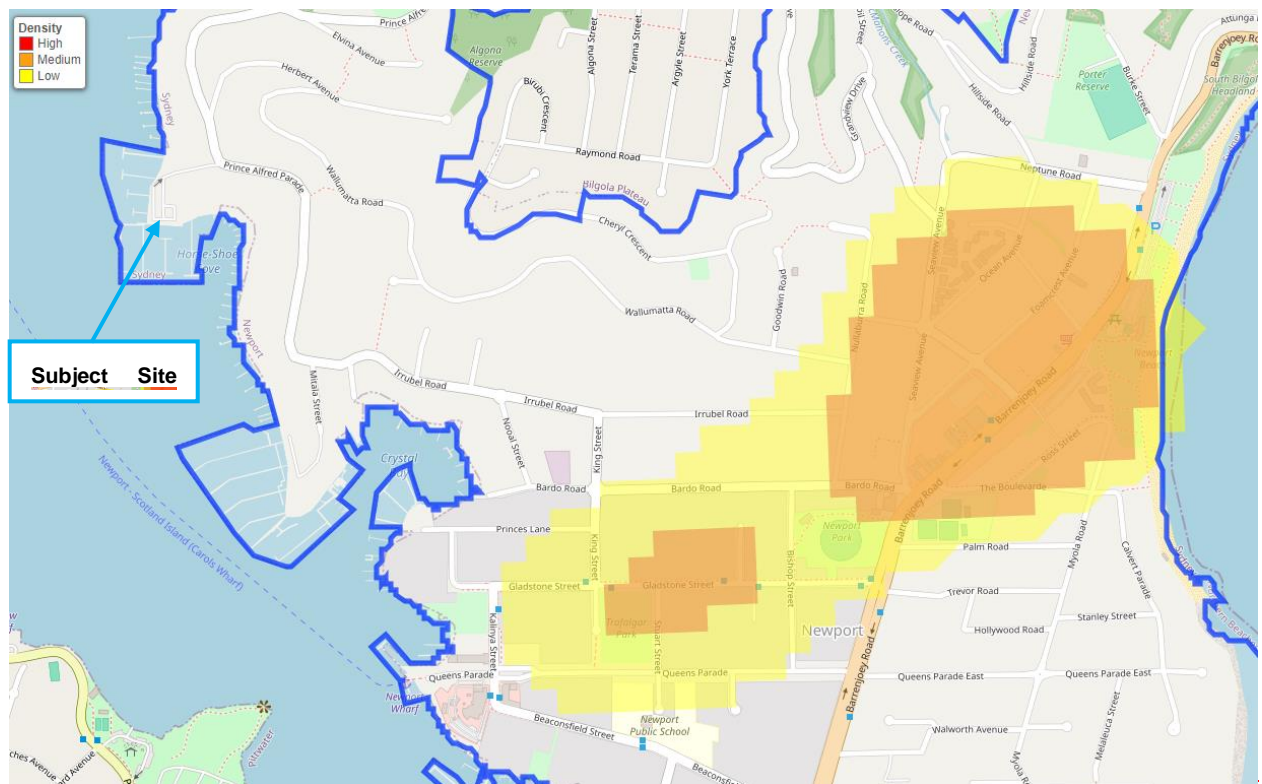


Figure 7 Malicious damage Hotspot Map

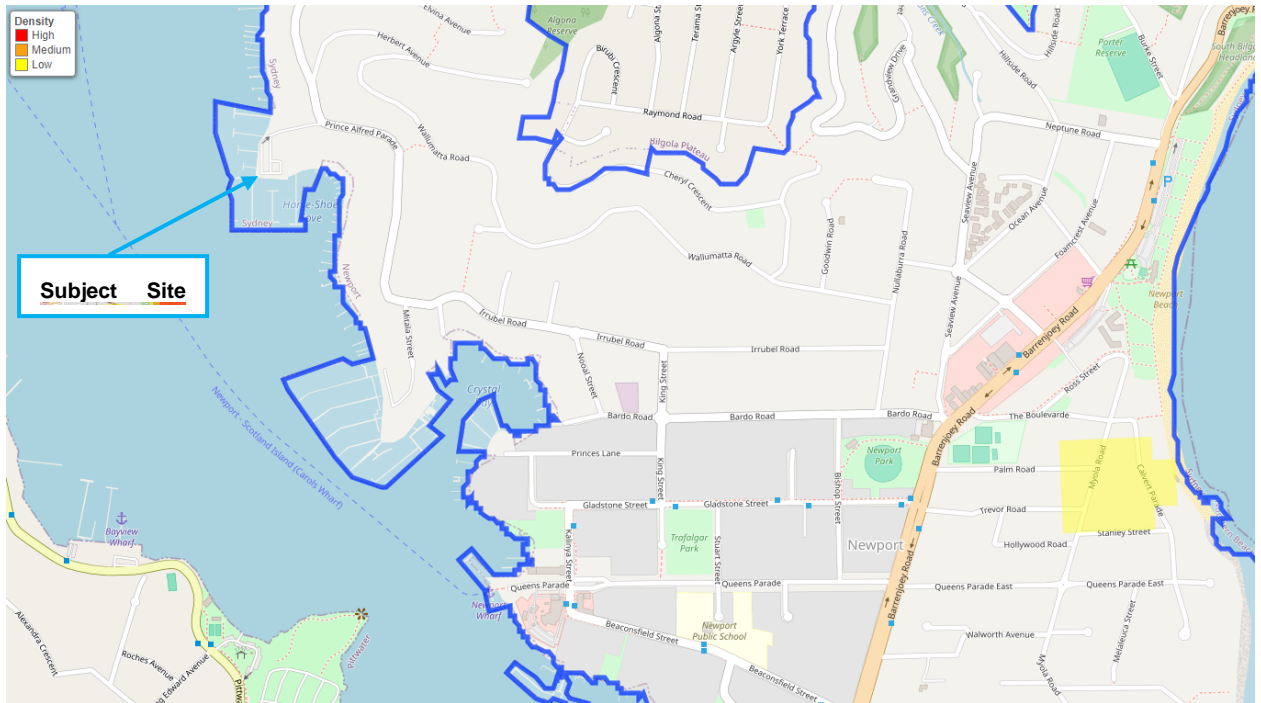


Figure 8 Theft from motor vehicle Hotspot Map

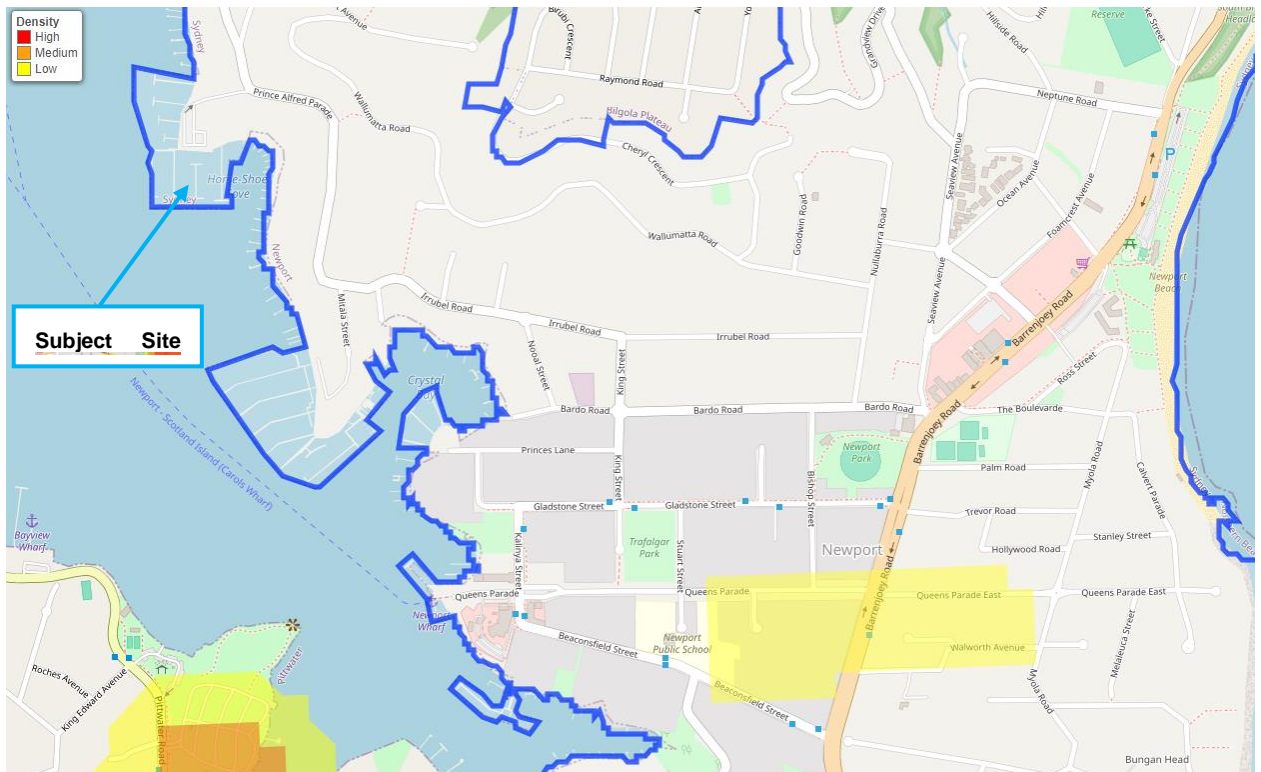


Figure 9 Motor vehicle theft Hotspot Map

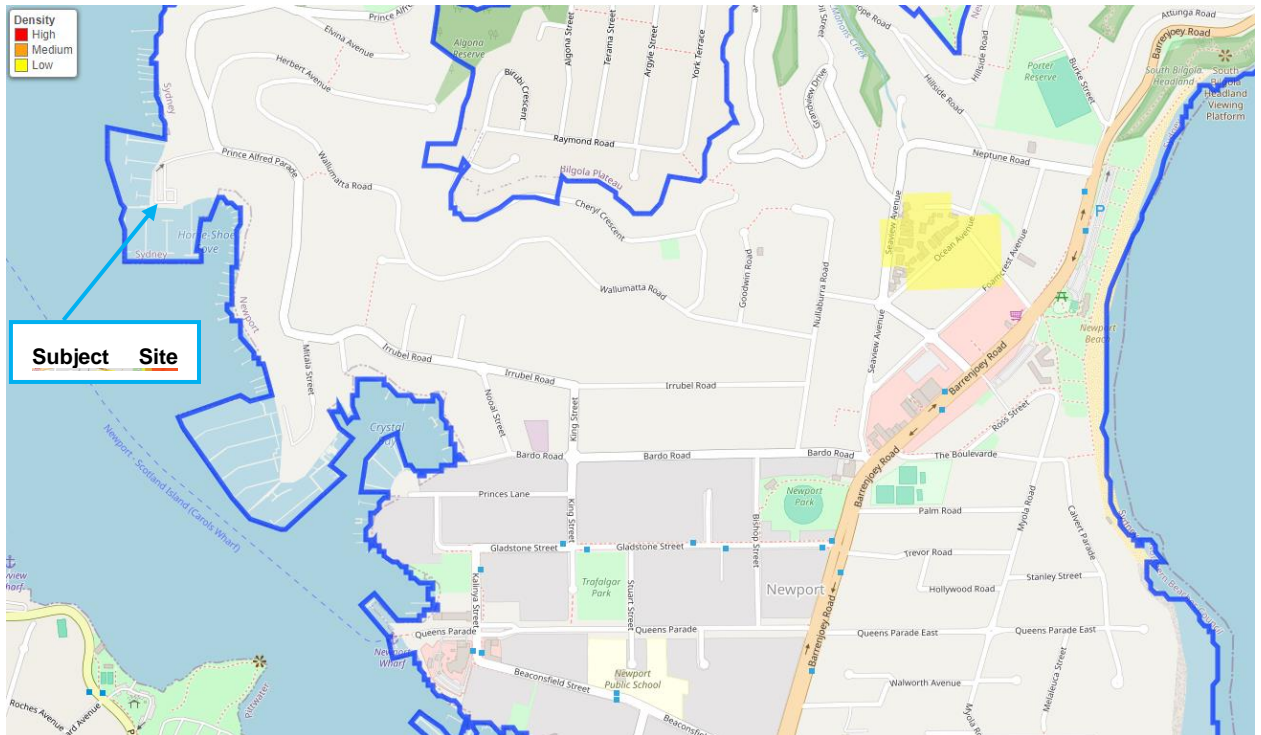


Figure 10 Domestic assault Hotspot Map

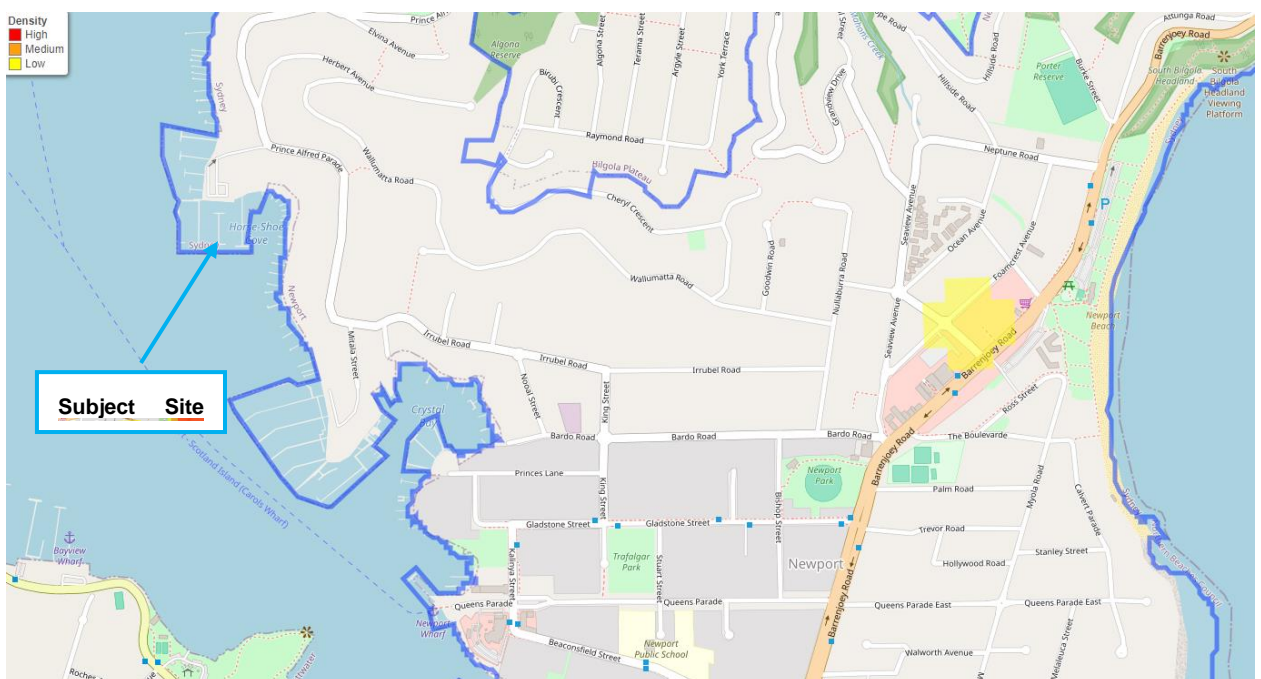


Figure 11 Non-domestic assault Hotspot Map

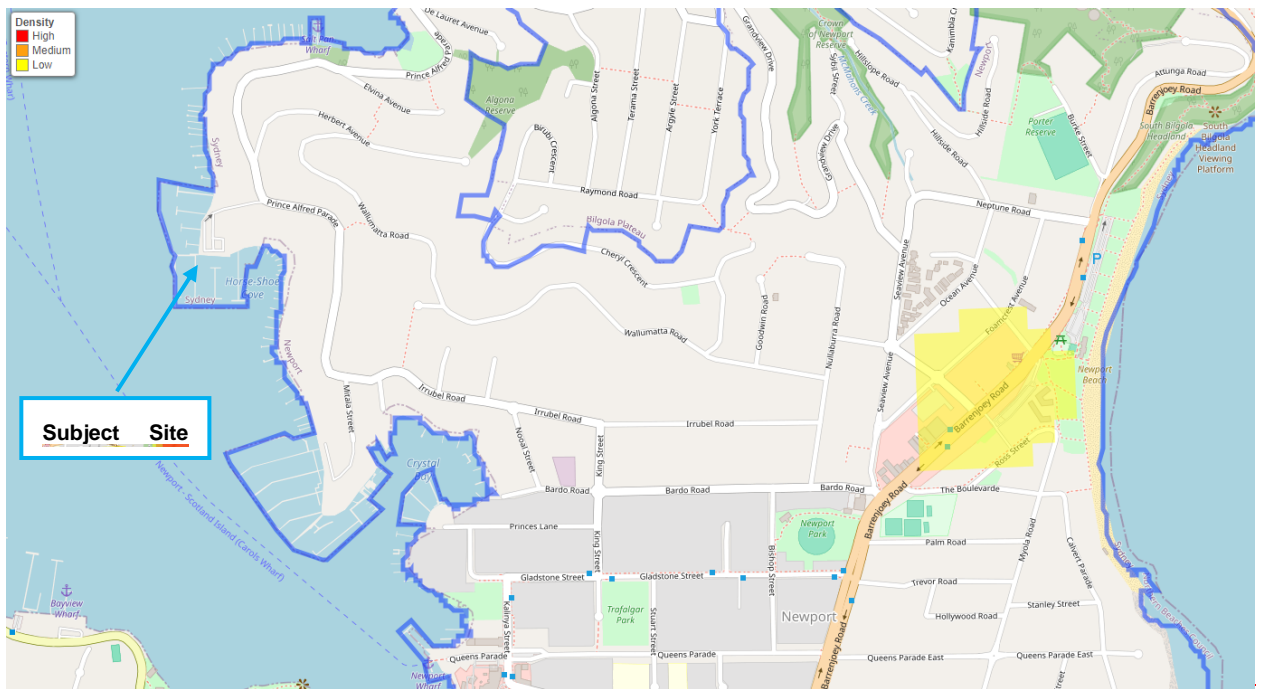


Figure 12 Break and enter non-dwellings Hotspot Map

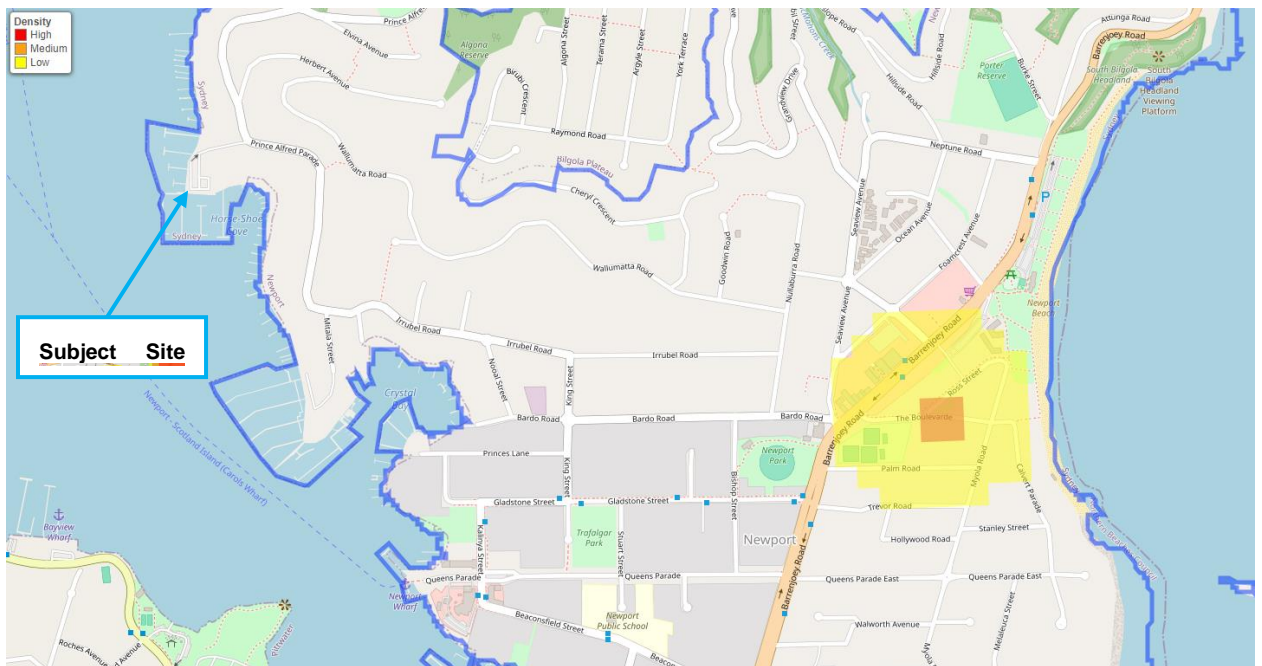


Figure 13 Break and enter dwelling Hotspot Map

5. CPTED Principles

