



Jarre Pty Ltd

Crime Prevention through Environmental Design Assessment

Concept SSD for Mixed Use Development

Gosford Gateway

July 2020

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1 Introduction

1.1 Overview

The purpose of this report is to consider the potential crime risk caused by the proposed mixed use redevelopment of the site and to identify proactive and preventative building design measures to minimise opportunities for crime.

The report has been prepared in accordance with the Crime Prevention Through Environmental Design (CPTED) guidelines prepared by the NSW Police in conjunction with the Department of Planning.

Crime Prevention through Environmental Design (CPTED) provides a clear approach to crime prevention and focus on the '*planning, design and structure of cities and neighbourhoods*'. The main aims of the policy are to:

- increase the perception of risk to criminals by increasing the possibility of detection, challenge and capture;
- increase the effort required to commit crime by increasing the time, energy or resources which need to be expended;
- reduce the potential rewards of crime by minimising, removing or concealing 'crime benefits'; and
- remove conditions that create confusion about required norms of behaviour.

The NSW Police guidelines provide four key principles in limiting crime through design. These are:

1. Surveillance;
2. Access control;
3. Territorial re-enforcement; and
4. Space/activity management.

We have inspected the site and undertaken a preliminary assessment of the architectural plans against the above guidelines. This report recommends design principles for the mixed use redevelopment to reduce the potential for crime.

1.2 Site and Locality

The mixed use site is located within the Gosford CBD adjacent to Gosford Train Station and Burns Park. The site is zoned B3 Commercial Core under the State Environmental Planning Policy (Gosford City Centre) 2018.

The existing Gosford Gateway Centre comprises commercial and office space with a diverse range of tenancies. Overpass pedestrian access is currently available to the Gateway building from Gosford Train Station in the west as shown in Figure 1. The pedestrian access is considered to generate significant CPTED risk to users of the space due to the opportunity for isolated interaction to occur and loitering in the evening.

Table 1: Lot Descriptions

Address	Existing Use	Legal Description	Area
8-16 Watt Street	Four Storey Shopping Centre	Lot 112 DP 1022614	7,946m ²
243 Mann Street	Ground Level Car Parking	Lot 4 DP 1191104	555m ²
249 Mann Street	Ground Level Car Parking	Lot 3 DP 1191104	690m ²
135 Faunce Street	Single Storey detached dwelling	Lot 3 DP 1191104	589m ²
137 Faunce Street	Two Storey detached dwelling	Lot 1 DP 1191104	338m ²
Total			10,118m²



Figure 1: Existing pedestrian access from Gosford Station to the Gosford Gateway Centre

Commercial car parking exists within the eastern portion of the site with access from Watt Street.

The surrounding locality supports a diverse mix of commercial and residential development within the Gosford City Centre. Nearby uses include the following:

- To the north: Faunce Street and commuter car park, further to commercial and residential development accessed from Faunce/ Mann Streets;
- To the east: Government commercial development comprising Centrelink and Medicare;
- To the south: Commercial development orientated to Mann Street
- To the west: Burns Park and Gosford Station.

Figure 2 identifies the site and surrounding development and an extract from the land use zoning map is provided in Figure 3.



Figure 2: Aerial view of site and surrounding development

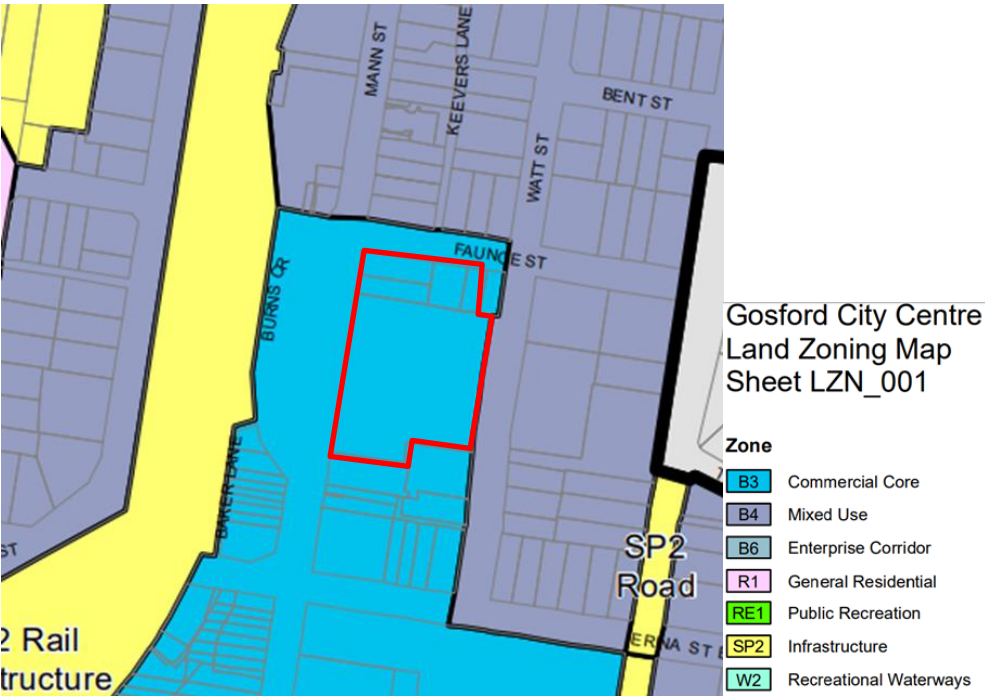


Figure 3: Extract from Land Use Zoning Map - SEPP Gosford City Centre

2 Crime Statistics

The NSW Bureau of Crime Statistics and Research provides an overview of the crime profile during the previous calendar year. The data can assist in identifying specific crimes prevalent in an area and guide design to limit the recurrence of anti-social behaviour.

