



Crime prevention through environmental design

Proposed Mixed Use Development incorporating:

- Supermarket (*Retail Premises*);
- Retail tenancies along Burns Bay Road (*Retail Premises*);
- Community Facility; and,
- Shop Top Housing,
- over basement car parking and servicing.

Lots 1 & 2 in DP591036,
56-60 Burns Bay Road, LANE COVE

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Gilbert de Chalain (Partner)

A: Mezzanine Level - 50 Carrington Street, Sydney, NSW 2000 Australia P: 0417 253 416 E: gilbert@hdcplanning.com.au

David Haskew (Partner)

A: Soper Chambers – Suite 10 / 118-120 Katoomba Street, Katoomba P: 0414 407 022 E: david@hdcplanning.com.au

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1 Introduction

This report has been prepared as an assessment of design and measures as a means to reduce the incidence of crime and discourage antisocial behavior at and in the vicinity of a proposed mixed use development at 56-60 Burns Bay Road. A development application for this proposal was lodged with Council on 17th August 2018 and was subject to an independent assessment commissioned by the Council. Comments coming out of this assessment were detailed in correspondence dated 21 February 2019 and a Crime prevention through environmental design (CPTED) was requested.

This CPTED assessment has been prepared to support a development proposal seeking consent for the demolition of existing structures and the development of the subject site for Mixed Uses comprising:

- Retail premises;
- Community Facility;
- Shop Top Housing, and,
- basement car parking and servicing.

The purpose of this assessment is to assist Council in the consideration of the four principles that need to be used in the determination of the development application to minimise the opportunity for crime, these being:

- surveillance;
- access control;
- territorial reinforcement; and,
- space management.

This assessment seeks to provide the following information relevant to:

- the subject site and context;
- crime risk associated with the building design; and,
- The steps to be taken to discourage crime and antisocial behaviour.



Gilbert B. de Chalain. MPlA

Partner

Haskew de Chalain

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2 Site Details

2.1 SITE DESCRIPTION

The subject site is situated on the southern side of Burns Bay Road and with the amalgamation of Council land will extend through to Sera Street. The site is situated in the Lane Cove Local Town Centre with street frontages of approximately 45 metres to Burns Bay Road, approximately 43 metres to Sera Street. The total site area, with the acquisition of Council owned land will be 3665sqm



Subject site

Figure 1: Subject Site

2.2 EXISTING DEVELOPMENT

The subject site is currently occupied by a commercial building comprising a supermarket, a fruit and vegetable shop, a butcher shop, a pizza shop and a delicatessen. Off-street parking is currently accommodated in an undercover car parking area at the rear of the site accessed off Sera Street.

Reference should be made to the following images for a record of existing development.



Figure 2: Subject site. Burns Bay Road frontage



Figure 3: Subject site – Sera Street access

3 Proposed Development

The proposed mixed use development will involve the redevelopment of an existing supermarket and amalgamation of two (2) parcels of land (Lots 1 & 2 in DP591036). The total area of the development site is 3665sqm.

The existing building is to be demolished and be replaced with the proposed mixed use building reading as two (2) levels at the Burns Bay Road frontage and three (3) levels at the Sera Street frontage.

Above ground the development will read as two (2) building elements, however, these buildings are connected by basement parking and supermarket level. Hence, within the single building, the development comprises:

- three (3) levels of basement car parking to service the proposed supermarket, community facility, retail premises and shop top housing;
- proposed community facility is located above the supermarket along with shop top housing;
- above the community facility, at ground level, proposed retail premises and entrance lobbies;
- upper most level of shop top housing facing Burns Bay Road.

The sections below provide a diagrammatic representation of the proposal.

