

# **DA764/2014 for Proposed Expansion at Stockland Glendale Shopping Centre**

*Revised CPTED Statement (Amended Plans)*

March 2015

Revised CPTED Statement for Crime Risk Assessment, proposed expansion of Stockland Glendale shopping centre for Stockland Development Ltd

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## 1.0 INTRODUCTION

Paradigm Planning & Development Consultants Pty Ltd was engaged by Stockland Development Ltd to undertake a Crime Risk Assessment for a development application to Lake Macquarie Council for additions and alterations at the Stockland Glendale shopping centre. DA764/2014 was lodged on 22 May, 2014. Amended plans have now been prepared in response to a number of matters raised by Council and the outcomes of further design development by Stockland.



**Figure 1 – Aerial view of existing site locality (Source: Google Maps)**

This revised report has been prepared for the amended development plans and to incorporate the outcomes of consultation with the Crime Prevention Officer from Lake Macquarie Local Area Command.

## 2.0 THE SITE

### 2.1 Site Location

The site is located in Stockland Drive, Glendale and comprises Lot 1 DP 860494 which also has frontage to Lake Road. The proposed development is located within the centre of the site.

### 2.2 Site and Surrounding Development

The existing centre is well established having first opened in 1996. The site and some adjoining lands are zoned 3(1) Urban Centre (Core) but there are existing industrial uses (railway workshops) on part of the adjoining land. There are also residential and open space uses on other adjoining lands. The extension of Stockland Drive and connection through to Main Road will change the accessibility and visibility of parts of the site.

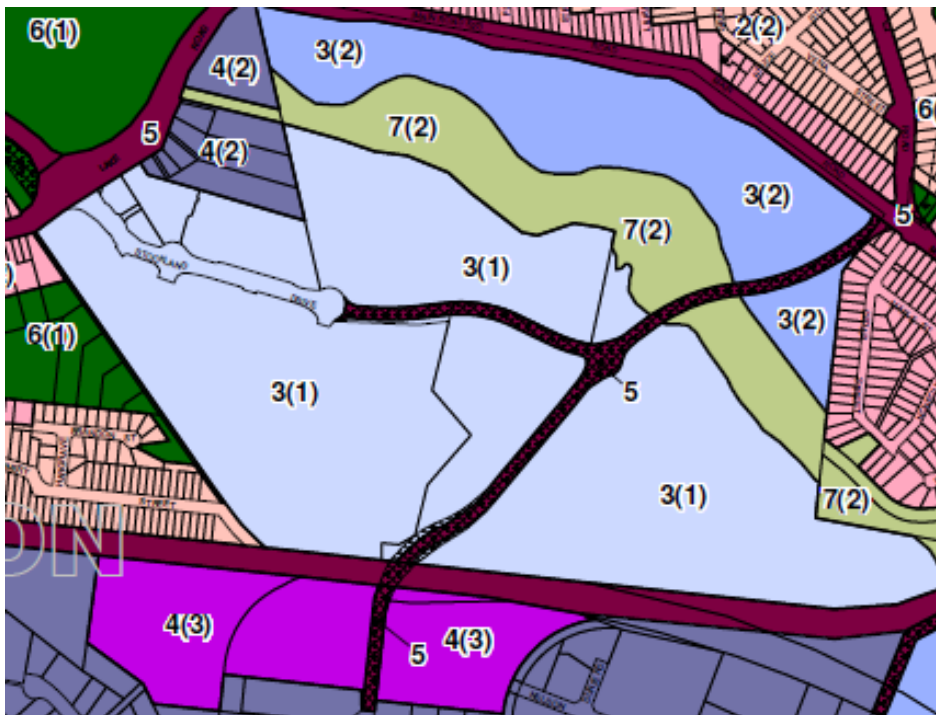


Figure 2 – Zoning of site and surrounds (Source: LMCC)

