

**Crime Prevention Through Environmental Design (CPTED)
Assessment
Proposed Extension of Kareena Private Hospital**

Prepared for Ramsay Health Care Ltd
8 December, 2008

HASSELL Ltd 24 007 711 435
88 Cumberland Street Sydney NSW 2000 Australia
Telephone 61 2 9273 2300 Facsimile 61 2 9273 2345
Email sydney@hassell.com.au
Contact: Bridget Jarvis, Associate
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ARCHITECTURE INTERIOR DESIGN LANDSCAPE ARCHITECTURE PLANNING URBAN DESIGN

DOCUMENT CONTROL

Revision	Prepared by	Reviewed by	Date	Revision type
A	B Jarvis	M Duigan	8/12/08	Final

Distribution of Copies

Revision	Quantity	Issued to
A	1	Department of Planning

Contents

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Section

- 01 Introduction
- 02 Surveillance
- 03 Access Control
- 04 Territorial Reinforcement
- 05 Space Management
- 06 Conclusion

01 Introduction

1.1 Purpose of this report

HASELL has been engaged by Ramsay Health Group to undertake a Crime Prevention Through Environmental Design (CPTED) Assessment of the proposed Kareena Private Hospital expansion at 86 Kareena Road (North), Caringbah. This CPTED Assessment has been prepared in accordance with the Department of Planning guidelines titled '*Crime prevention and the assessment of development applications*' (2001) and also accords with section 79C of the *Environmental Planning and Assessment Act 2001*.

The principles of Crime Prevention Through Environmental Design (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 behaviour.

The proposed expansion to the Kareena Private Hospital has been assessed against the four principles which assist in minimising the opportunity for crime, these are:

- Surveillance;
- Access control;
- Territorial reinforcement, and,
- Space management.

1.1 The Site and Development Proposal

The subject site is located at 86 Kareena Road, Caringbah (corner of Kareena Road (North) and Kingsway). The site has an approximate area of 9,600 square metres and slopes away from the Kingsway frontage. Vehicular access to the site is provided via Kareena Road. The site has been benched below the level of the Kingsway by approximately 1 to 3 metres.

- The northern boundary of the site is adjoined by a private medical practice and low density residential development;
- The eastern boundary is adjoined by private medical practices in the ownership of the Applicant, in addition to low density residential development fronting Karoola Crescent;
- The western frontage is bounded by Kareena Road North, with low-density residential development on the opposite side of Kareena Road zoned for Local Housing (Medical Facilities), in addition, a commercial use is located on the corner of Kareena Road North and the Kingsway;
- The southern frontage is bounded by the Kingsway, with The Sutherland Hospital further to the south.

The subject site is currently occupied by the Kareena Private Hospital, a vacant block of land, and one disused residential building (formally used for provision of medical services). Kareena Private Hospital

01 Introduction

includes a comprehensive range of medical, surgical and maternity services. It also operates one of only three private Emergency Department services in NSW.

Currently, Kareena Private Hospital offers the following specialties:

- Maternity and Obstetric care (including Level II Special Care Nursery);
- Orthopaedics;
- Acute Medical and Surgical services (including Urology, General, Gynaecology, Ear Nose & Throat and Vascular surgery);
- Angiography and Cardiac Catheter unit;
- Rehabilitation services (both medical and musculoskeletal);
- Day Surgery Unit;
- Emergency Care; and
- Diagnostic and ancillary services.

The proposed works seek to extend the existing Hospital building to the south, east and north to accommodate the following:

- Expansion and refurbishment of the rehabilitation department (south elevation)

The rehabilitation department located at the lower ground floor will be refurbished to accommodate an expanded rehabilitation programme including day programs, supported by a gymnasium and hydrotherapy pool facility. This will provide improved facilities for patients and allow new patients to attend Kareena Hospital for treatment.

- Introduction of additional bedrooms (south elevation)

An additional 37 single bedrooms with ensuite at ground floor, and 37 single bedrooms with ensuite at first floor level (total 64 single bedrooms across two levels). Each level accommodating associated staff station, store room and communal bath facilities and necessary circulation space.

- Additional bedroom suites (north elevation)

The existing Hospital building will be extended at the northern part of the site to accommodate an additional 8 bedrooms with ensuites at lower ground level.

- Extension of Theatre Suite (eastern elevation)

The theatre suite at ground floor will be expanded to provide larger operating and recovery theatres and a larger central sterilising department to cater for increasing complexities in surgery techniques and instrumentation. The recovery unit will also be increased to comply with health building guideline requirements for area and services. These facilities will increase the amount of facilities that are on offer in the area and means that Karina Private Hospital can accommodate the treatment of more people.