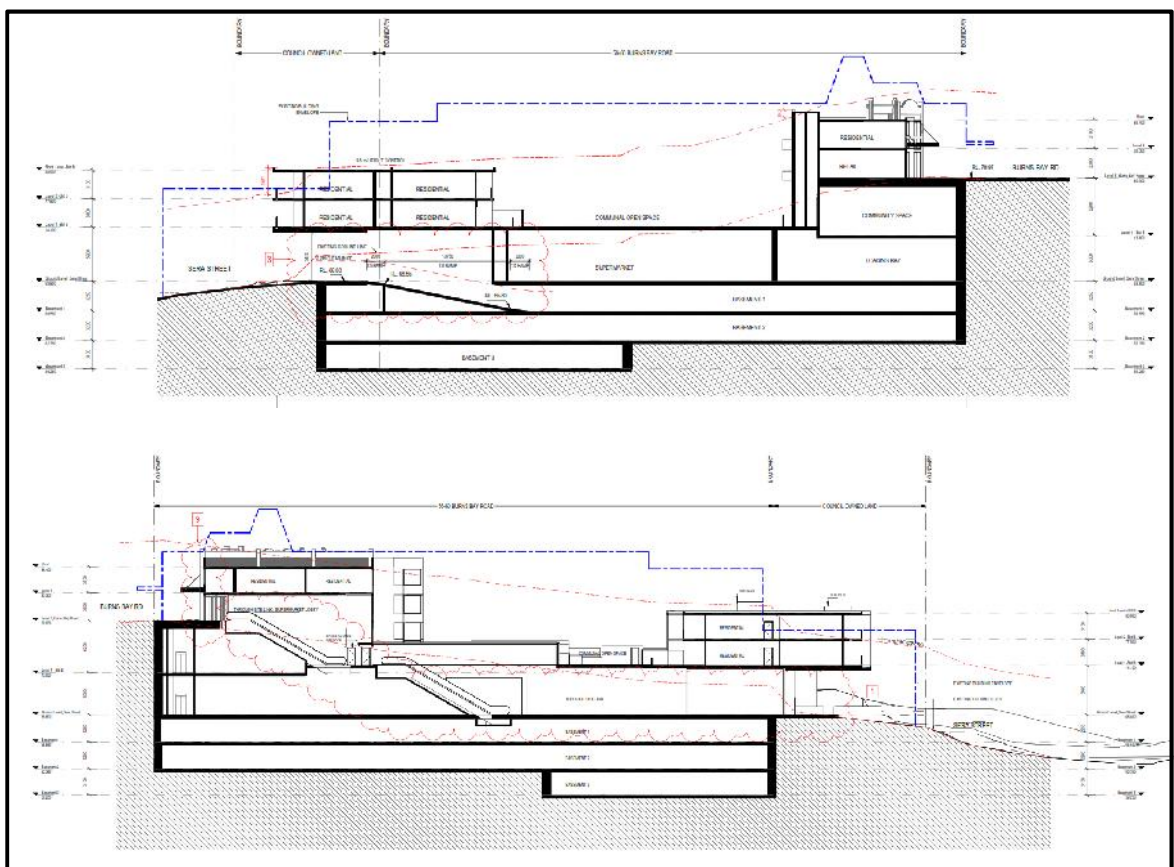
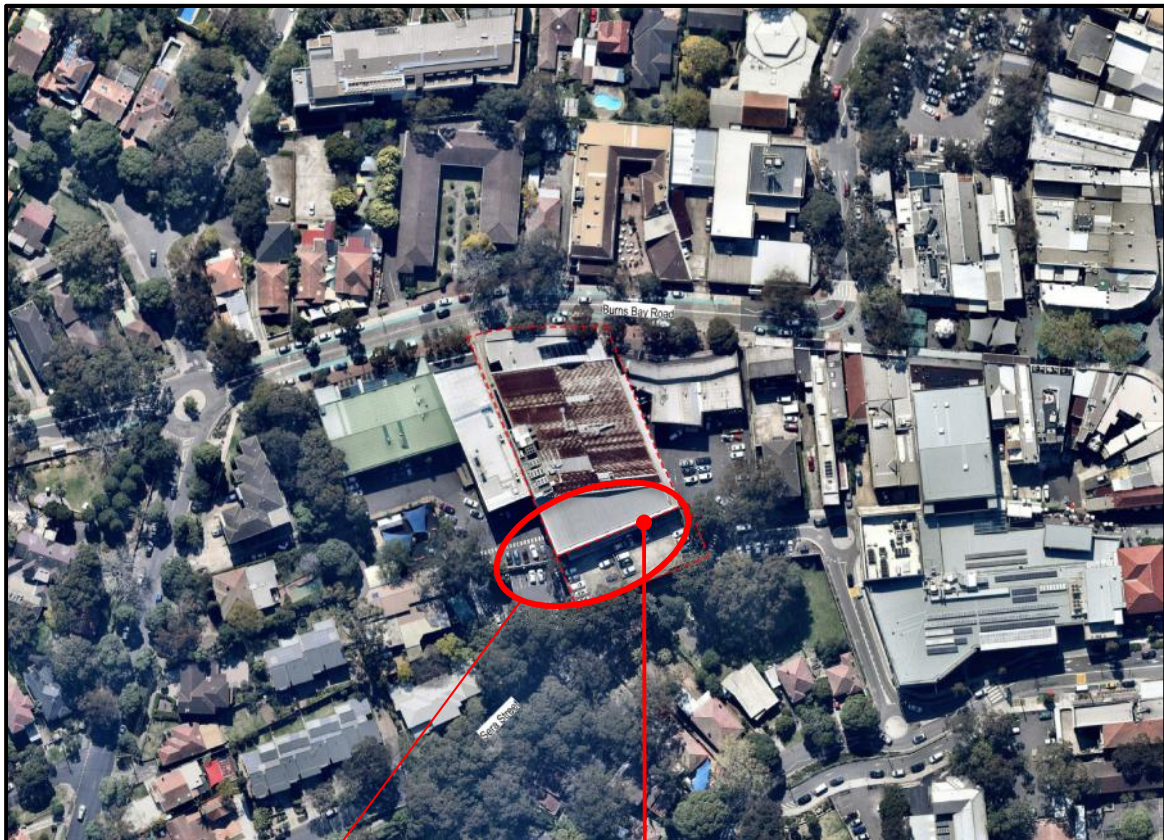