Table 1 shows the threat levels in Gosford and Central Coast Local Government Area (LGA) for crimes relevant to the proposed mixed use development. BOCSAR data ranks crime rates out of 5 levels, with one being the lowest and five being the highest.

Table 2: Crime Statistics

Level of Crime	Crime Type by Location	
	Gosford	Central Coast LGA
HIGHEST LEVEL CRIME	No relevant crimes	Steal from Motor Vehicle
HIGH LEVEL CRIME	Steal from Person	Robbery Assault (Non - domestic) Steal from Retail Store
MEDIUM LEVEL CRIME	Steal from Motor Vehicle Assault (Non - domestic) Malicious Damage to Property Robbery	Steal from Person Break and Enter (Non- Dwelling)
LOW LEVEL CRIME	No relevant crimes	Malicious Damage to Property
LOWEST LEVEL CRIME	Break and Enter (Non Dwelling) Steal from Retail Store	No relevant crimes

The figures below show "hotspot" crime mapping for some of the most relevant crimes shown above for mixed use development in Gosford. The mapping compares crime rate occurrence in a five-year period.

This form of crime mapping is useful as it shows where the high crime areas are and can be used to help understand the factors that affect the distribution and frequency of crime. The "hotspot" indicates where crime occurrences are clustered in particular areas, the cluster is identified from highest to lowest, indicated in dark orange, light orange and yellow.

The location of the subject site is identified on the hotspot maps below with the following symbol ★