Part B of the Department of Urban Affairs and Planning's (now the Department of Planning, Housing and Infrastructure) *Crime Prevention and the Assessment of Development Applications: Guidelines* identifies four Crime Prevention through Environmental Design (CPTED) principles: surveillance, access control, territorial reinforcement and space management, each of which are addressed separately below.

CPTED is an integral element of the design process, to holistically account for the best environmental, physical and cultural influences in order to manage the risk of criminal activity, thus keeping the public safer. CPTED guidelines centre on minimising opportunistic crimes by applying design and management principles as early as possible in the design phase.

Four Crime Prevention through Environmental Design (CPTED) principles are identified below in **Table 3**. Each of the principles seeks to reduce opportunities for crime and have been used to inform the *NSW Police Safer by Design Guidelines for Crime Prevention*.

Table 3 CPTED Principles

Surveillance

The attractiveness of crime targets can be reduced by providing opportunities for effective surveillance, both natural and technical. Good surveillance means that people can see what others are doing. People feel safe in public areas when they can easily see and interact with others. Would be offenders are often deterred from committing crime in areas with high levels of surveillance. From a design perspective, 'deterrence' can be achieved by:

- clear sightlines between public and private places;
- effective lighting of public places; and
- landscaping that makes places attractive, but does not provide offenders with a place to hide or entrap victims.

Access Control

Physical and symbolic barriers can be used to attract, channel or restrict the movement of people. They minimise opportunities for crime and increase the effort required to commit crime.

By making it clear where people are permitted to go or not go, it becomes difficult for potential offenders to reach and victimise people and their property. Illegible boundary markers and confusing spatial definition make it easy for criminals to make excuses for being in restricted areas. However, care needs to be taken to ensure that the barriers are not tall or hostile, creating the effect of a compound.

Effective access control can be achieved by creating:

- landscapes and physical locations that channel and group pedestrians into target areas
- public spaces which attract, rather than discourage people from gathering

Restricted access to internal areas or high-risk areas (like car parks or other rarely visited areas). This is often achieved through the use of physical barriers.

Territorial Reinforcement

Community ownership of public space sends positive signals. People often feel comfortable in, and are more likely to visit, places which feel owned and cared for. Well used places also reduce opportunities for crime and increase risk to criminals.

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

- design that encourages people to gather in public space and to feel some responsibility for its use and condition
- design with clear transitions and boundaries between public and private space

Clear design cues on who is to use space and what it is to be used for. Care is needed to ensure that territorial reinforcement is not achieved by making public spaces private spaces, through gates and enclosures.