Figure 5: Sections

3.1 SITE RISKS

The subject site falls significantly from Burns Bay Road to Sera Street. This presents challenges to building design. As shown on the following figures, undercroft car parking areas and heavily vegetated laneways provide opportunity for concealment. In this regard, it is argued that this aspect of the site requires a targeted building design response



Area of greatest risk



4 The CPTED principles

There are four principles that should be used in the assessment of a development proposal to minimise the opportunity for crime are:

- surveillance;
- access control;
- territorial reinforcement; and
- space management.

The principles are outlined below and comment on assessment provided.

4.1 SURVEILLANCE

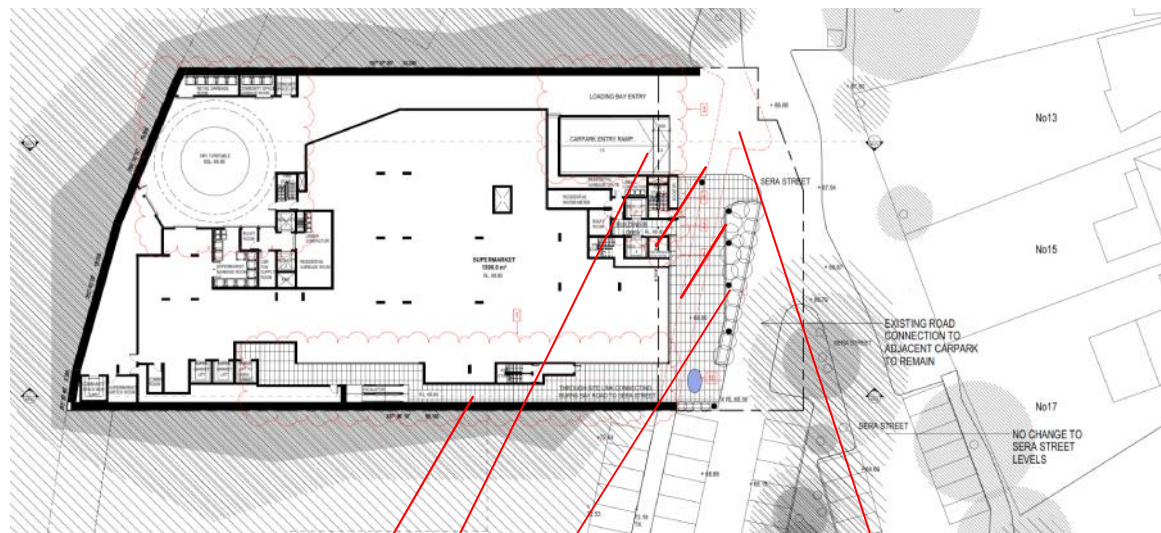
The CPTED guidelines suggest that the attractiveness of crime targets can be reduced by providing opportunities for effective surveillance, both natural and technical. This means that the proposed development must incorporate means for people to easily see what others are doing. This could mean that areas around the proposal can be easily seen from vantage points or areas that are not easily seen are provided with technical means of surveillance. The result of good natural and/or technical surveillance is that people feel safe and are actually safer in areas when they can easily see and interact with others.

