

Section 75W MP08_0238

Crime Prevention Through Environmental Design Assessment



1 Denison Street, North Sydney

Modification to approved commercial building

Submitted to Department of Planning and Environment
On Behalf of Winten Property Group

November 2016 ■ 16457

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This report has been prepared by:

A handwritten signature in dark ink, reading "Claire Burdett". The script is cursive and fluid, with the first letters of each word being capitalized and slightly larger than the rest of the letters.

Claire Burdett

8/11/2016

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1.0 Introduction

This Crime Prevention Through Environmental Design (CPTED) assessment has been provided to support an application pursuant to section 75W of the *Environmental Planning and Assessment Act, 1979* (EP&A Act) to modify Project Application MP08_0238, which granted development consent for a commercial building at 1 Denison Street, North Sydney.

This CPTED assessment has been prepared to assess the elements of crime, and the fear of crime that may be associated with the modified development, as described in the Environmental Assessment Report, prepared by JBA; illustrated in the architectural plans prepared by Bates Smart and landscape plans prepared by Aspect Studios.

CPTED is a situational crime prevention strategy that focuses on the design, planning and structure of the environment. It aims to reduce opportunities for crime by employing design and place management principles that minimise the likelihood of essential crime ingredients.

This assessment has been prepared by a Certified NSW Police Risk Assessor, and uses qualitative and quantitative measures of the physical and social environment to analyse and suggest treatments to mitigate crime opportunity in accordance with the Australian and New Zealand Risk Management Standard AS/NZS 31000:2009.

In accordance with the NSW Department of Planning and Environment's guidelines (2001) the aim of the CPTED strategy is 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 which need to be expended;
- reducing the potential rewards of crime by minimising, removing or concealing 'crime benefits'; and
- removing conditions that create confusion about required norms of behaviour.

The following tasks were undertaken in the preparation of this assessment:

- review of key literature on CPTED by the Department of Attorney General and Justice Crime Prevention;
- collection and analysis of local and NSW State crime statistics from the Bureau of Crime Statistics and Research (BOSCAR); and
- a crime risk assessment, in accordance with the current NSW policy and practice, of the following regulation and assessment principles:
 1. Surveillance
 2. Lighting/technical supervision
 3. Territorial reinforcement
 4. Environmental maintenance
 5. Activity and Space Management
 6. Access control
 7. Design, definition and designation.

Sections 5 and 6 of this report reflect the findings and recommendations of the Crime Risk Assessment.

This assessment has been conducted as desktop analysis and has not had the benefit of a site visit.

Disclaimer:

CPTED strategies must work in conjunction with other crime prevention strategies and police operations. By using recommendations contained within this document, any person who does so must acknowledge that:

- it is not possible to make areas assessed completely safe for the community and their property;*
- recommendations are based upon information provided to, and observations made at the time the document was prepared; and*
- this document does not guarantee that all risks have been identified, or that the area evaluated will be free from criminal activity if its recommendations are followed.*

1.1 Documents Reviewed

In preparing this CPTED report we have reviewed the following documents:

- No.1 Denison Street Section 75W – HDR Rice Daubney (Approved Architectural Plans)
- 1 Denison Street North Sydney, Bates Smart (Proposed Architectural Plans)
- 1 Denison Street North Sydney, Tenant Planning Study
- 88 Walker Street & 77-81 Berry Street Crime Prevention Review, Connell Wagner
- Conditions of Approval Major Projects No. 08_0238

2.0 Site Analysis

The site is located at 1 Denison Street, North Sydney, within the heart of the North Sydney CBD as shown in **Figures 1** and **2** below. It is bound by Denison Street to the west, Spring Street to the south and Little Spring Street to the east. To the north, the site abuts the Beau Monde residential and commercial building which fronts Berry Street.