Space management

Table 3 CPTED Principles

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

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

6. Safety Audit

A safety audit of the proposed development against the *Crime Prevention Through Environmental Design* and *NSW Police Safer by Design Guidelines for Crime Prevention* is provided in **Table 4** below:

Table 4 CPTED & NSW Police Safer By Design – Safety Audit			
Requirement		Comments	Performance
Natural Surveillance	Building openings should be designed to overlook public places to maximise casual surveillance.	The proposal includes multiple outlooks which will provide casual surveillance of the public domain as well as the Marina and the carpark.	Safe
	The main entry to a building should face the street.	The proposal provides its main pedestrian entrance Accessed via the carpark and Prince Alfred Parade.	Safe
	An external entry path and the foyer to a building must be direct to avoid potential hiding places.	The built form is designed with direct sights lines and lack of concealed corners which ensures potential hiding places are eliminated. Further, landscaping incorporates pathways which allow for direct travel and good levels of surveillance across the site and to building entrances.	Safe
	Entry lobby areas to and from car parking areas should be transparent allowing viewing into and from these areas.	Entrance and carparking areas are clearly identifiable and transparent to allow viewing to and from these areas.	Safe
	Landscaping must not conceal the front door to a building when viewed from the street	Low level screen planting is proposed throughout the site and entrances are carefully placed to ensure hiding spaces are avoided. Landscaping will not obstruct the pedestrian pathway and will be designed to provide clear and legible access to the building's entry and will be enhanced with security lighting.	Safe
	Pedestrian access should be well lit and maximise sightlines	Pedestrian access via Prince Alfred Parade and the carpark will be well lit and highly visible to reduce potential areas of concealment and provide clear sight lines to and from the club.	Safe
	Landscaping should not inhibit sight lines	The proposed landscaping design avoids obscuring sight lines. The importance of natural surveillance will be reflected in the selection of species for landscape planting.	Safe
	The street number of a building must be visible from the street and made of a reflective material to allow visitors and emergency vehicles to easily identify the location of the building.	Street numbering and signage is anticipated to be installed and maintained to enable easy identification and way-finding.	Safe
	Landscaping should be designed to maximise sight lines.	Landscaping is not anticipated to affect sight lines as demonstrated in the proposed landscape plan submitted with the development application.	Safe

Table 4 CPTED & NSW Police Safer By Design – Safety Audit

Active Surveillance Measures – Security Devices	A security alarm system must be installed in a building.	A security alarm will be provided for the premises. The management of the centre will be responsible for ensuring the alarm is utilised.	Safe
	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.	All windows and doors on the ground floor are to be made of toughened glass to protect the patrons and staff	Safe
	Unless impractical, access to an outdoor car park must be closed to the public outside of business hours via a lockable gate.	An existing boom gate will continue to be utilised limiting access to the carpark outside of business hours.	Safe
	CCTV system must cover all high risk areas and including all entry areas and the laneway.	CCTV will be installed within the premises and external areas such as car park, playground and street entry.	Safe
Access Control	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	All areas of the building that are not accessible to the public will be secured with an appropriate door and locking mechanism.	Safe
	Clear signage should be erected indicating loading docks should not be accessed by the general public.	Signs provided to ensure the loading/delivery dock is accessed only via staff and with no general public access	Safe
	Site planning provides a clear definition of territory and ownership of all private, semi-public and public places	The site planning clearly defines the private and public areas to ensure the protection of club patrons and the general public. Design clearly distinguishes areas that can be accessed only by staff within the venue.	Safe
Territoriality /Ownership	Both natural and artificial lighting is used to reduce poorly lit or dark areas and therefore deterring crime and vandalism.	<p>The building is provided with appropriate natural and artificial lighting to provide a safe space for patrons.</p> <p>As is detailed below, artificial lighting is provided throughout the development as to deter crime and vandalism.</p>	Safe
Lighting	Both natural and artificial lighting is used to reduce poorly lit or dark areas and therefore deterring crime and vandalism.	<p>Parking areas, internal and external areas and entrance areas are to be suitably illuminated and will be secured to prevent unauthorised access.</p> <p>Lighting will ensure appropriate standards of illumination at the entrances. Lighting will be provided across the car park entry and exit. All lighting will comply with AS/NZS 1158 (2010) Lighting for public spaces. A detailed lighting plan should be prepared.</p>	Safe