Those considering criminal activities are 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.

As noted in section 3.1 above, the area to the south of the subject site is most likely the area of most risk of crime and reduced levels of safety. The time of day impacts on actual risk and perception of safety. In the instance of this proposal, Sera Street provides vehicular access to the development. Hence, during business hours, vehicular and pedestrian traffic means that there will be people present at most times, providing for natural surveillance into the basement car park and street. However, after business hours and into the evening, vehicular and pedestrian traffic will be lessened, hence opportunity for natural surveillance reduced. Fortunately, this proposal is a "mixed use" development that includes shop top housing and community space. Hence, while vehicular and pedestrian traffic may be reduced, people will remain on site and in the vicinity of the development, coming and going from their residence or attending community events etc.

Nevertheless, a number of measures should be included in the development as summarized on the following figures.



Strategic placement of CCTV along through site link

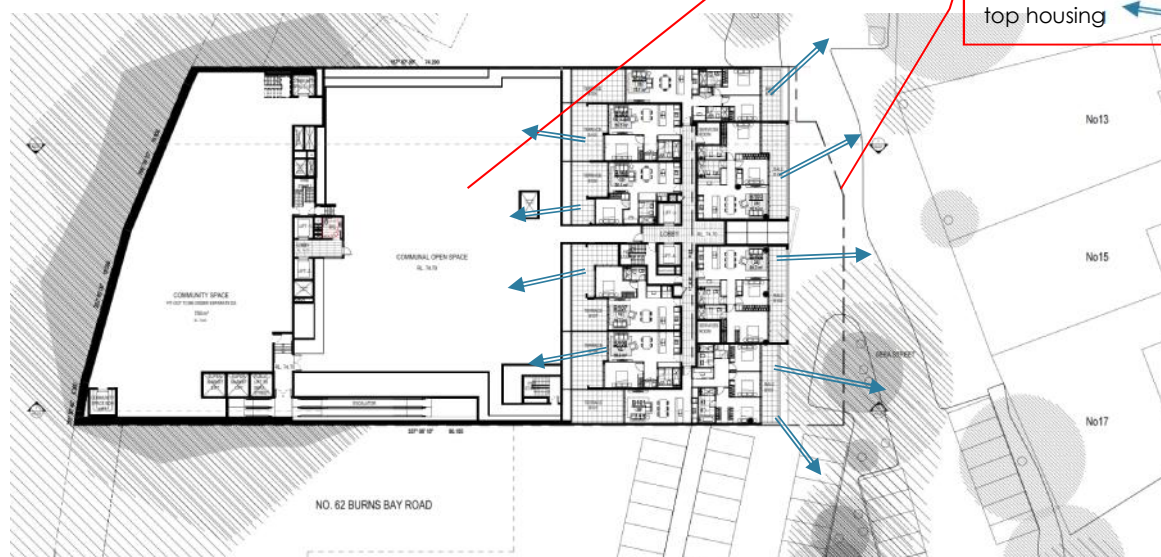
Strategic placement of CCTV at basement and loading bay entry

