# CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN
# CPTED STATEMENT
## WICKHAM WOOLSTORES MASTERPLAN, WICKHAM

MAY 2017 REVISION A

INTRODUCTION

This statement has been prepared by Tonkin Zulaikha Greer Architects for Investec Australia Limited. It addresses the safety and security issues relating to the proposed masterplan of Wickham Woolstores. The Woolstores are located at 33, 41 and 49 Annie Street, Wickham NSW.

This statement responds to Newcastle City Council's Development Control Plan 2012 Section 4.04 Safety and Security, which outlines key CPTED related provisions within the Newcastle LGA.

The proposed masterplan will incorporate a range of safety and security measures in order to ensure that it reflects CPTED principles. These key CPTED principles are outlined in the Crime Prevention and the Assessment of Development Applications Guidelines under section 79C of the Environmental Planning and Assessment Act 1979.

## 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

- 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 carparks 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

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.

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## CPTED RESPONSES TO NEWCASTLE DCP 2012

Section 4.04 Safety and Security of the Newcastle DCP 2012 sets out provision that promote safe and activated places that are used by people day and night. Key objectives for crime prevention and public safety are outlined as follows:

- Reduce crime risk and minimize opportunities for crime
- Ensure issue of community safety and crime prevent are adequately considered in land use, development and redevelopment activities
- Enhance the safety and security of public and semi-public areas through design
- Ensure the design of car parking areas and structures has regard to the safety of users.
- Provide adequate personal and property security for residents

The following tables responds to individual controls under the DCP.

| Requirement | Consistency | Comment |
|---|---|---|
| 1. Good surveillance is achieved by: | | |
| a) clear sightlines between private and public spaces | Yes | The series of access roads between existing buildings are formalised into new shared zone laneways, with clear demarcation between public thoroughfare and private courtyards. Main entry foyers for residential and commercial buildings are proposed off existing public streets or new laneways. Elevated private decks beside shared zone laneways allow for surveillance of public laneways. |
| b) effective lighting of public places | Yes | Appropriate lighting to be specified at detailed design stage both for proposed new public spaces within the site and in the public domain along existing streets bordering the site |
| c) landscaping that makes places attractive, but not a place to hide | Yes | Site through links and vistas are introduced in the masterplan design to encourage visibility and prevent areas that are concealed or are dead ends |
| 2. Good access control for the movement of people is achieved by: | | |
| a) landscapes and physical locations that channel and group pedestrians into target areas | Yes | The masterplan introduces a hierarchy of new internal shared zone laneways and roadways. These have a consistent and clear layout of building entries, thus promoting intuitive movement in and around the buildings. A dedicated zone of retail along the laneway between Woolstore 3 and Building 4 creates a contained and identifiable precinct. |
| b) public spaces that attract rather than discourage people from gathering | Yes | The proposed new public park provides a generous outdoor recreation space for residents as well as a welcome new green space for the surrounding community. It has an open character and good passive surveillance from the surrounding buildings. |
| c) restricted access to internal or high risk areas (eg. car parks) | Yes | Secure access is provided to residential and commercial lobbies. Car parking within buildings is secured through automatic roller shutter doors. Loading areas will be monitored by CCTV and well-lit. Access measures to be considered at detailed design and specification stage. |

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| 3. Community ownership (territorial reinforcement) makes people feel comfortable in a place and is achieved by: | | |
| a) a design that encourages people to gather in public spaces | Yes | The proposed masterplan encourages casual pedestrian activity by introducing a series of new through site links with good passive surveillance.<br><br>The main public spaces, which include the park and the retail lane will promote the use of the site by the public during both day and evening hours. |
| b) having a clear transition between boundaries of public and private spaces | Yes | There are clear transitions between residential areas and public domain, through level changes and defined courtyards.<br><br>Entrances are clearly demarcated.<br><br>Retail areas that front public domain allow people to assess their use prior to entering through strategic shop front glazing. |
| c) having clear design cues as to who is to use the space and what it is used for | Yes | The hierarchy of new laneways and roads encourage spatial legibility.<br><br>The strategic zoning of uses give clear design cues, with residential bordering the new park and commercial and retail uses concentrated along the new laneway at the eastern end of the site. |
| 4. Space management strategies such as activity coordination; site cleanliness and graffiti repair are proposed for the development proposal. | Yes | The variety of site users, from residents and workers to retailers and visitors, will ensure a diversity of community activities.<br><br>Building management will promote a positive streetscape through appropriate maintenance schedules. These will be implemented at the operational stage. |