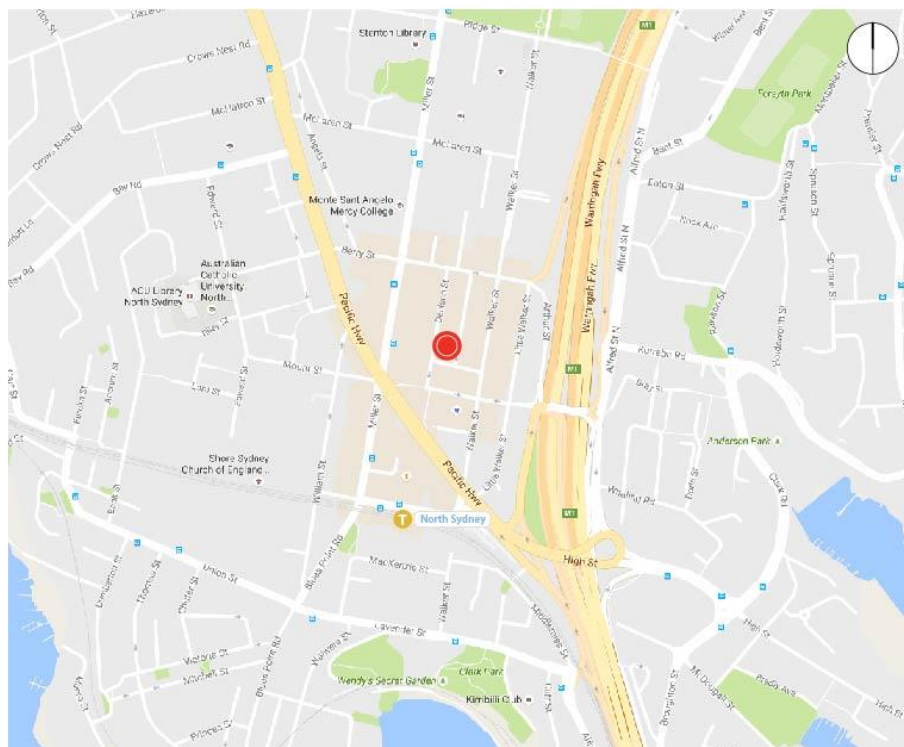
The site is currently occupied by a 3 storey retail building, known as 'Berry Square Retail' which comprises an existing two storey shopping centre and a single level public basement car park, that comprises approximately 117 cars. In addition, the site includes parts of the pedestrianised parts of Little Spring Street, Spring Street and Denison Street.

1 Denison Street is owned by Winten Property Group and legally described as Lots 3 and 4 in DP1078998. Little Spring Street, Spring Street and Denison Street are owned by North Sydney Council and are classified as public roads.

The site is rectangular in shape and has a combined site area of 5,064m².

Pedestrian access into the existing shopping centre is provided from Spring Street, Little Spring Street, Denison Street and through the ground level of the Beau Monde Tower from Berry Street. In addition a pedestrian sky bridge connects the upper level of the existing building with the Tower Square development located on the western side of Denison Street.

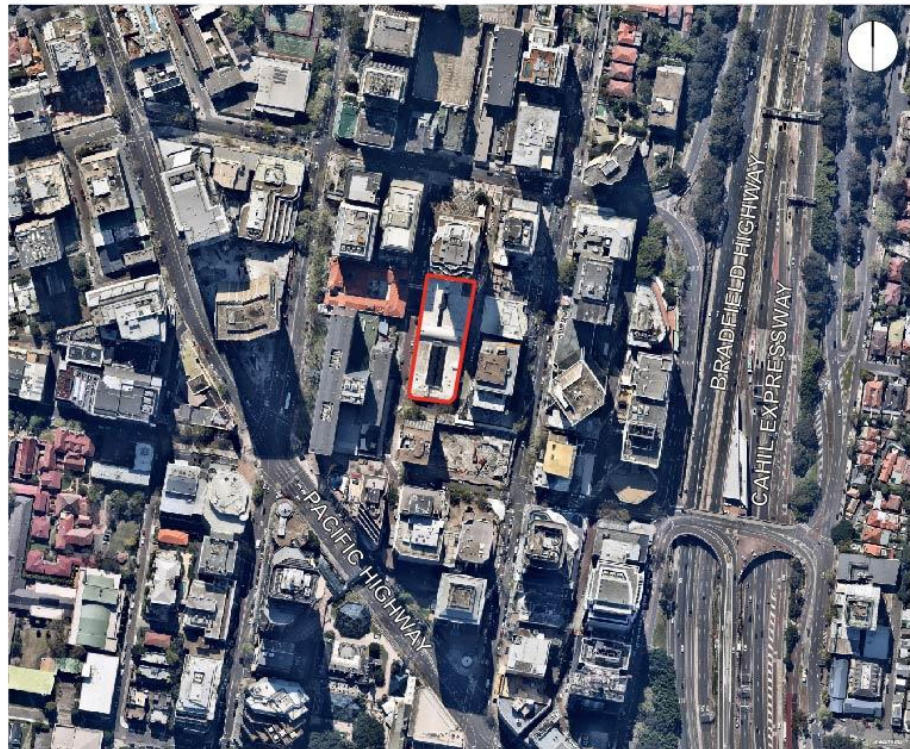
Vehicular access into the public car park is from Little Spring Street.