Landscaping low and maintained

Strategically placed lighting at entrances, within basement and along through site link

Strategically placed lighting and CCTV

Surveillance from occupiers of shop top housing

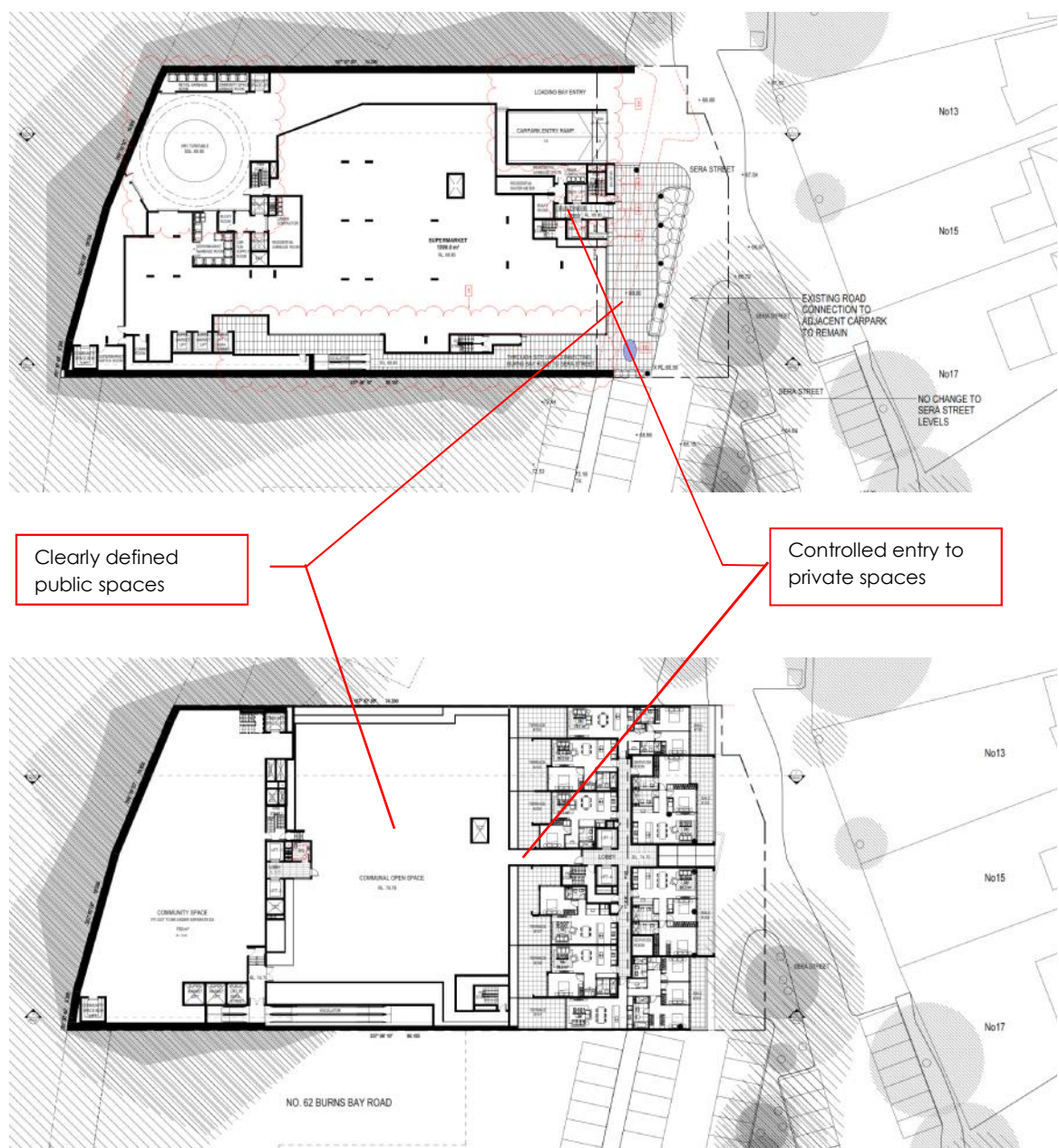


4.2 ACCESS CONTROL

Physical barriers will be used to channel the movement of people to areas accessible to the public. Access to private areas will be restricted through the uses of security cards, intercom or similar. Access control measures such as these will make it clear where people are permitted to be.

