Stockland Development Ltd

Stockland Glendale Shopping Centre – Section 96(2) Modification to DA764/2014 for Proposed Expansion

CPTED Statement

August 2017

paradigm

Planning and Development Consultants Pty Ltd

Modified CPTED Statement for Crime Risk Assessment, s.96(2) modification to DA764-2014 for proposed expansion of Stockland Glendale shopping centre for Stockland Development Ltd

Issue	Date	Description	Reviewed By
Final	30/08/2017	Final report	IJA

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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 and consent granted by the Joint Regional Planning Panel on 24 July, 2015.

A revised development scheme has now been prepared for a modification of the application pursuant to Section 96(2) of the Act and this amended CPTED report has been prepared in support of that application.

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

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 B3 Commercial 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 opened in June 2017 has changed the accessibility and increased visibility of parts of the site.

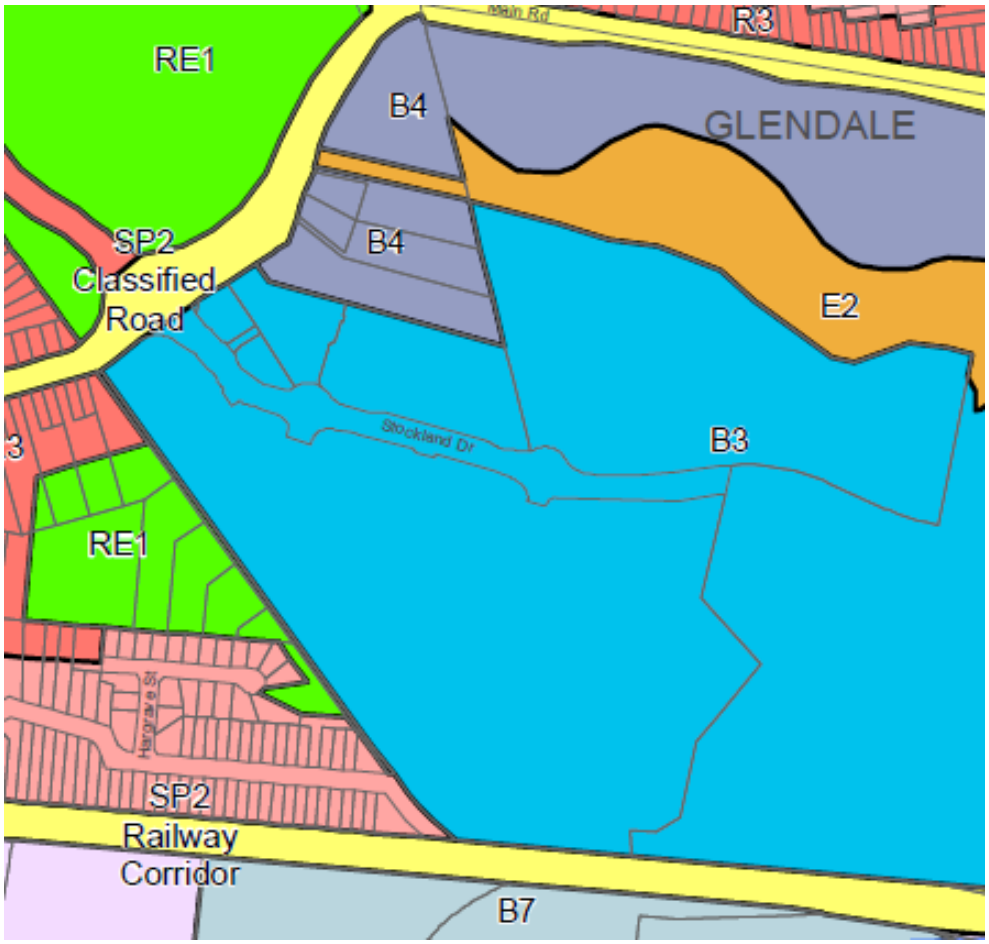


Figure 2 – Zoning of site and surrounds (Source: LMCC)