- Administration

01 Introduction

At second floor level, it is proposed to introduce 400 square metres of administrative floor area with a centrally located courtyard.

— Hospital Entry

The main entry to the Hospital will remain at the western elevation (fronting onto the Kareena Road North entry car park), and adjacent to the Ambulance bay. This main entry will remain the formal 24 hour access to the Hospital.

A second secure entry will be introduced at the southern elevation, available to staff, patients and visitors during the day, and for staff only after evening visiting hours. This entry will be managed by a suitable security access system.

— On-site Parking

The Kareena Road car park remains unchanged, with the expansion of the car park proposed to the east of the site, around the side of the hospital buildings. The car park is extended to accommodate 29 new car parking spaces (127 in total).

Areas have been identified that require specific attention to ensure maximum safety within the overall development. These have been considered in detail to ensure that the combination of design, treatment and security measures maximise public safety.

It is the combination of design and management of an area will determine the level of actual and perceived safety. Ideally design should be supported by good management practices. Our assessment therefore considers the design of the proposed hospital expansion in terms of broad CPTED principles and proposed management practices.

The areas identified as requiring particular attention and which are discussed in detail within this report include:

- Car parking areas;
- Loading dock and service areas;
- Entry areas (staff and public);
- Landscaping and vegetation; and
- Pedestrian access and movement.

02 Surveillance

Providing opportunities for surveillance, both natural and technical, can be highly effective in discouraging and reducing incidents of crime. As noted in the '*Crime prevention and the assessment of development applications*' (2001), 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 (p4).

Set out below is a review of the proposed development against the key design elements relating to surveillance.

2.1 Sightlines between public and private spaces

The key customer and staff pedestrian areas of the site are the car park and entrances (both main Kareena Road entry and proposed southern elevation entry) to the hospital.

All pedestrian movement throughout the car park is guided by signage and designated pedestrian path markings. This ensures that pedestrian movement is benefited from maximum sightlines to ensure safe movement through the car park areas, minimising potential conflict with vehicles. Pedestrian way finding through the site utilises pedestrian footpaths to direct pedestrians to the closest available entry to the Hospital.

From a CPTED perspective the landscape design has been focussed around the perimeter of the site, with plant species chosen to aim to minimise anti social behaviour through maintaining passive surveillance and observe and maintain necessary safety sightlines.

Two customer entries are provided. The existing main entry is retained at the Kareena Road (western) elevation. A new, second entry is proposed at the southern elevation.

The main entry will provide 24 hour access to the Hospital. The proposed new southern entry will provide restricted customer access, limited to day time hours, with staff able to utilise this entry at any time using security swipe cards. Both entries are highly visible from adjacent car parking areas, benefitting from appropriate sight lines, and security management.

2.2 Effective lighting of public places

Suitable lighting is proposed to all exterior areas, including car park, loading and service areas. There will be new outdoor pole mounted luminaires within the proposed car park at the eastern end of the site will be managed in keeping with the established, existing Hospital car park lighting.

There will be uniform lighting within the outdoor car park area. The car park lighting will be maintained as per the existing car park with this scheme extended to the new area on the eastern boundary. More information on the lighting scheme is given in Appendix O. The final lighting design configuration will be determined in the detailed design stage.

2.3 Landscaping

The subject site is an established Hospital site, with limited landscaping. The proposed landscape design has been developed to promote screening of the Hospital from adjacent residential and public spaces, while providing a high level of visibility for pedestrians. Landscaping will not obstruct key sight lines through to key pedestrian access areas and entries from the street and car parking areas.

03 Access Control

Access controls use physical and symbolic barriers to attract, channel or restrict the movement of pedestrians.

As noted in the '*Crime prevention and the assessment of development applications*' (2001), 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 (p5).

The following reviews the proposed development against the key design elements relating to access control.

3.1 Landscape and physical locations to channel and group pedestrians

Due to the nature of the Hospital development, pedestrian areas primarily provide access from the car park directly to the Hospital entries.

Appropriate lighting will clearly highlight all customer areas, with automatic sensors to ensure all lighting is switched on when lux levels reach 150.

The car parking area is a shared area for pedestrians and cars. The presence of appropriate signage clearly signals to both pedestrians and cars that it is a shared zone. Disabled car parking spaces are located adjacent to the Hospital entrances with ramp provisions for ease of access.