Effective access control will be achieved by:

- landscapes and pathways;
- signage public spaces which attract, rather than discourage people from gathering
- restricted access to internal areas through the use of physical barriers.



4.3 TERRITORIAL REINFORCEMENT

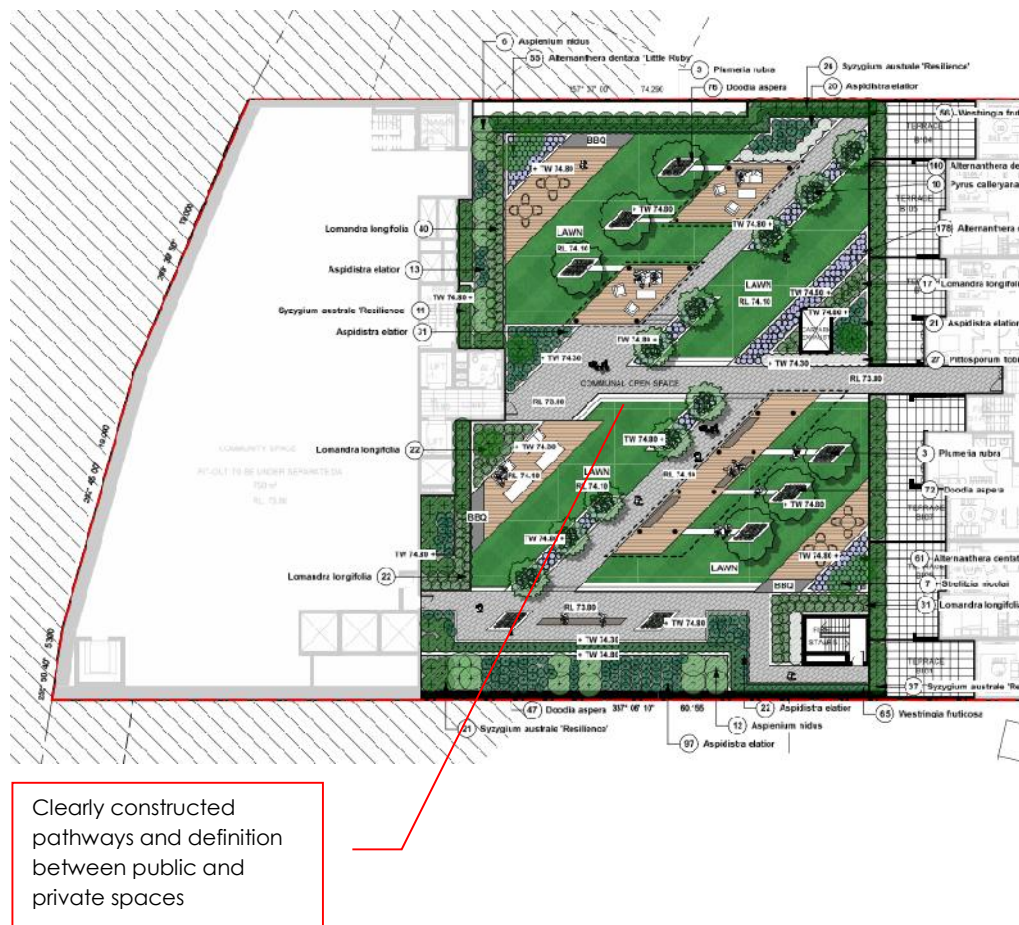
The CPTED guidelines say that community ownership of public space sends positive signals. People often feel comfortable in, and are more likely to visit, places which feel owned and cared for. This is because well used places also reduce opportunities for crime.