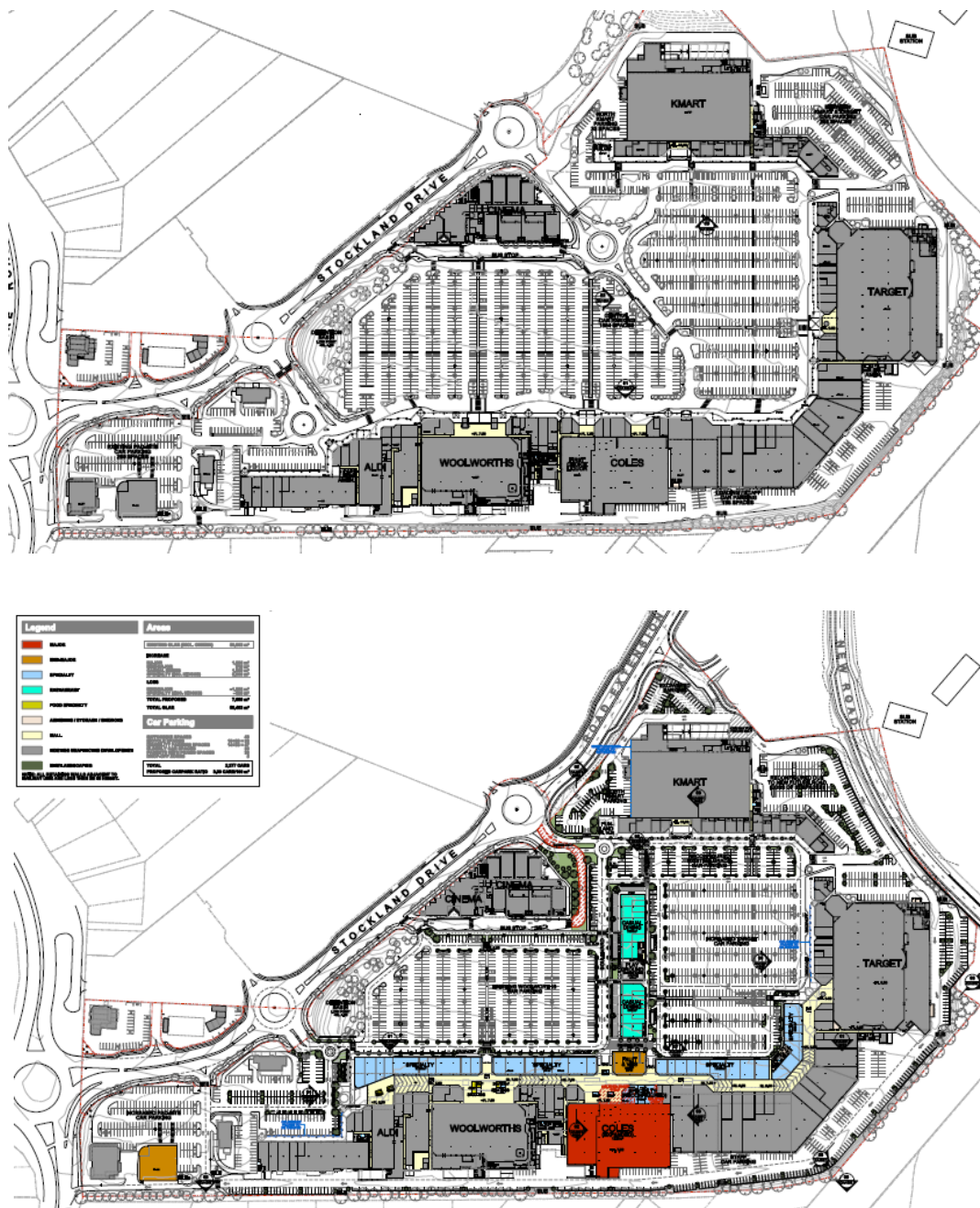
### 3.0 THE PROPOSAL

#### 3.1 The Proposed Shopping Centre Expansion

The amended plan for the proposed development comprises three main components:

- An enclosed mall space in front of Coles and Woolworths formed by a row of additional specialty shops extending from a new mall entry in the vicinity of Aldi to a new mall entry in the vicinity of Target
- A new central Boulevard with restaurant strip linking though the car park from near Coles to the cinema entertainment precinct and Kmart
- Reconfiguration of car parking areas including some minor new parking behind Target and Kmart

There are also changes to some tenancies (including Coles) through internal modifications which do not require assessment in this report. The existing centre is shown in Figure 3 below and the proposed expansion in Figure 4.