2.1.1 Break and Enter (Non- Dwelling)

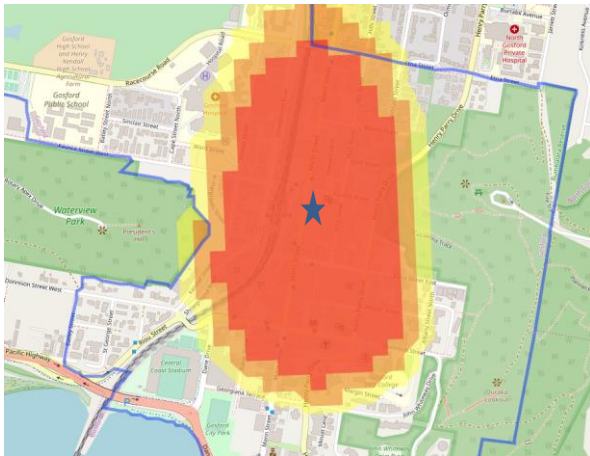


Figure 4: Break & Enter (Non- Dwelling) 2015



Figure 5: Break & Enter (Non-Dwelling) 2019

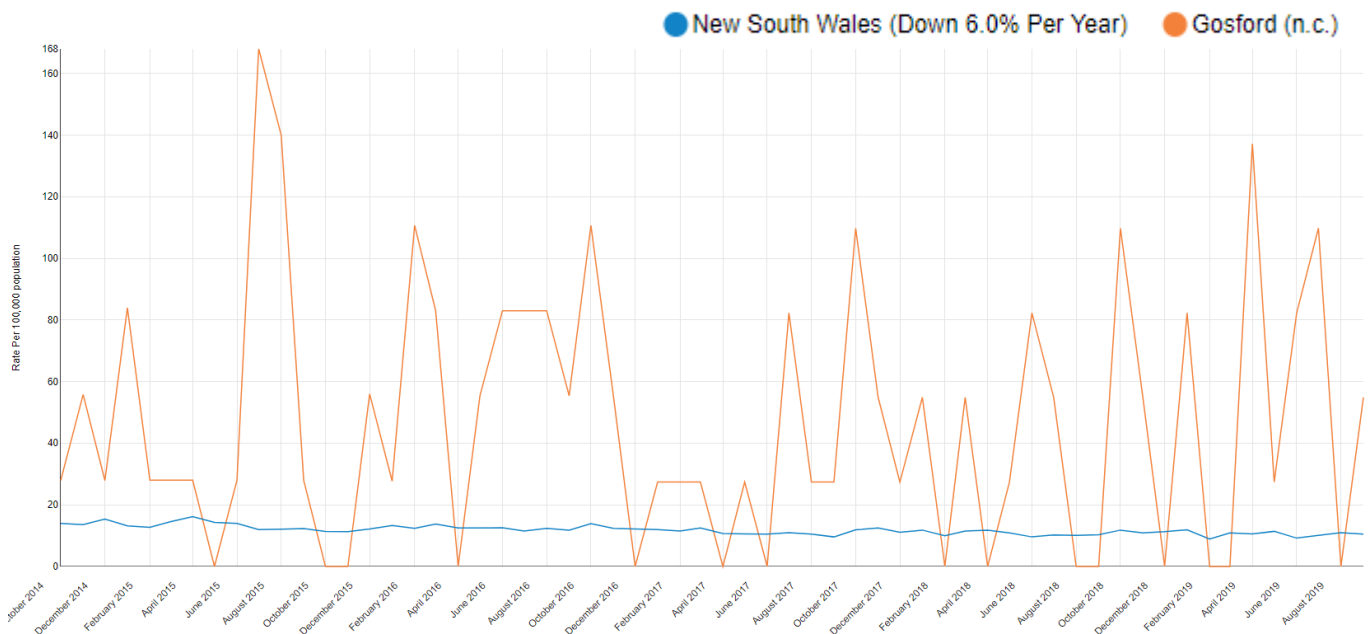


Figure 6: Rates of Break and Enter(Non-Dwelling)October 2014 to August 2019

Figures 4 and 5 show changes to the hotspot rates of *Break and Enter (Non-Dwelling)* in Gosford from 2015 to 2019. The site remains within a high hotspot rating for this crime however a review of the mapping indicates the entire Gosford CBD has experienced high incidence of break and enter crime. A general increase in hotspot incidence of this crime has occurred toward suburb boundaries.

Figure 6 represents a graph of the rates of *Break and Enter (Non- Dwelling)*, with comparisons between NSW and Gosford. The graph shows that the rate of this crime in Gosford has experienced no change between October 2014 and August 2019, while NSW has decreased by 6.0% per year.

CPTED recommendations are included in section 3 to mitigate the opportunity for Break and Enter (Non-dwelling) crime within the proposed development.