This proposal includes a significant internal area of communal open space that is accessible to those whom reside in the shop top housing apartments.

The design and landscape treatment will encourage people to gather in the communal open space. The landscape treatment also ensures that there are clear:

- transitions and boundaries between public and private space; and,
- design cues on who is to use space and what it is to be used for.

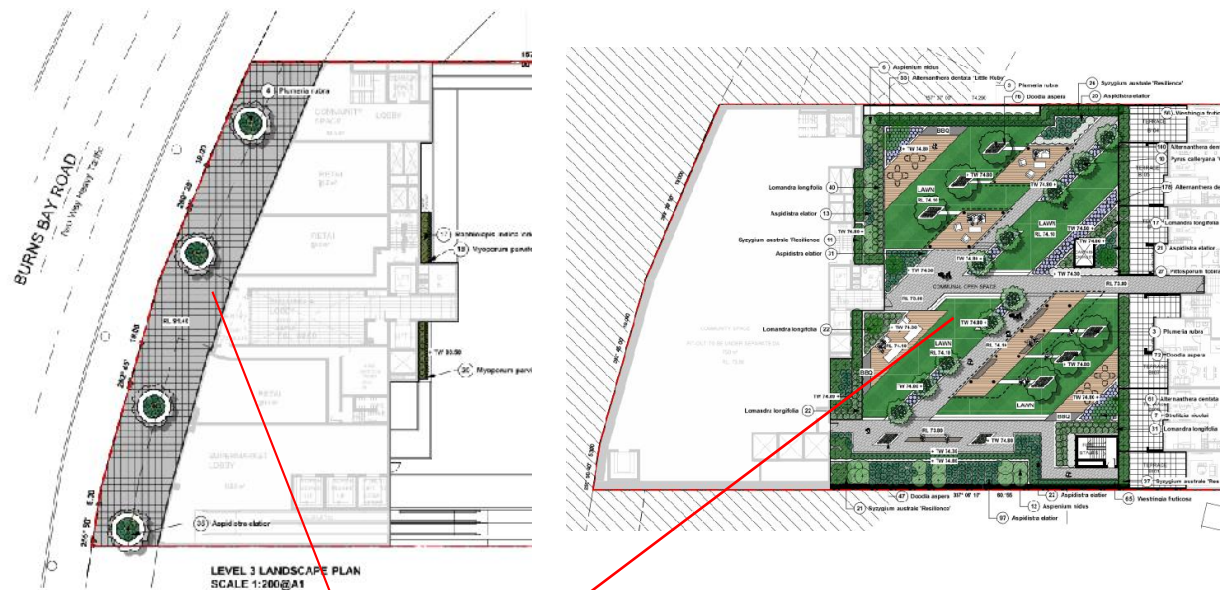
The communal open space will be landscaped and maintained to a high level encouraging use, pride and sense of ownership. Being a mixed use development with permanent residential population, the sense of ownership and pride in common areas can be more readily encouraged.



4.4 SPACE MANAGEMENT

Attention has been given to design to encourage the use of attractive public space. The Burns Bay street frontage has been stepped back to enable the provision of outdoor seating and appropriate main street landscaping.

Furthermore, building management planning will include operating principles and policies to coordinate actions with Council to maintain public spaces in a clean and attractive condition.



Attractive landscaped footpath with potential to provide outdoor seating activating the street.

Maintenance agreement to be negotiated

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5 Conclusion

This proposal relates to the provision of a mixed use development incorporating ground floor commercial and community land uses with residential apartments above.

The building design is considered to have incorporated appropriate measures to discourage crime and provide an excellent level of personal and community security. The building will also be provided with contemporary technological security measures including CCTV and security lighting.

The proposed development as submitted has the potential to deliver a well-designed, high-quality, mixed use development to Lane Cove and is deserving a positive determination from the consent authority.