Figures 3 & 4 – Existing and Proposed development layouts



## 4.0 CPTED ASSESSMENT

### 4.1 Approach to the Assessment

Section 2.7.9 of DCP No.1 deals with Safety and Security and intends to reduce opportunities for crime and increase the liveability, safety and security in all areas of the City. The DCP utilises the Crime Prevention Through Environmental Design (CPTED) principles established in guidelines issued by the Department of Planning prepared in conjunction with NSW Police. Section 2.7.9 (Safety and Security) - Acceptable Solutions A1.5 of the DCP requires that a Crime Risk Assessment be prepared and lodged with applications for mixed use or multiple unit developments containing more than 20 dwellings or for new/refurbished commercial/retail centres and is therefore applicable to the proposed shopping centre expansion.

Consultation with the Crime Prevention Officer for the Lake Macquarie Local Area Command occurred at Glendale on 5<sup>th</sup> March, 2015 including review of the proposed amended plans and discussion of crime and safety issues at the site and possible options for mitigation. The outcomes of the consultation meeting have informed this revised report.

Crime prevention through environmental design (CPTED) seeks to influence the design of buildings and places by:-

- Increasing the perception of risk to criminals by increasing the possibility of detection, challenge and capture.
- Increasing the effort required to commit crime by increasing the time, energy or resources that need to be expended.
- Reducing the potential rewards of crime by minimising, removing or concealing “crime benefits”.
- Removing conditions that create confusion about required norms of behaviour.

There are four principles in the CPTED guidelines that need to be used in the assessment of development applications to minimize the opportunity for crime:-

- Surveillance
- Access Control
- Territorial Reinforcement
- Space Management

These are detailed in the Acceptable Solutions within Section 2.7.9 of the DCP as items A1.1, A1.2, A1.3 and A1.4 and will be considered in relation to the four main components of the proposed development noted above.

### 4.2 Surveillance (Section 2.7.9 A1.1)

The proposed development alters the existing shopping centre by introduction of additional specialty floorspace in an enclosed mall and a new Boulevard restaurant strip which effectively divides the current central car park.