2.1.2 Steal from Person

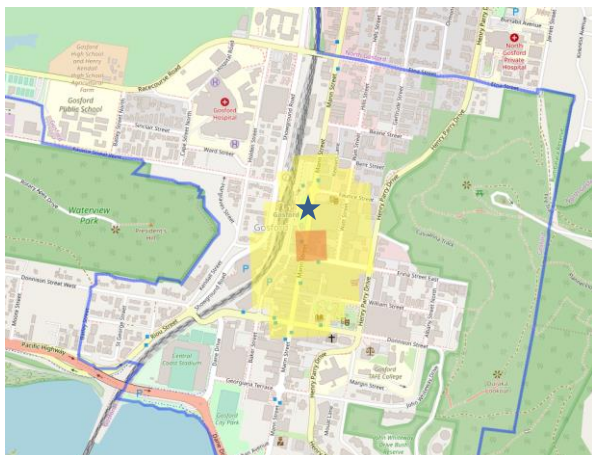


Figure 7: Steal from Person 2015

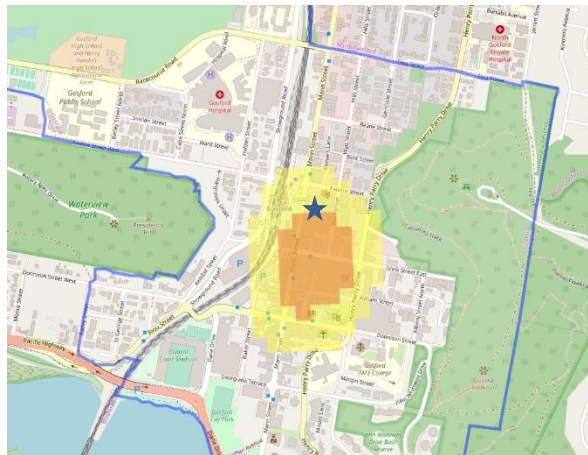


Figure 8: Steal from Person 2019

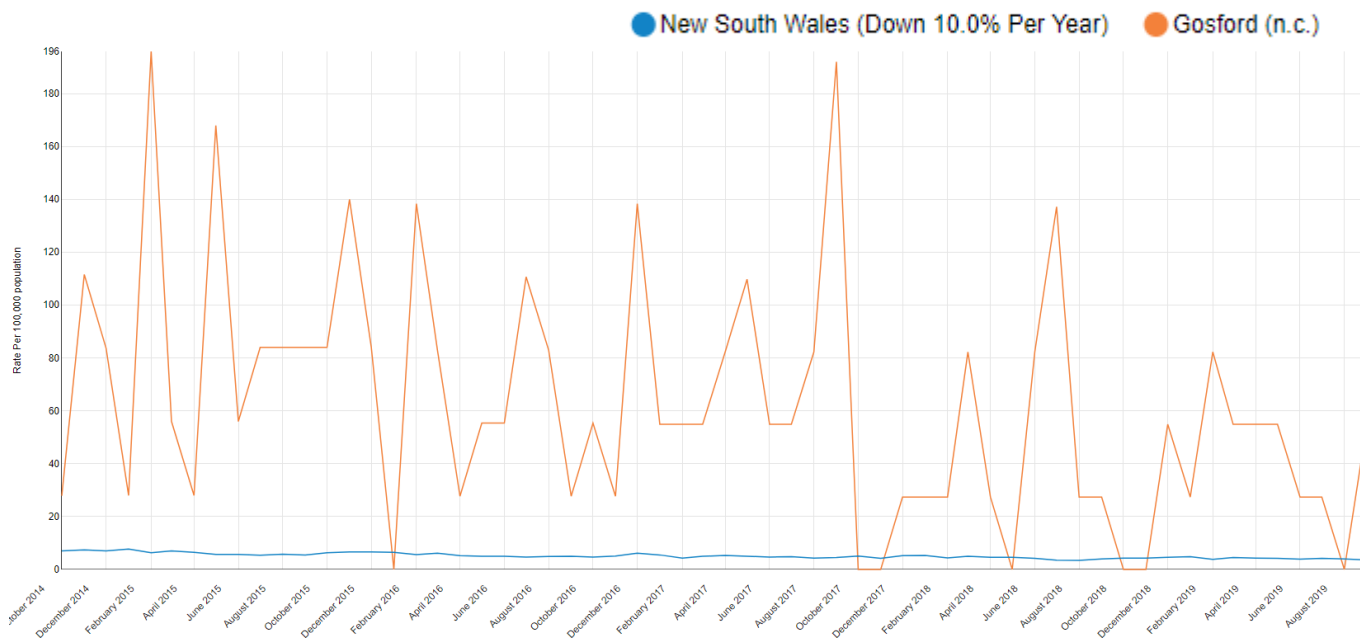


Figure 9: Rates of Steal from Person October 2014 to August 2019

Figures 7 and 8 show changes to the hotspot rating of *Steal from Person* in Gosford from 2015 to 2019. Hotspot levels of this crime have slightly increased in the vicinity of the subject site. The site was located within a low/ medium rated area in 2019.

Figure 9 represents a graph of the rates of *Steal from Person*, with comparisons between NSW and Gosford. The graph provides statistics between October 2014 and August 2019 where the rate of *Steal from Person* in Gosford has resulted in no change, while NSW has decreased by 10% per year.