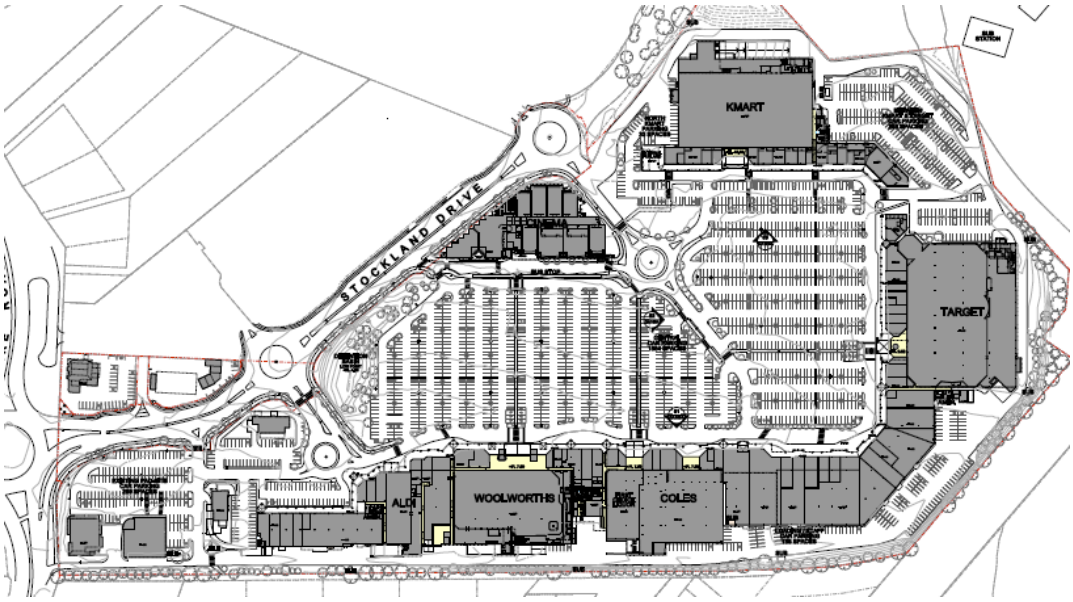
3.0 THE PROPOSAL

3.1 The Proposed Shopping Centre Expansion

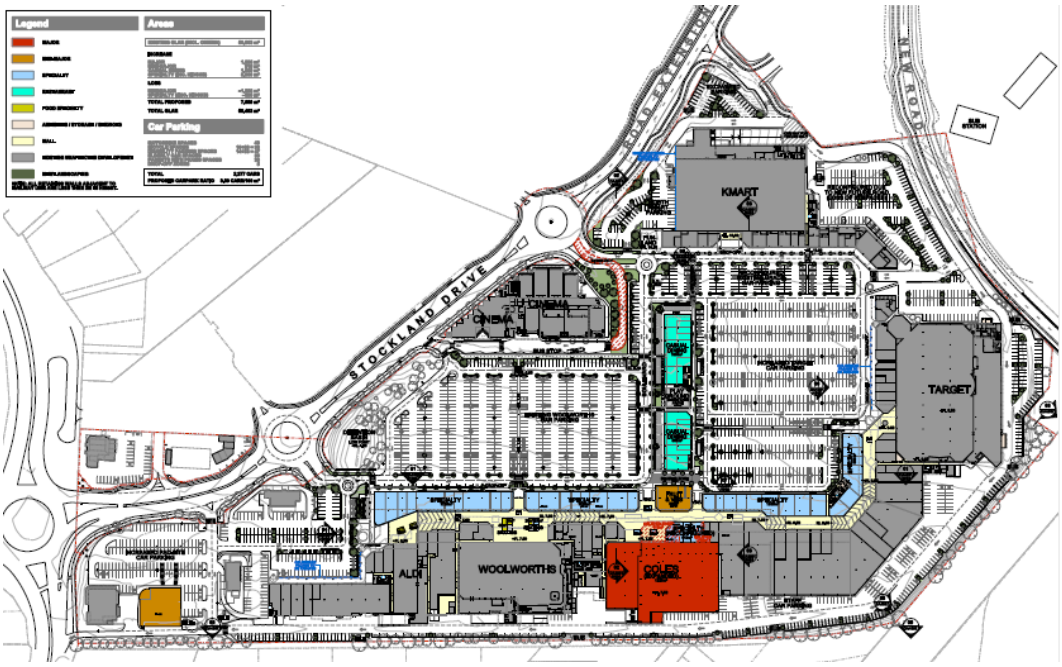
The amended plan for the proposed modified development still comprises three main components:

- 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 to the west of Target
- A new central dining precinct which extends into the carpark towards the cinema complex although to a much lesser extent than the current approval
- Minor reconfiguration of car parking areas including some minor new parking behind Target and the site perimeter in conjunction with the Stage 2 changes to accommodate the new road to the proposed Pennant Street bridge