Table 4 CPTED & NSW Police Safer By Design – Safety Audit

Lighting	Lighting must be provided to the following areas of a building to promote safety and security at night: A) An external entry path, foyer, driveway and car park to a building. B) The shop front. This may be in the form of motion sensitive lighting or timer lighting. C) The underside of an awning.	Lighting is to be provided at the car park entry and driveway, along the pedestrian pathways, outdoor areas, and building entrance. Lighting will be continuous after daylight hours.	Safe
	A pedestrian entry path and driveway to a car park that are intended for night use must be well lit using a vandal resistant, high mounted light fixture.	The driveway access and pedestrian entry and exits along all street frontages are to be illuminated to <i>AS/NZS 1158 (2010) Lighting for roads and public spaces</i> . Lighting to the exterior and interior of the building will be activated during non-daylight hours subject to a lighting plan. Vandal resistant light fittings will be used.	Safe
	The lighting in a car park must conform to Australian Standards 1158.1, 1680, 2890.1.	Lighting is to comply with the relevant standards.	Safe
	Car parking areas should be painted in light colours which will increase levels of illumination.	Car park areas make use of light colours which increase illumination.	Safe
	Development minimises blank walls along all street frontages	The proposal avoids the use of blank walls to all frontages that will be visible from a public place.	Safe
Vandalism and Graffiti	The exterior to a building wall on the ground floor must be painted in a graffiti resistant coating.	External walls will be finished with a graffiti resistant coating.	Safe
	Maintenance regimes should be implemented which ensure all public areas are well maintained.	External and internal areas are to be regularly inspected and kept well maintained. A manager should take responsibility for ensuring the landscaping surrounding the building is well maintained.	Safe
	Cleaning regimes should be implemented which ensure all main public areas are free of rubbish.	A club manager or contractor should take steps to ensure public and semi-public spaces are free of rubbish.	Safe
	Graffiti removal regimes should be implemented which ensure graffiti is promptly removed.	The club should ensure that graffiti is removed if found anywhere on the premises.	Safe



7. Recommendations

As indicated in **Table 4**, the proposed development performs well in terms of achieving the safer by design guidelines for crime prevention. The building is deemed to be either safe or safe subject to the implementation of the following recommendations:

- Vegetation at all entrances are to be maintained to ensure that vegetation does not obstruct sight lines from the adjoining public roadways;
- Vegetation must be strategically placed so as not to obstruct throughway and entrances or create hiding spots;
- The main pedestrian access points to the facades of the building are to be illuminated after daylight hours to a level that allows clear lines of sight from the street frontages and spaces immediately surrounding the building;
- The club entry is to be a security door with an activated alarm system.
- Street number and way-finding signage of the building is to be readily identifiable from all street frontages including Prince Alfred Parade
- A security alarm is to be provided in the building;
- Windows and doors on the ground floor are to be made of toughened glass;
- All painted surfaces on the external parts of the building are to be treated with a graffiti resistant coating;
- Graffiti is to be removed as quickly as possible to minimise potential for cumulative graffiti and vandalism actions; and
- The club manager or a registered contractor is to be responsible for the removal of any litter or graffiti on the premises. Graffiti should be removed as quickly as possible as to reduce accumulative graffiti.

In addition to the above, it is noted that the site is within low to medium crime instances on the Crime Hotspots maps as shown in this Report. The proposed crime protection measures recommended for the site are considered appropriate to ensure the safety of patrons, staff and the general public.





8. Conclusion

It is apparent from the data published by the *NSW Bureau of Crime Statistics and Research* for Newport that the suburb generally has consistent instances of most offences considered with most offences occurring close to the suburb's retail centre. This indicates a crime profile for suburban parts of Newport is of a low to medium concern. The crime hotspot maps illustrate that these offences are adequately separated from the subject site. The fact that offences such as these can occur in a generally safe area underpins the need for environmental design that can mitigate crime and ensure the safety of the building's patrons, staff and the general public.

The Newport area is subject to development with some renewal occurring close to the town centre and population growth. As such, the proposed development will need to incorporate the recommended advice regarding the CPTED principles as detailed in the recommendation section above in order to provide and maintain a safe and secured registered licensed premises.

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