2.1.3 Assault (Non- domestic)

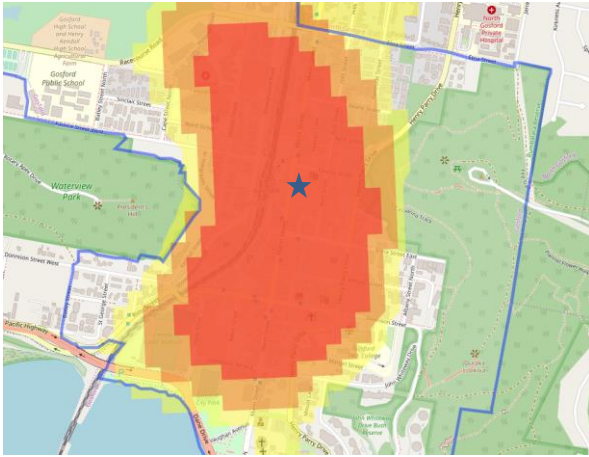


Figure 10: Assault (Non- domestic) 2015

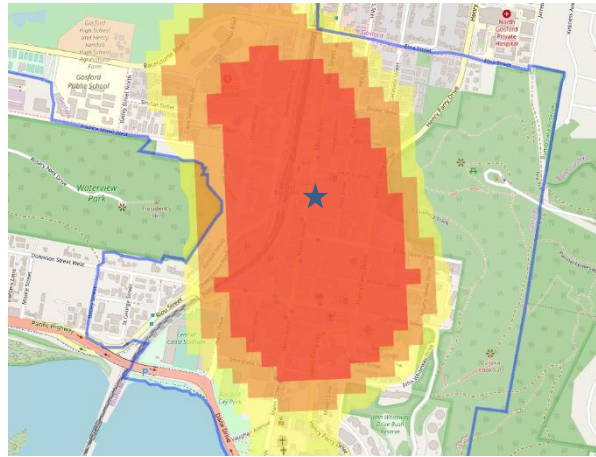


Figure 11: Assault (Non- domestic) 2019

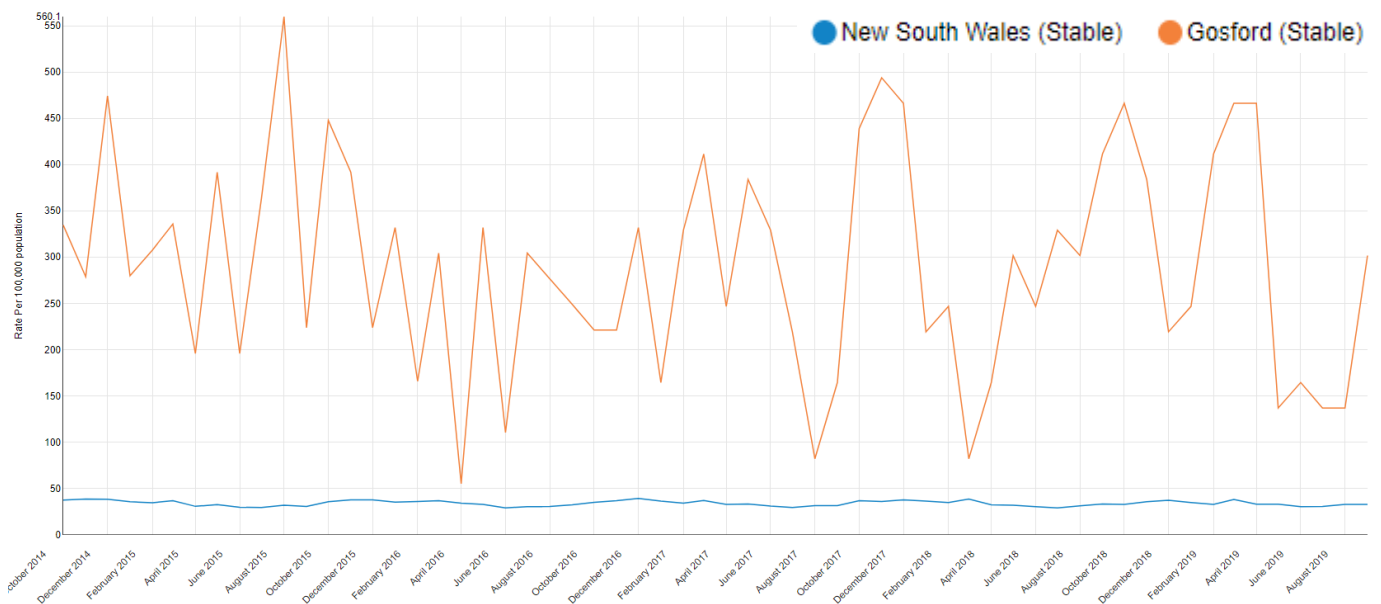


Figure 12: Rates of Assault (Non- domestic) October 2014 to August 2019

Figures 10 and 11 show changes to the hotspot rate of Assault (Non- domestic) in Gosford from 2015 to 2019. The hotspot rating has remained generally unchanged and the site remained within a high rating for this crime in 2019. It is noted that high hotspot incidence generally encompasses the entire Gosford CBD and CPTED recommendations have been prepared in section 3 to mitigate opportunity for this crime.

Figure 12 is a graph of the rates of Assault (Non- domestic), with comparisons between NSW and Gosford. The graph indicates that between October 2014 and August 2019 the rate of Assault (Non- domestic) in Gosford has remained stable, while NSW has also remained stable.

2.2 Proposed Development

The proposed State Significant Development Application (SSD DA) seeks concept development approval for the redevelopment of the Gosford Gateway Centre.

The concept development proposes three mixed use towers and a public plaza. The development will be constructed in stages.

The concept development application will be subject to subsequent Development Applications with development approvals required for each stage.

Full details of the proposal are included in the Environmental Impact Statement prepared by Barker Ryan Stewart and submitted under separate cover.

The proposal incorporates a mix of land uses which are to include:

- Education centre and student living;
- Hotel;
- Entertainment and retail premises;
- Commercial premises;
- Independent living; and
- Existing commercial development within the Gateway centre.

An extract from the proposed Site Plan is provided in Figure 13.