The following controls apply only to "business premises, retail premises, office premises" and other commercial uses as defined within Newcastle LEP 2012.

| Requirement | Consistency | Comment |
|---|---|---|
| 5. Clearly delineate the change from public to private space to deter intruders | Yes | The design of facades will promote a logical and intuitive relationship between inside and outside to clearly delineate public from private space. |

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| 6. Buildings are designed to maximise casual surveillance of public and communal spaces including back access lanes, carparks, streets, entrances. | Yes | There is a clear vista of the retail/commercial precinct and its entrances from the public domain along Annie Street, providing good passive surveillance from outside the site.<br><br>The residential uses in Woolstore 3 provide a good level of passive surveillance of this area from within the site.<br><br>The small retail tenancy in Building 5 fronts the park.<br><br>The rear loading area of Building 4 is clearly visible from the public domain along Annie Street.<br><br>Laneways are clearly visible from private elevated decks alongside laneways and from balconies above. |
| 7. Provide active frontage to public domain. | Yes | Woolstore 3 provides a commercial entry off Annie Street and commercial tenancies adjacent to this entry and overlooking the street.<br><br>Building 4 addresses a portion of its retail frontage to Annie Street.<br><br>A small retail tenancy is identified adjacent to the new public park. |
| 8. Ensure fences and walls maintain surveillance of the street | Yes | Low fences and walls are proposed for the residential apartments on Level 1 (Ground) of Woolstore 1, 2 and Building 5. These provide a degree of privacy but also ensure passive surveillance of the street. |
| 9. Building entries are designed to: | | |
| a) provide the resident/occupier with a sense of personal address and shelter | Yes | Commercial entry lobbies front both Annie Street and the new shared zone laneway. Retail entrances flank both sides of the new shared zone laneway. |
| b) incorporate a transitional space around the entry | Yes | A colonnade on the eastern side of the retail shared zone laneway creates a transitional area to Building 4, while on the western side awnings provide a sense of transition.<br><br>The commercial lobbies in both buildings create transitions through a combination of awnings, signage and glazing. |
| c) be clearly visible and easily identifiable from streets, public areas or internal driveways, to enable visitors to easily identify a particular building | Yes | Retail uses are clearly visible and identifiable through a combination of glazed entries and display windows, as well as signage.<br><br>The commercial lobbies in both buildings are identified through a combination of awnings, signage and glazing. |

| 10. Pedestrian access and parking on a site is clearly defined, appropriately lit, visible and provides direct access to buildings from areas likely to be use at night. | Yes | Pedestrian access to the site is along public streets. Access around the site is via new share zone laneways and footpaths. Access is direct, with no blind corners, and will be appropriately lit.<br><br>Parking is provided both on street and within Building 4. On street parking is clearly defined and adjacent to pedestrian connections. Building 4 parking is located on Level 2 and is accessed via the lobby. In both cases, parking is consolidated, visible and will be appropriately lit.<br><br>Detail of lighting to be considered at detailed design stage. |
|---|---|---|
| 11. Underground parking areas incorporate security systems, for example intercoms, to discourage intruders. | Yes | There are no underground parking areas.<br><br>On grade and above ground parking within buildings will incorporate appropriate security measures. |
| 12. Major pedestrian, cycle and vehicle thoroughfares are identified and reinforced as "safe routes" through: | | |
| a) appropriate lighting | Yes | Proposed new shares zone laneways will be appropriately lit. Detail of lighting to be considered at detailed design stage. |
| b) the potential for informal visual surveillance from neighbouring buildings | Yes | There is a clear vista of the retail/commercial precinct and its entrances from the public domain along Annie Street, providing good passive surveillance from outside the site.<br><br>The residential uses in Woolstore 3 provide a good level of passive surveillance of this area from within the site. |
| c) minimising opportunities for concealment | Yes | Addressed through the provision of clear lines of sight through the precinct and the minimising niches within the public domain. |
| d) avoiding "blind" corners | Yes | The design attempts to moderate the impact of corners by encouraging a wide and clear view at intersections. The width of laneways is also considered. |
| 13. Use etch proof windows and materials that are graffiti resistant for all external building surfaces within or accessible to public and communal spaces, including street frontages, rear or side access lanes, car parks and entrances. | Yes | High quality glazing will be provided.<br><br>Opportunities for passive surveillance of retail and commercial frontages should also provide a degree of deterrence. |