Legend

● The Site

Figure 1 – Site location plan



Legend

■ The Site

Figure 2 – Aerial photograph
Source: Nearmap

Photographs of the existing development are located in **Figures 3-6** below.

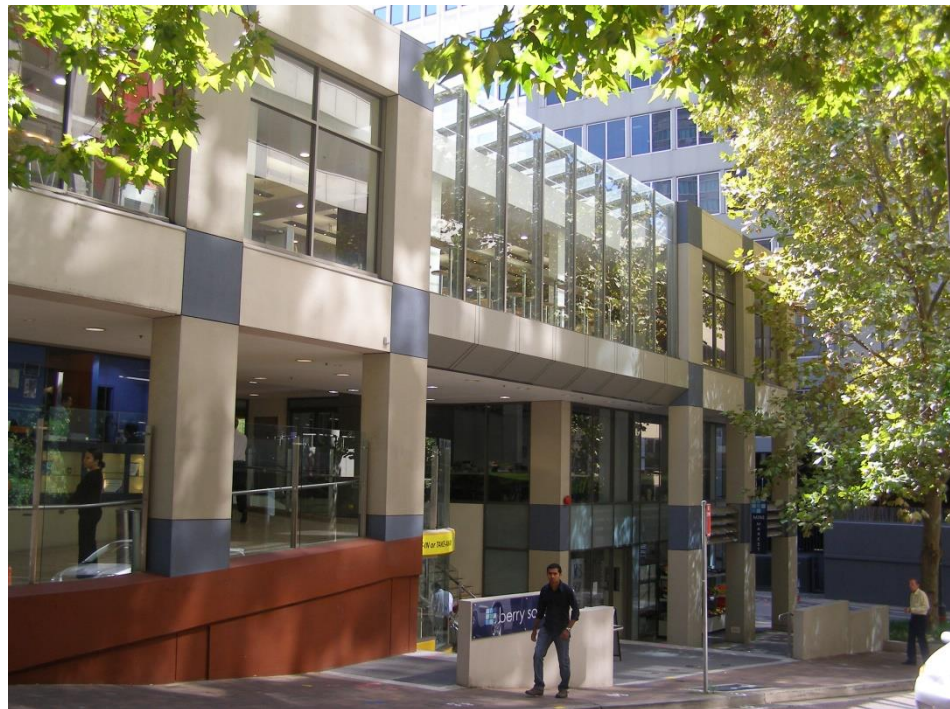


Figure 3 – Berry Square Retail as viewed from Spring Street
Source: JBA



Figure 4 – View of the existing development from Little Spring Street and the Little Spring Street pedestrian entrance
Source: JBA



Figure 5 – View of the existing development from Denison Street and the Denison Street pedestrian entrance
Source: JBA



Figure 6 – Existing vehicular entrance into the basement car park located on Little Spring Street
Source: JBA

2.1 Surrounding Development

To the immediate north of the site is a mixed use tower known as Beau Monde, which comprises 241 apartments over 30 storeys and 7 levels of commercial floorspace.

To the immediate west is the Tower Square development. This comprises basement parking with two levels of retail commercial floorspace above. Tower Square contains several cafes, restaurants and takeaway premises and as such is a popular place during the weekday lunch hours.

To the south west of the Berry Street lot is the heritage listed MLC Centre which is a commercial building comprising 14 storeys. MLC presents its front elevation to Miller Street but contains some ground floor retail along its Denison Street frontage with a secondary lobby to its office tower adjacent to that retail. An outdoor seating area is also provided on the Denison Street frontage. The loading dock to the MLC is accessed via Denison Street.

To the south, east and north east are mixed use commercial / retail buildings which generally front on to Mount and Walker Streets and present their rear/service elevations to the site.

Photographs of the surrounding developments are included at **Figures 7-9**.



Figure 7 – Beau Monde
Source: JBA



Figure 8 – View of Tower Square from Denison Street
Source: JBA



Figure 9 – MLC Centre
Source: JBA

3.0 The Proposed Development

The Environmental Assessment Report (EAR) to which this CPTED report is appended is submitted to the NSW Department of Planning & Environmental in support of an application to modify an approved commercial building comprising four levels of basement car parking, a three levels publicly accessible podium and 32 level commercial office tower.