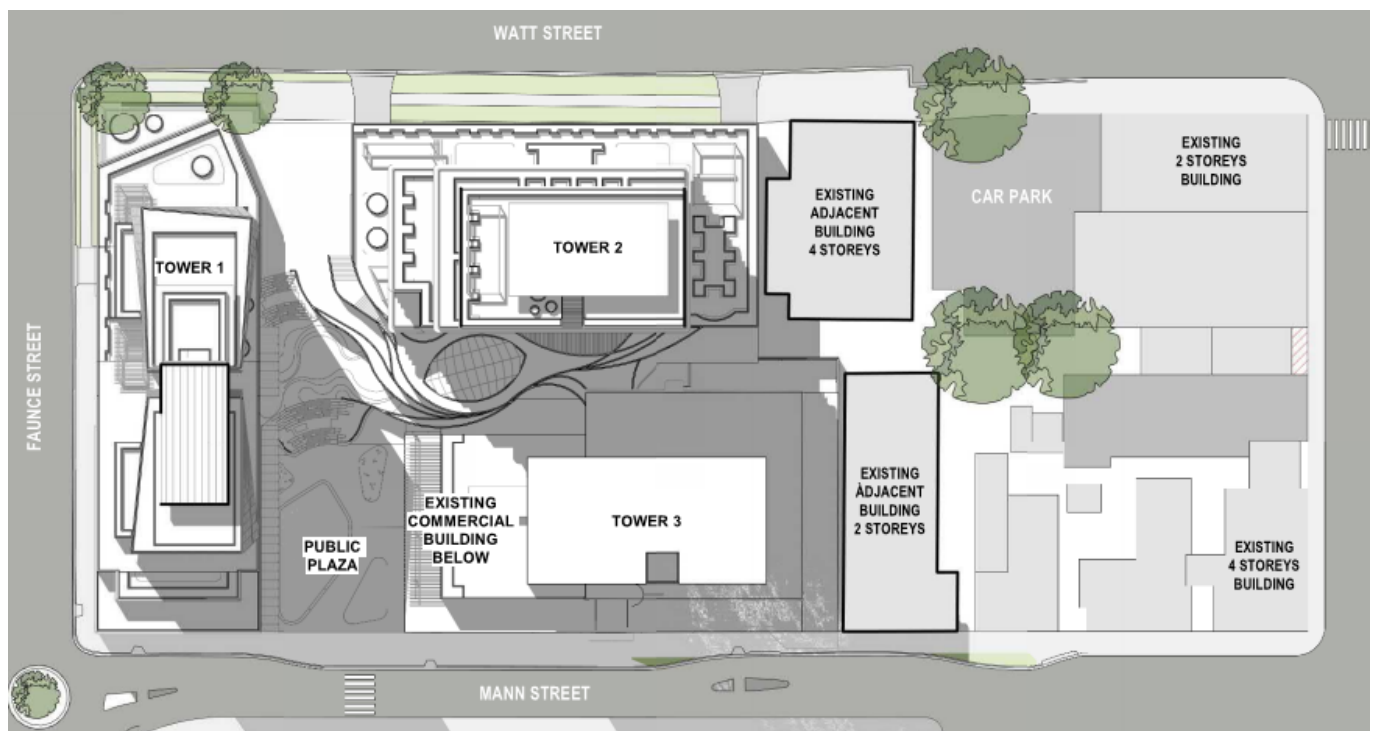


Figure 13: Extract from Proposed Site Plan

Public Plaza

A public plaza will be integrated within the centre of the site providing pedestrian access from Watt Street to Mann Street. The plaza will enhance opportunities for surveillance of ground floor tenancies and building entries with sightlines maintained from proposed towers and existing commercial building.

The public plaza will incorporate high quality seating and soft landscaping to activate ground level retail space and channel pedestrians through the precinct.

Refer to the architectural render of the development from Mann Street in Figure 14 below for details of the plaza and through site pedestrian link.



Figure 14: Proposed Architectural Render

Access

The site is bordered by Mann Street, Faunce Street and Watt Street with pedestrian access available from the north, east and west.

Vehicle access is proposed from Faunce and Watt Streets with two commercial vehicle driveways and one driveway associated with the hotel and student housing.

Existing pedestrian overpass linking Burns Park and the Gateway Centre will be removed to mitigate opportunity for loitering and activate Mann Street at ground level.

Car Parking

Car parking will be provided at basement levels, Ground Level and Level 1.

1200 car spaces are proposed with vehicle access from Faunce and Watt Streets. Vehicle access will be located at Level 2 per Figure 15 below.