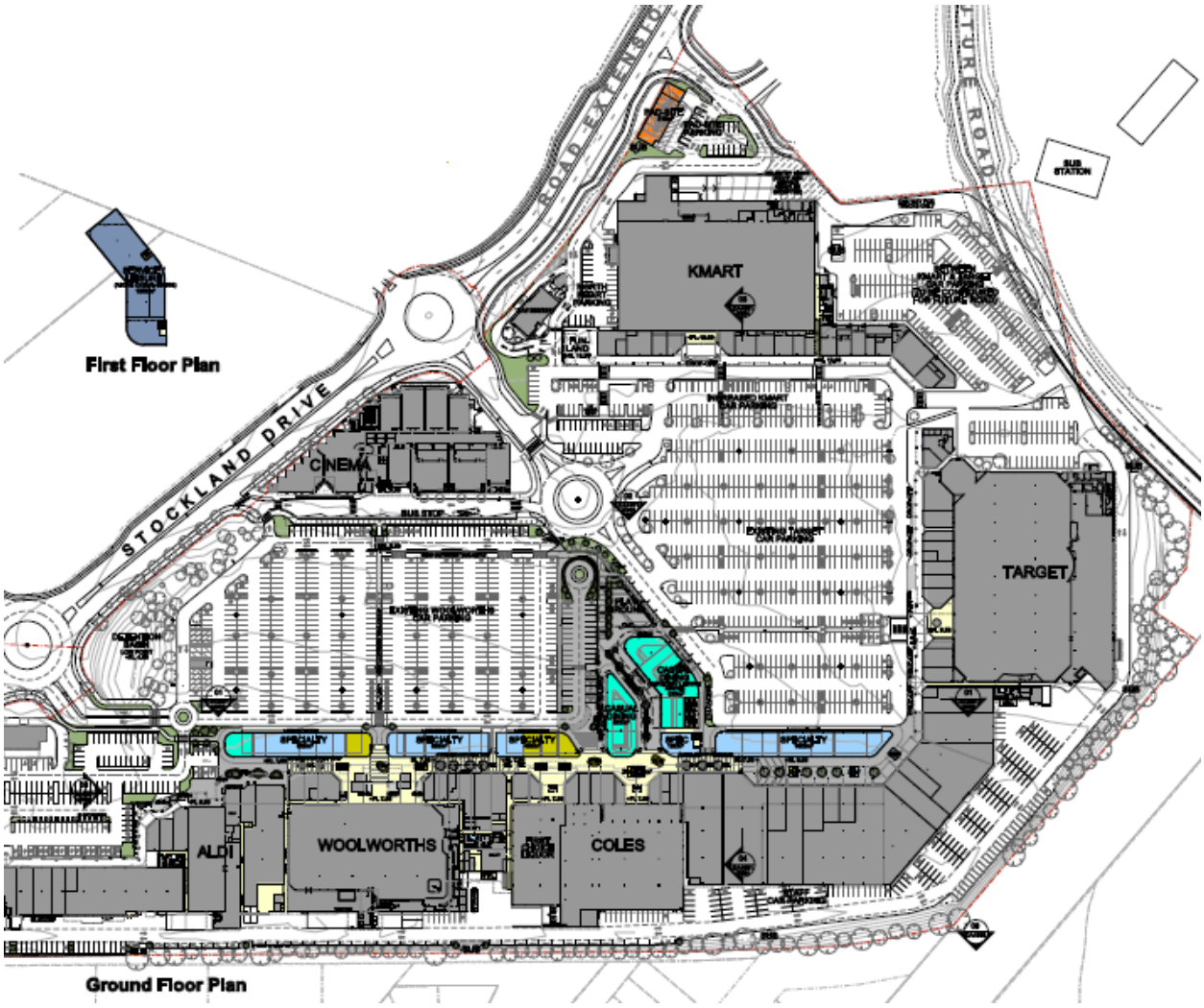
The existing centre is shown in Figure 3 below, the current approved development under DA764-2014 in Figure 4 and the proposed modified development in Figure 5.



Figures 3 – Existing development layout



Figures 4 – Existing DA764-2014 approved development layout



Figures 5 – Proposed DA764-2014 modified development layout

The modified development makes much less substantial changes to the car park layout and access than the already approved development.

4.0 CPTED ASSESSMENT

4.1 Approach to the Assessment

DCP2014 Part 4 – Development in Business Zones includes Section 6.25 Safety and Security which aims to “ensure that development mitigates opportunities for crime, and perceived opportunities for crime” by requiring the design of developments to be informed by the Crime Prevention Through Environmental Design (CPTED) principles established in guidelines issued by the Department of Planning prepared in conjunction with NSW Police.

Consultation with the Crime Prevention Officer for the Lake Macquarie Local Area Command occurred at Glendale on 5th March, 2015 including review of the proposed development plans and discussion of crime and safety issues at the site and possible options for mitigation. The outcomes of the consultation meeting informed the CPTED report for DA764-2014 and have also informed this report for the s.96(2) modification proposal.

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 controls under section 6.25 in the DCP.

4.2 Surveillance

The proposed development alters the existing shopping centre by introduction of additional specialty floorspace in an enclosed mall and a new dining precinct which extends into the current central car park.