The following controls apply only to development as a "car park" under Newcastle LEP 2012.

| Requirement | Consistency | Comment |
|---|---|---|
| 14. Parking areas are well-lit and allow for casual surveillance from the development. | | Parking is provided both on street and within buildings. On street parking has good passive surveillance from within the development and also from surrounding streets. Parking within buildings is secure.<br><br>Parking areas are well-lit. Detail of lighting to be considered at detailed design stage. |
| 15. Parking areas are designed to achieve a low speed environment, particularly near areas of high pedestrian activity. | Yes | Most of the on street parking is part of shared zones, which encourage a low speed environment conducive to pedestrians. This is delineated through use of ground materials and details.<br><br>Car parks within buildings will incorporate traffic calming measures. |
| 16. A clearly defined pedestrian network is provided. These routes minimise the number of points that cross vehicle paths and are appropriately marked to heighten driver awareness (eg. by signage, pavement markings and lighting) | Yes | Site-wide, the pedestrian network takes precedence of vehicular movement through a network of footpaths and shared zones with calming measures. |
| 17. In large open car parks (greater than 200 spaces) a pedestrian path between parking spaces on each second aisle is provided | N/A | |
| 18. In multi-level car parks, each parking level is clearly identified by distinctive signage and/or colours. | Yes | To be addressed at detailed design stage. |
| 19. Security is provided between resident parking and any publicly accessible parking areas. This may be required as a condition of consent. | N/A | |

CONCLUSION

The proposed development is considered appropriate in terms of its response to design and management related safety and security matters. The detailed response to Section 4.04 Safety and Security of the Newcastle DCP 20212 supports this.

The proposed development is also consistent with the core CPTED principles outlined below:

SURVEILLANCE
- Provides uninterrupted sight lines and reduces visual obstructions and areas of concealment to reduce the potential for undetected criminal or undesriable behaviour
- Creates new pedestrian paths and vehicular routes to increase the level of activity and passive surveillance within the site
- Mix of residential and commercial uses ensure ongoing surveillance during the day and in the evening
- Promotes increased activity around the site, which has previously been under-utilised

ACCESS CONTROL
- Electronic security mechanisms will be provided to control access as appriopriate to various building areas including residential and commercial lobbies and car parking
- Ensuring all service, back of house and car park areas are appropriately monitored and secured where necessary to prevent unathorised access

TERRITORIAL REINFORCEMENT
- Clear distinction is provided between public, semi-public and ptivates areas of the development, particularly with respect to existing public streets, new lanes and transition zones.
- Providing clear visual distinction to appropriately demarcate all entrances to various building areas will ensure public, semi-public and private zones are clearly distinguishable.

SPACE MANAGEMENT
- The introduction of new uses and upgrades to public domain will create activation and lift the perception of a presently blighted and under utilised site. The visual appearance of the site and the immediate surrounds are essential to shaping perceptions of the development and as such appropriate management and maintenance practices will be a key component of the ongoing life of the development.