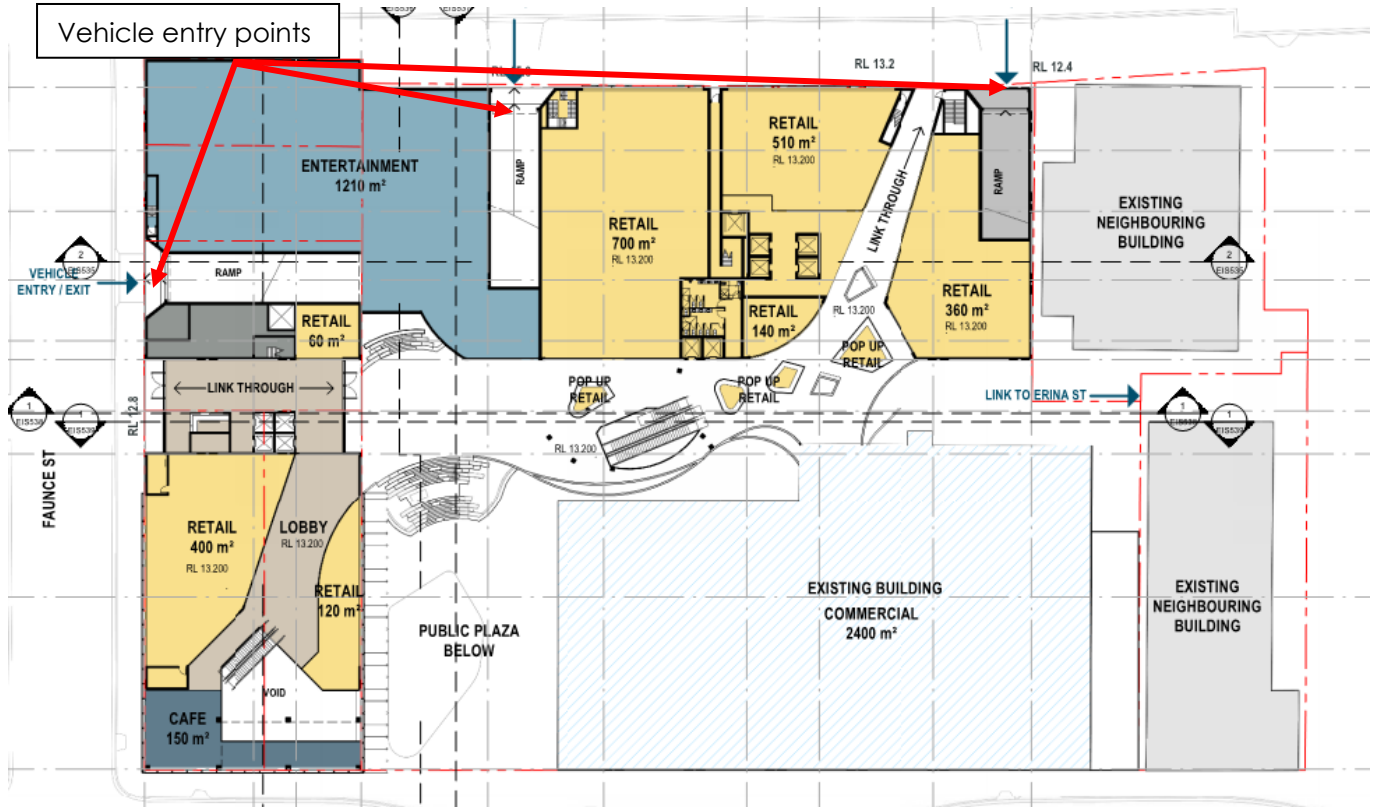


Figure 15: Extract from Level 2 Plan identifying Vehicle Entries

Landscaping

A concept Landscape Master Plan has been prepared by Contour Landscape Architecture, refer to an extract in Figure 16.

Concept design incorporates landscaped plaza and low level perimeter planting with suitable concept materials palette for podium level spaces. Refer to CPTED landscape recommendations provided in section 3 for further information.

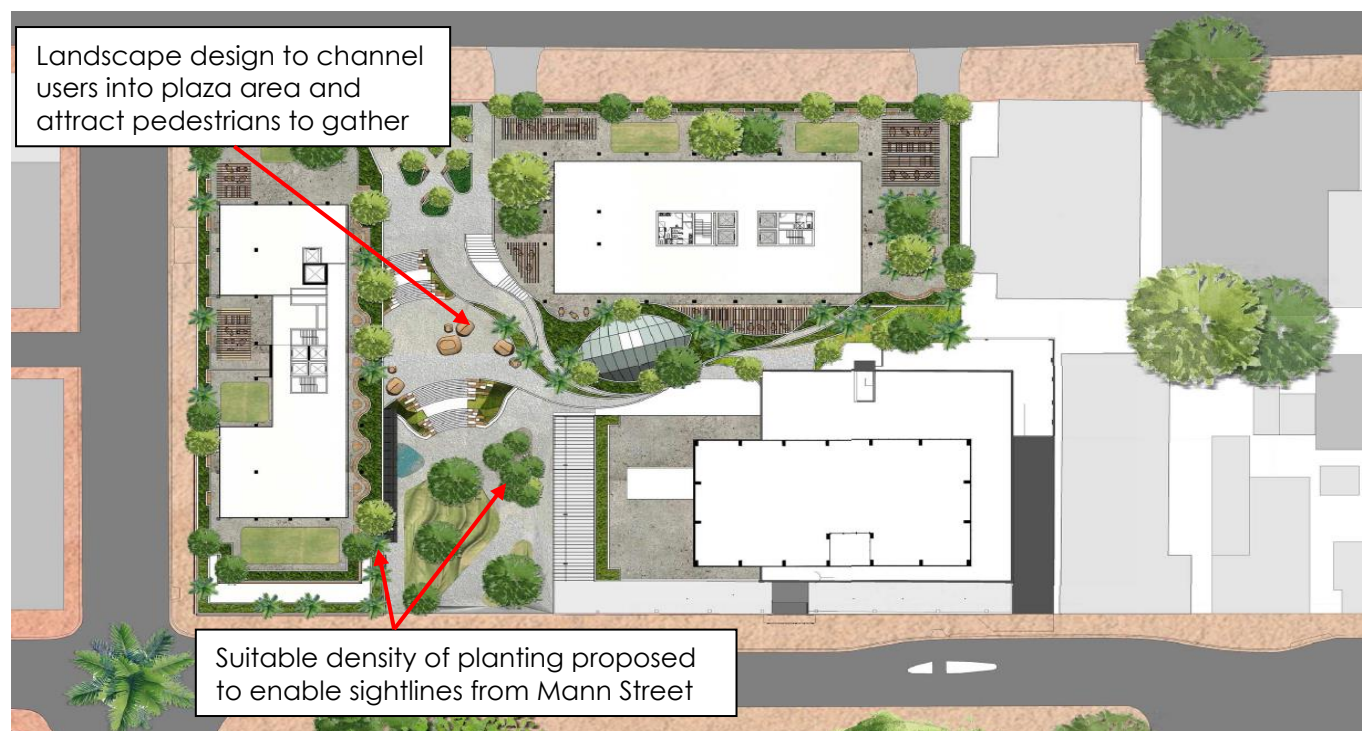


Figure 16: Extract from Landscape Masterplan

3 CPTED Principles

3.1 Surveillance

The *Crime Prevention and the Assessment of Development Applications* states that 'the attractiveness of crime targets can be reduced by providing opportunities for effective surveillance, both natural and technical'.