The proposed modifications will deliver a development that will ultimately comprise:

- 3 levels of basement car parking;
- a retail tenancy, car parking, motor cycle parking, a loading dock and bicycle parking at lower ground level;
- retail tenancies, bar/ restaurant tenancy, double height through site link between Denison Street and Little Spring Street, tenant lobby, retail lobby/ circulation areas and a production studio at ground level;
- retail tenancies at mezzanine level;
- a television studio production at level 1;
- plant, break out space and a terrace at level 2;
- 30 levels of commercial floorspace (from level 3 to 33); and
- plant at levels 34 and 35.

Access

Pedestrian access is to be provided from Spring Street directly into the lower ground level retail tenancy and via a set of stairs to the ground floor lobby area.

From Dennison Street, pedestrians will be able to access the ground floor retail tenancies fronting Denison Street and the through site link directly from street level, however as shown in **Figures 10 -12**, the ground floor retail tenancies that front Little Spring Street are located at higher level due to the topography of the site and are therefore accessed from the ground floor lobby area.



Figure 10 – Photomontage of the proposed development from the corner of Spring Street and Denison Street
Source: Bates Smart



Figure 11 – Photomontage of the proposed development from the corner of Spring Street and Little Spring Street
Source: ASPECT



Figure 12 – Photomontage of the through site link.
Source: ASPECT

Vehicular access into the car park is from Little String Street. A two-way, entry/ exit is provided that leads down a ramp into the lower ground level. Furthermore, access into the bicycle parking area is provided directly from Little Spring Street and is separated from the main vehicular entry/ exit.

Vertical circulation between the basement car parking levels and the upper floors is provided by a bank of lifts.

Security

Boom gates are provided at the entry/ exit into the basement car park and the main pedestrian entrances will be secured by either swing or revolving doors. The through site link is proposed to be a public space and open at all times (refer to **Figure 12**).

4.0 Nature of Recorded Crime

Crime statistics obtained from the NSW Bureau of Crime Statistics and Research (BOSCAR) represent criminal incidents recorded by NSW Police. A review of the local statistics for 2015¹ found that the most commonly occurring crimes within the North Sydney LGA were:

- Fraud
- Malicious damage to property
- Steal from dwelling
- Steal from motor vehicle
- Break and enter dwelling
- Assault – non-domestic violence related

As shown in **Figures 13-18**, the BOSCAR database indicates that the Site is located within a high density hotspot for the following crimes:

- break and enter – non dwelling;
- malicious damage to property;
- assault – non-domestic violence related;
- steal from motor vehicle;

Furthermore, the site is located within a medium density hotspot for the following crimes:

- break and enter dwelling; and
- domestic assault.

Notwithstanding the above, hotspots indicate areas of high crime density (number of incidents per 50m by 50m) relative to crime concentrations across NSW. They are not adjusted for the number of residents and visitors in the area and thus may not reflect the risk of victimisation.

¹ The most recent crime data available in relation all crimes affecting the Site/ North Sydney LGA is 2015