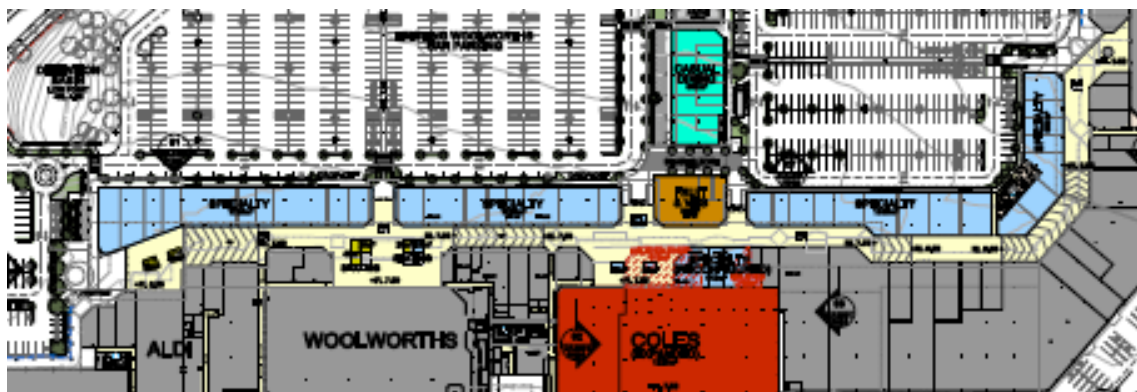
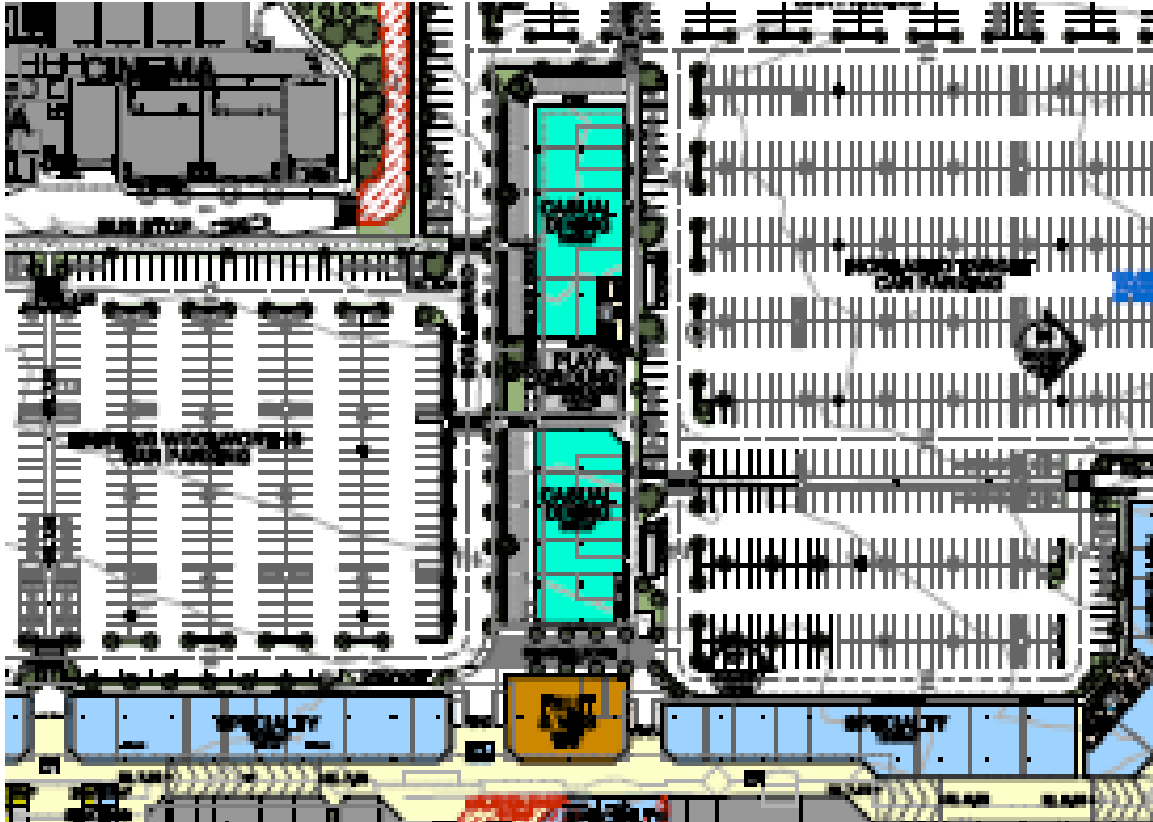


Figure 5 – New enclosed mall



Natural surveillance within the mall area will be unaffected with five key entry points to the parking areas providing similar pedestrian flows to the existing situation. Each of these entries will include bollard protection or similar to prevent any attempt at vehicular entry.



**Figure 6 – new dining precinct and Boulevard**

The amended design for the new restaurant strip along the Boulevard has an active frontage to the north and a closed rear frontage to the Target car park to the south. Rather than a new loading dock facility for the restaurants as originally proposed, loading is accommodated by provision of two loading bays integrated with the parking area to improve surveillance and avoid creation of a semi-enclosed space. A pedestrian path is now provided along this southern non-active frontage to improve surveillance.

Although the Boulevard and associated restaurant buildings effectively divide the current large parking area into two zones, these are still large open car parking areas and the impact on natural surveillance levels for the development will be minimal. The amended design includes two separate buildings for the restaurant precinct divided by a small open plaza/play area. This will increase pedestrian activity within the area but also allow for a degree of visibility between the two main car parking zones. The 'shared zone' pedestrian area which connects the restaurant precinct to the new enclosed mall area also facilitates surveillance between the car parks.