3.2 Public spaces which attract, rather than discourage people from gathering

Due to the Hospital function of the development, there are limited public spaces located within the subject site and the spaces will primarily be used by patients and staff accessing the site. As noted above, external parking and pedestrian access points are clearly defined within the development and the entry to the Hospital is visible, or sign posted.

3.3 Restricted access to internal areas or high-risk areas

Access to any areas within the Hospital which are high risk or sensitive functions are managed through staff security access systems. This system is in keeping with the overall Hospital management systems.

A sub-station is located at the southern end of the site, this area will remain open (i.e. no fence is proposed) which reduces the potential for entrapment areas.

The level of truck movements to the site resulting from the proposed Hospital expansion is negligible. The established capacity of the loading dock area operations will remain generally unchanged.

The loading dock has been designed to ensure that delivery vehicles are able to access and enter the loading dock without obstructing passing traffic or pedestrian movements.

In terms of delivery times for this Hospital loading dock, it is envisaged that the established delivery regime will remain unchanged.

05 Space Management

Territorial reinforcement refers to the clear identification of public spaces and providing a sense of community ownership over such spaces. As noted in the '*Crime prevention and the assessment of development applications*' (2001), 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 (p5).

The following reviews the proposed development against the key design elements relating to territorial reinforcement.

4.1 Design that encourages people to gather in public space

The private Hospital facility is clearly identified through signage, with key vehicular entry delineated at Kareena Road. This access via the western boundary will direct visitors to the site through the use of appropriate signage, landscaping and other visual cues such as building identification, pathways and way finding signage.

As noted previously, the key pedestrian areas provide safe, accessible and highly visible access between the car park and the Hospital development. There are clear signals such as raised pavements, line marking, signage and lighting to safely direct pedestrians to the entry of the store.

4.2 Design with clear transitions and boundaries between public and private spaces

The development uses perimeter landscaping to clearly delineate the development from the surrounding public street network and direct pedestrian movement.

4.2 Clear design cues on who is to use spaces and what it is used for

The landscaping defines the edges of the Hospital edges and the boundary walls enclose the site. This means that the building and car parking areas are clearly associated with patients and visitors of Kareena Private Hospital. The clear signage and way finding provisions will lead pedestrians around the site to the main entrance. This will reduce pedestrian movements to the quickest and safest routes around the site.

05 Space Management

Space management refers providing attractive, well maintained and well used spaces. As noted in the '*Crime prevention and the assessment of development applications*' (2001), 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.

The following reviews the proposed development against the key design elements relating to space management.

5.1 Maintenance

The maintenance of the proposed Hospital extension will be managed in accordance with established Hospital procedure. The site will be subject to regular maintenance to all external (and internal) areas of the site and building.

Regular maintenance will be undertaken to provide a clean, safe and attractive car park and entrance area through rubbish removal, landscape maintenance and general repairs. Lighting and signage will also be maintained to ensure they continuously provide clear direction and indicators to pedestrians and drivers.

5.2 Security

Aside from the passive surveillance provided through the design of the development, it is understood that Ramsey Health Care will extend the security system which are currently in place.

5.3 Graffiti and Vandalism Management

All facades have a high level of informal surveillance from the surrounding road network and public spaces. This informal surveillance acts as a strong deterrent to vandalism and graffiti.

Lighting will be provided to illuminate the car parking and any bicycle spaces during nighttime hours, which is triggered by a minimum lux level of 150.

The maintenance program employed by Kareena Private Hospital ensures the prompt removal of graffiti, which acts as a strong deterrent to vandalism and graffiti.

06 Conclusion

As demonstrated through this assessment, the proposed expansion of Kareena Private Hospital complies with Department of Planning guidelines titled '*Crime prevention and the assessment of development applications*' (2001) and therefore uses appropriate design measures to minimise the incidence of crime.

The following provides a summary of the key findings of this CPTED assessment:

- Necessary safety sightlines are provided through the landscape design which is focussed around the perimeter of the site. Plant species will minimise anti social behaviour through maintaining passive surveillance while providing high visibility and clear sightlines;
- Landscaping delineates the development from the surrounding public street network and direct pedestrian movement;
- Signage and designated pedestrian path markings guide hospital users throughout the car parking. This allows maximum sightlines to ensure safe movement through the car park areas and minimises conflict with vehicles;
- Suitable lighting is proposed to all exterior areas, including car park, loading and service areas which illuminates hidden areas and increases visibility; and
- The building and car parking areas are clearly associated with patients and visitors of Kareena Private Hospital by the defining landscaping and boundary walls.