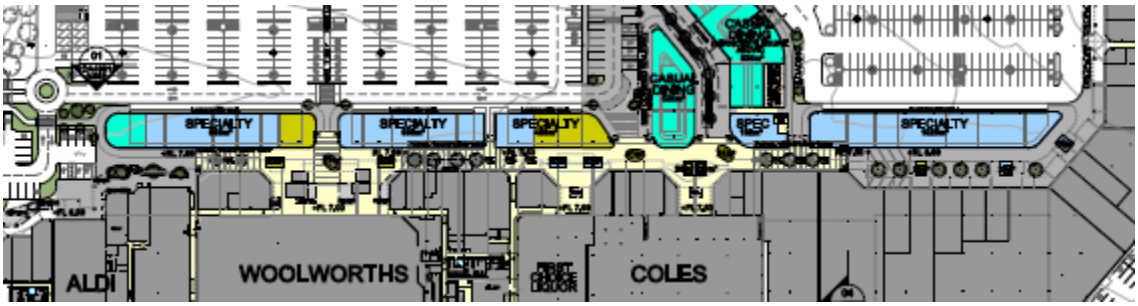


Figure 6 – Modified semi-enclosed mall

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 and security doors which allow for closure of the area after business hours.

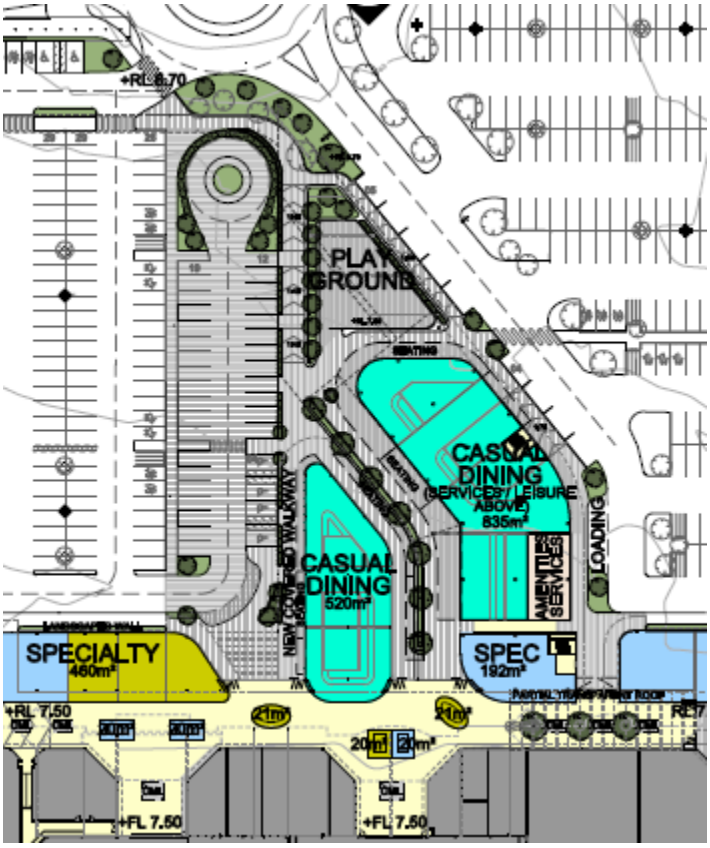


Figure 7 – new dining precinct

The modified design for the new dining precinct has a substantially reduced footprint compared to the current approved development and an increased proportion of active frontage. Pedestrian access is provided around the perimeter of the precinct as well as along a central pedestrian walkway linking from the new shopping mall to the playground area and main pedestrian accessway to the cinema precinct.

The reduced building footprint for the dining precinct significantly reduces the intrusion into the carpark area and the buildings no longer divide the current large parking area into two zones. Additionally, there is also now a first floor included over the main dining building. Natural surveillance levels for the modified development will therefore be substantially unaltered from the existing situation and an improved outcome compared to the current approved development. The modified design will increase pedestrian activity within the area but also allow for a much greater degree of visibility between the two main car parking zones than the approved development.

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 as well as the introduction of development of pad sites adjoining the Stockland Drive extension. 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 west of Target) will be by lockable 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 behind 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 as modified. In Stage 1 of the development there will be no change to the parking around the perimeter of the site, this will only be implemented in Stage 2 when the parking are behind Kmart is modified to provide land required for the road extension to the proposed Pennant Street bridge.

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 and that specific provisions are included to require:

- Removal of all graffiti within 24 hours of its appearance
- Replacement or repair of all broken or damaged light fittings within 48 hours

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 modified dining precinct extending into the central car park will provide improved natural surveillance for the centre of the site during evening trading times and the inclusion of pad sites fronting the extension of Stockland Drive will increase activity and natural surveillance in a previously semi-remote part of the site.

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