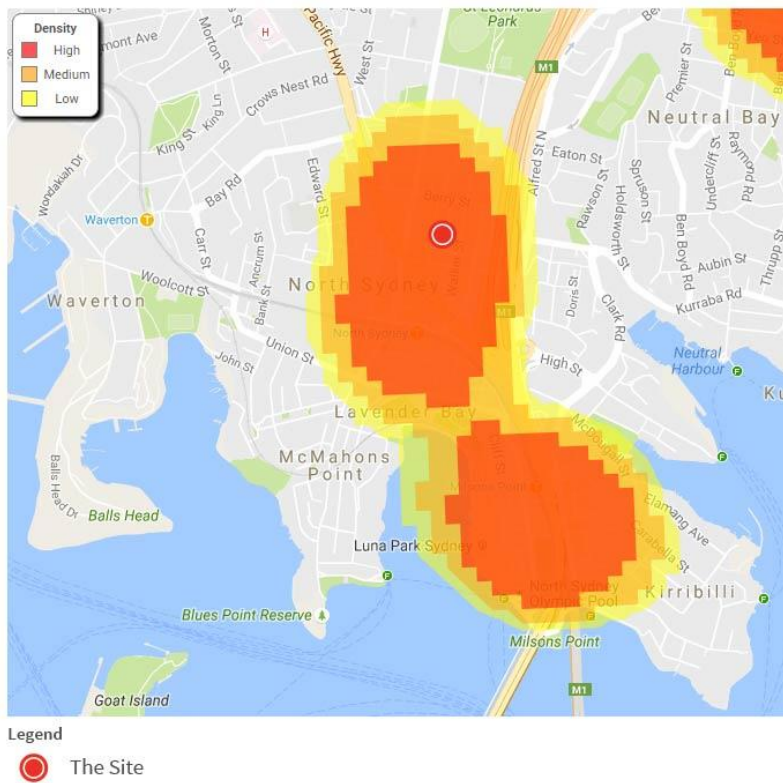


Figure 13 – Break and Enter – non dwelling hotspot map
Source: BOSCAR

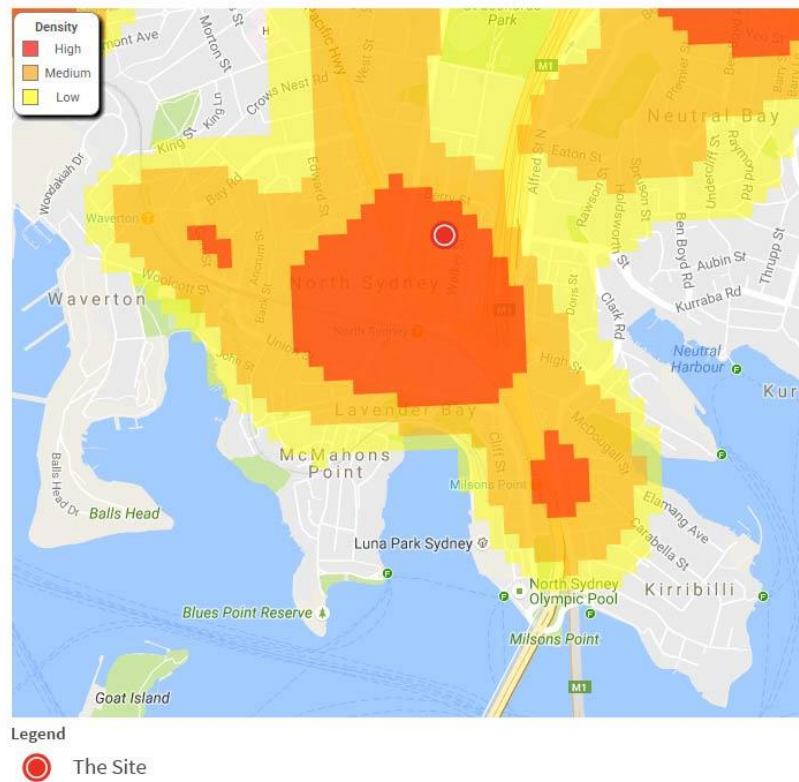


Figure 14 – Malicious damage to property hotspot map
Source: BOSCAR

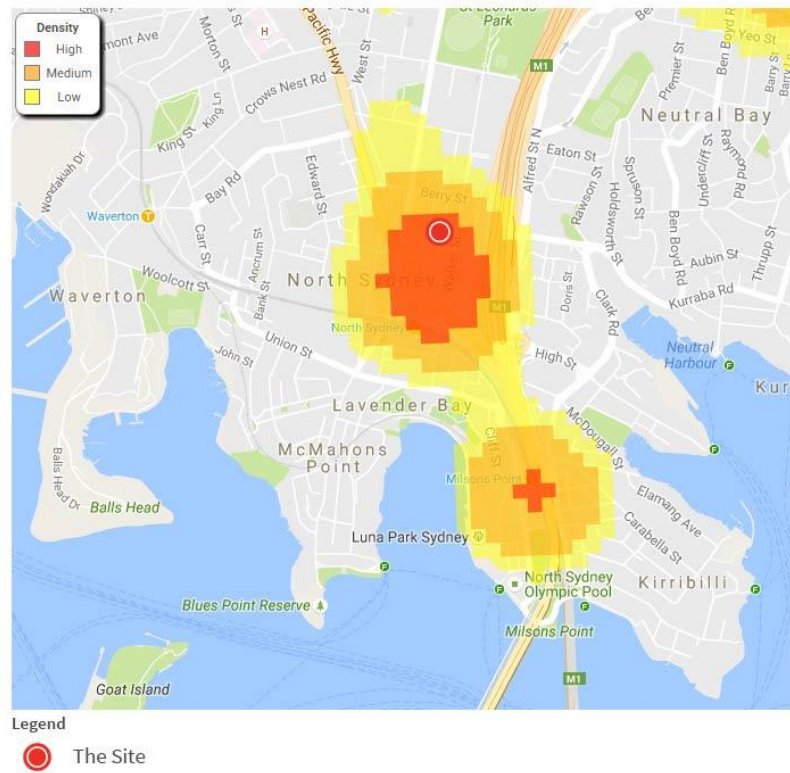


Figure 15 – Non-domestic violence hotspot map
Source: BOSCAR

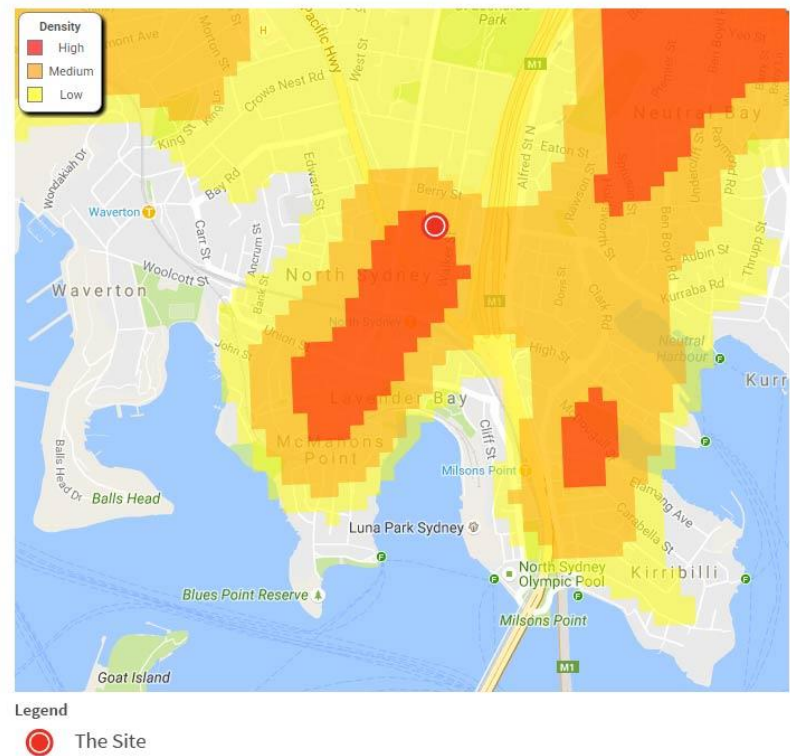


Figure 16 – Steal from motor vehicle hotspot map
Source: BOSCAR

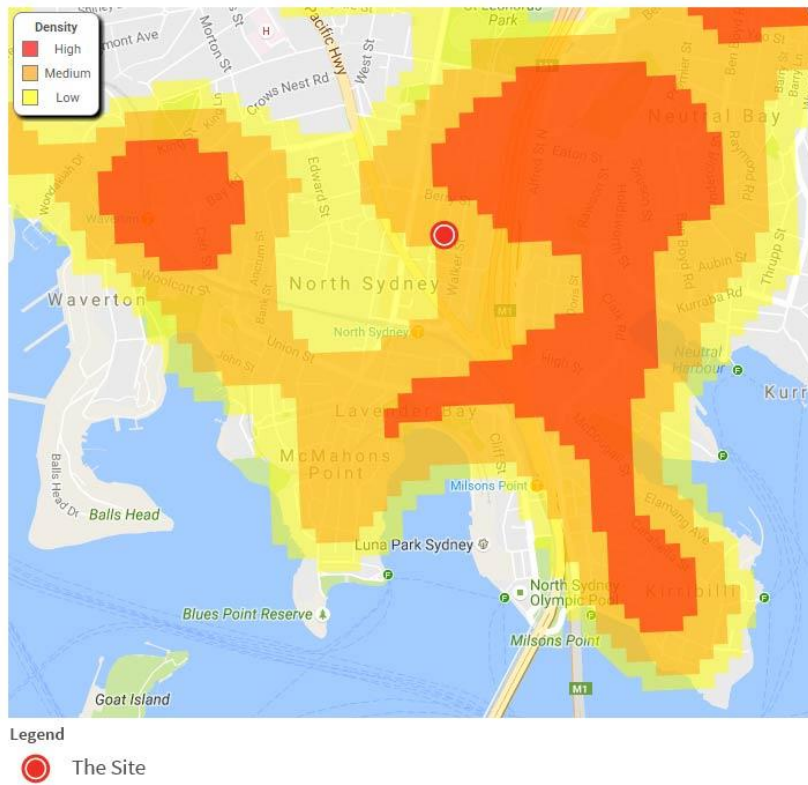


Figure 17 – Break and enter dwelling
 Source: BOSCAR

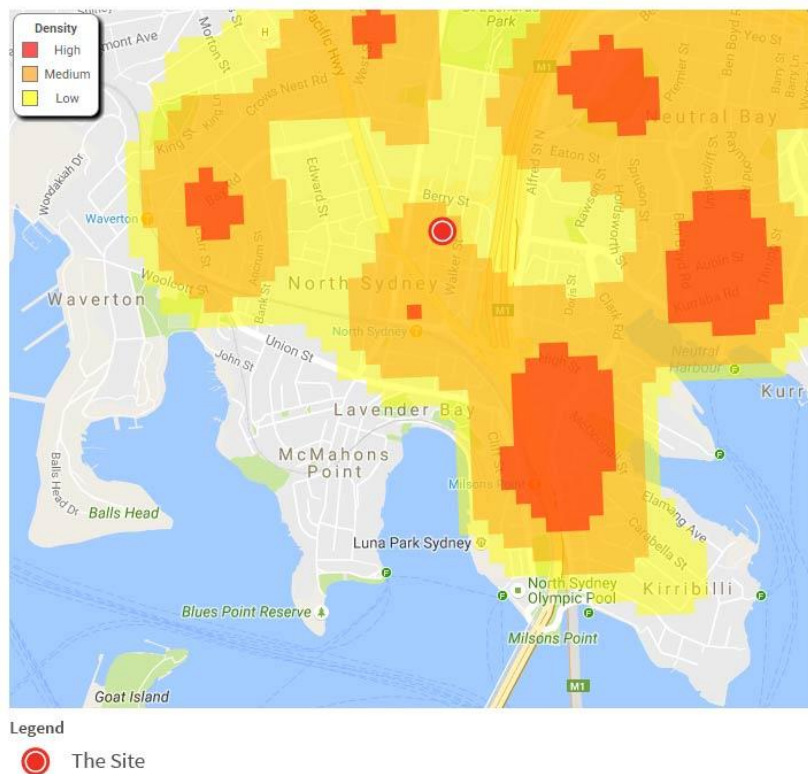


Figure 18 – Domestic assault
 Source: BOSCAR

5.0 Matters for Consideration

The built environment does not cause criminal behaviour, but its propensity to influence behaviour is well recognised. Many predatory offenders make cost benefit assessments of potential crime victims and targets before committing criminal acts. Given that break and enter, malicious damage to property, assault and stealing could potentially be the main criminal offences affecting the users of the proposed development, the following comments and recommendations are made.

5.1 Surveillance

The surrounding developments generally provide excellent natural surveillance opportunities over the future 1 Denison Street development and the public domain areas of Spring Street, Little Spring Street and Denison Street. Furthermore, additional surveillance opportunities will be provided from the users of the development itself, and passer-by.