The development will have no impact on the level of surveillance for the perimeter of the site. The design of the original development in 1996 separates the perimeter parking areas and main service zone from the central shopper parking and the minor additions to parking at the perimeter of the site behind Target and Kmart will not change this relationship. However, the additional parking area behind Kmart will benefit from natural surveillance from the extension of Stockland Drive which will be elevated above the parking area. Similarly, when the new road linking to the proposed railway overbridge is constructed there will be an increase in natural surveillance of parking behind Target compared to the situation which has existed since 1996.

Notwithstanding, it is proposed that improvements to the existing CCTV coverage for this area be implemented to ensure there are no gaps in coverage. Prominent signage will indicate the presence of surveillance cameras.

The addition of a new dining precinct will also help to increase the number of activities which trade for extended hours improving the level of surveillance to parts of the site in the evening. The introduction of more activity in the centre of the site and more distributed pedestrian movements will also serve to improve natural surveillance.

All areas will be provided with appropriate levels of lighting to ensure there is adequate opportunity for surveillance.

#### **4.3 Access Control (Section 2.7.9 A1.2)**

Access control is important for individual components of the development rather than the development as a whole given the design and layout of the shopping centre. The exception to this is the new enclosed mall space which will need similar treatment to traditional enclosed shopping malls to restrict access as required when only major tenancies are trading extended hours. Access control for existing major tenants (Kmart, Target, Coles, Woolworths and Cinemas) will continue to be controlled through a co-ordinated approach by centre management and integrated with the provision of on-site security patrols.

The design of the proposed development allows for appropriate access control to the Coles and Woolworths supermarkets for late night trading when adjacent specialty tenancies may be closed. Major entry points to the car park are located opposite the entry areas for both supermarkets which will facilitate the necessary level of access control. Access at these locations as well as the new entries at the ends of the mall (near Aldi and Target) will be by the typical mechanism of automated glass doors protected by suitable bollards or other structures to prevent any unauthorised vehicular entry.

All major tenants have their own access control and safety policies as part of their OH&S procedures, including safety of staff leaving after late night trading. In this case the adequate supply of parking allows staff to park in the more visible public parking areas rather than in the more remote perimeter parking areas which are utilised primarily during normal trading hours. The existing system of gated control to restrict entry to some parking areas (eg near Kmart) will be maintained to prevent access to partly isolated areas when the shopping centre is not trading.

#### **4.4 Territorial Reinforcement (Section 2.7.9 A1.3)**

The original design of the shopping centre creates a clear distinction between the publicly oriented area of the development surrounding the main parking area and the “back of house” service and staff areas around the perimeter of the site behind the development. This not only separates service vehicles and loading from shopper traffic but also clearly defines the public area of the development and reinforces the restricted access character of the perimeter areas. This feature of the development will not be altered by the proposed expansion, including the use of gates to prevent access to some perimeter areas.

#### **4.5 Space Management (Section 2.7.9 A1.4)**

Space management is particularly relevant for the public domain and critical for public spaces which interface with private spaces. In this case, management of the spaces occurs at both a tenancy level and at the centre management level.

An important aspect of management of the centre is visible security, including security guards as required and clear signage for locations of surveillance cameras. Also important is management of graffiti and should there be instances of graffiti it should be removed quickly. As the centre does not have a significant history of incidents, the proposed expanded development is not anticipated to have any significant impact. Provision of surveillance cameras as an extension of the existing centre surveillance system with clear signage for their presence will be appropriate.

The existing management plan and procedures for the centre will be modified to ensure that the new restaurant precinct in particular is subject to a high level of maintenance.

## **5.0 CONCLUSION AND RECOMMENDATIONS**

The proposed expansion of Stockland Glendale shopping centre will not alter the current fundamental centre design which has existed since 1996 but the introduction of the Boulevard restaurant precinct through the central car park will provide improved natural surveillance for the centre of the site during evening trading times.

Extension of surveillance cameras to cover the new development will be required with clear signage to alert patrons to their presence. Maintenance of existing safety practices for staff departing after late night trading from key tenancies will be made possible by the adequate parking supply which does not require use of more isolated perimeter parking areas late at night.

The proposed development will have limited effect on the level of risk at the shopping centre.