As set out in the 'NSW Safer by Design Guidelines', predatory offenders target locations where this is a high likelihood of personal reward and low risk of detection and apprehension. Furthermore, buildings that address the street help to facilitate natural connections between the occupants and visitors and the provision of windows, doors and terraces/ balconies that face semi-public and public areas maximise 'natural' surveillance and in doing so increase the risk to potential offenders.

The proposed development provides active retail elements and lobby areas within the podium and as such provides excellent surveillance opportunities over the surrounding public domain areas and the proposed through-site link, through the placement of employees, and members of the public that will act as 'capable guardians'.

Dedicated off-street parking, as proposed, is also thought to reduce the risk of vehicle theft. However internal structures such as concrete columns, solid internal walls, service rooms and enclosed fire exits can create significant visual obstructions. The linear car park layout will provide a legible environment and enable users to easily understand how to access the lifts to the upper floors, which in turn creates a sense of safety.

Furthermore, way finding in large environments can be confusing. Knowing where and how to enter, exit and find assistance within parking facilities can impact upon perceptions of safety. Signage is recommended to be provided to enhance the ability for way-finding in and around the development.

5.2 Lighting / Technical Supervision

Studies indicate that effective lighting can reduce fear, increase community activity, improve visibility and increase the likelihood of offenders being detected and apprehended. Condition B7 (v) within Major Project Consent 08-0238 requires the street lighting on Spring Street, Little Spring Street and Denison Street to be upgraded and we agree with this requirement.

Furthermore, any new lighting which is to be provided within and around the development, including the through site link should be provided to meet the minimum Australia and New Zealand Standards and in particular the objectives for crime and fear reduction as outlined in Australian Lighting Standard AS/NZ 1158 for public streets, car parks and pedestrians areas. It is noted that Condition B50 within Major Project Consent 08-0238 also requires this.

High quality lighting throughout all publicly accessible areas should be adequate to permit facial recognition, informal surveillance and reduce the threat of predatory crime.

The car parking areas within the building should also have sufficient lighting which is well maintained to provide a good level of visibility and ultimately reduce fear. The NSW Safer by Design Guidelines state that a non-technical yardstick of lighting

effectiveness in public car parks is that lighting should be bright and even enough to permit an observer to see inside a parked vehicle.

5.3 Territorial Reinforcement

Due to the provision and location of the retail tenancies and lobby areas within the proposed development, employees and building supervisors will be strategically located to naturally increase the risk to offenders and crime effort. It is commonly thought that supervision provided by employees is a more effective crime deterrent than surveillance provided by passers-by.

Furthermore, people generally recognise areas that are well cared for and areas that display strong ownership cues are less likely to be improperly used than those that don't. Ownership cues are heightened and fear can be reduced amongst users through the personalisation, marking, maintenance and decoration.

People are commonly attracted to vibrant public areas, and well used areas are made safer by natural community supervision. Furthermore, area reputations can affect the liveability, social impact and economic prosperity of areas. The proposed development will undoubtedly increase the quality and vibrancy of the environment, especially during the quieter weekend and evening periods. Overall, the proposed development will act to prevent improper use and provide strong ownership cues.

5.4 Environmental Maintenance

It is commonly understood that area image can impact on feelings of safety and danger, influence local confidence and individual decisions to withdraw or engage in community life. It can also affect the economic prosperity of areas and lessen the likelihood of visitors to return.

The existing development is outdated and currently displays some signs of building disrepair, graffiti and vandalism. The Architectural Drawings prepared by Bates Smart provides a significantly better, finer grained and more sophisticated development than the existing building.

The future maintenance of the new building and the surrounding public domain areas, such as the treatment of anti-graffiti coating, to ground level surfaces as required by Condition D25 within Major Project Consent 08-0238, is an important consideration. Well maintained spaces encourage regular use, which in turn creates natural supervision of the public areas. In addition, high quality construction materials should be used to lessen the likelihood of damage and help reduce future maintenance costs.

5.5 Activity and Space Management

The introduction of new and improved forms of activity and a greater number of people will revitalise the site and surrounding area and is likely to increase the levels of activity during both the day and night during the week and weekends. This in turn may increase surveillance and natural community policing and provide guardianship 24 hours a day. However care will need to be taken to ensure that the needs of one user group do not conflict with or override the needs of others.

5.6 Access Control

Access control strategies restrict, channel and encourage the movement of people and vehicles into and around designated areas. Physical barriers increase the effort required to commit crimes and will prevent unauthorised entry. Consideration will need to be given to the proposed mechanisms within the development to control unauthorised access into the different parts of the development, particularly given the high volume of users and the potential opportunity for offenders to make excuses about their actions.

We note that the car park entry will incorporate boom gates however other examples include:

- Car Park/ Vehicular Access Control:
 - compartmentalisation of the car parking areas through design or the use of internal security doors or boom gates;
 - careful planning of traffic flow throughout the car park areas; and
 - restricted pedestrian access (only those who use it) to the different parts of the car park through the interior of the building.
- Safety/ entry control systems:
 - electronic communication devices such as voice or visual intercom for visitors into the different parts of the development;
 - separated entrances and restricted access to the different parts of the development; and
 - use of concierges/ receptions and formal guardians in lobbies and entrances to the different uses.

5.7 Design, Definition and Designation

The design of the proposed development reflects its purpose and whilst opportunistic criminals will often exploit areas with unclear spatial definition, borders and boundaries, the proposed development provides clear boundaries and distinction between the publicly access areas and those where access is more restricted.

6.0 Crime Risk Rating and Recommendation

Overall, it is considered that the development as proposed on the Architectural Plans, prepared by Bates Smart and included within this Section 75W application package will provide a high quality design and urban environment. It will significantly improve the image of the site and help revitalise this part of the North Sydney CBD.

Combining the area context and the site opportunity rating of the issues discussed in the previous sections of this report, the Crime Risk Assessment Rating of the proposed development is 'low'.

In addition, to the Conditions of Consent, recommendations to further improve the safety and security of the development include:

- Provide way finding signage to reinforce visitors and employees/patrons perception of safety and legibility within and around the site. In particular, signage within the car parking areas should provide a clear means of identifying the lifts and pathways from the parking areas to the upper levels.
- Provide secure electronic access (card/ key controlled entries/ lifts and intercom systems) to prevent unauthorised access into the car parks, bicycle access area, and non-public areas.
- Ensure mechanisms are in place for on-going maintenance of landscaping and the buildings, including:
 - rapid removal policy for vandalism repair and the removal of graffiti;
 - maintenance of all surrounding public spaces.; and
 - provision of rubbish bins.
- Use high quality materials for construction to lessen the likelihood of damage and help reduce maintenance costs.