From a design perspective, 'deterrence' can be achieved by:

- clear sightlines between public and private places;
- effective lighting of public places; and
- landscaping that makes places attractive but does not provide offenders with a place to hide or entrap victims.

Positive surveillance features of the development include:

- Significant opportunities for passive surveillance of site perimeters, internal access driveways and public plaza from the streetscape and development above;
- Removal of the pedestrian over path to enhance natural surveillance and perceived sense of safety through activation of Mann Street at ground level; and
- Clear sightlines facilitated by suitable landscaping along Mann Street, Faunce Street and Watt Street and proposed internal vehicle driveways.

Table 3 lists potential 'surveillance' issues and recommended strategies to minimise crime risk.

Table 3: Surveillance issues and recommendations

Surveillance Issues	Recommendation
Perimeter	<ul style="list-style-type: none"> • Minimise density of planting around perimeter to maintain clear sightlines. • Perimeters and vehicle driveways should be well lit at night in accordance with the Australian Standard for lighting in commercial areas. • Regular surveillance checks of proposed open space plaza areas should occur and perimeter landscaping should allow appropriate sightlines for this to be achieved. • Consideration should be given to the installation of Close Circuit TV (CCTV) for surveillance of site and building perimeters.
Entrances	<ul style="list-style-type: none"> • All entrances should be well lit at night, especially in alcoves and corners. • Entrances should be well defined and clearly sign posted. • Consideration should be given to the use of sensor lights in some areas. • Glazing should allow natural surveillance of mixed use lobby areas from the public plaza and ground level retail/ commercial tenancies.
Car Parking	<ul style="list-style-type: none"> • Minimise density of planting around car park entries to maintain clear sightlines. • The car parks should be well lit at night in accordance with the Australian Standard for lighting in commercial areas. • Car park entries should be located away from potential entrapment areas. • Ensure car parking associated with independent living units

	<p>and private commercial uses is secured by remote access garage doors to reduce the need for permanent surveillance.</p> <ul style="list-style-type: none"> Consideration should be given to the installation of Close Circuit TV (CCTV) within basement parking areas and vehicle entrances.
Positioning of CCTV cameras	<ul style="list-style-type: none"> Consideration should be given to the installation of CCTV at building entries and through site void link adjacent to retail tenancies at Level 3. Position CCTV at places where the offender/s is most likely to have to pass or want to access. CCTV should be: <ul style="list-style-type: none"> clearly visible to deter potential offenders and signage should indicate the presence of permanent surveillance. Placed at a height that captures a full view of the offenders face whilst not being obscured by other interferences. In areas where image capture will not be compromised by insufficient lighting.
Lighting	<ul style="list-style-type: none"> Lighting should be vandal resistant. Lighting should satisfy the relevant Australian standard. Effective illumination at ground level should reduce any opportunity for shadowing along pedestrian access to Tower 1, Tower 2 and Tower 3 lobby areas. Car parks should be illuminated to provide for increased visibility, particularly in storage areas or places of potential entrapment. Street numbers on buildings should be illuminated to promote site identification.
Landscaping	<ul style="list-style-type: none"> The planting proposed in the Landscape Plan should not obstruct surveillance along road frontages and site perimeters. Landscaping should be free from obstructions and allow clear sightlines along designated pedestrian paths. Clear sightlines should be maintained within areas of mature tree planting. Vegetation should be low (below 700mm) in areas where offenders could easily hide. Foliage density should be maintained to promote more active surveillance from residents. Any vegetation or debris on pathways must be removed to maintain the sightlines required for crime preventing surveillance.
General Recommendations	<ul style="list-style-type: none"> Signs should be erected in areas which are restricted prohibited or under surveillance to discourage criminal or anti-social activity. Consider contracting a local security firm for regular inspections of the site. Minimise posters on shop windows (where possible) to ensure visibility to and from the public plaza is maintained. Prune all trees and shrubs around buildings to enable clear visibility.

3.2 Access Control

Access Control can be defined as physical and symbolic barriers that are used to 'attract, channel or restrict the movement of people'.

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; and
- restricted access to internal areas or high-risk areas (like car parks or other visited areas). This is often achieved through the use of physical barriers.

Noting that the proposal is at concept design stage and individual tenancies and specific entry design elements will be addressed at detailed DA stage, positive access control aspects of the concept development include:

- Commercial car parks limited to two entry/ exit points to reduce opportunity for unauthorised access;
- Hotel and student living car park limited to one entry/ exit point.
- Secured commercial lobby entry and unauthorised access controlled by swipe card/ intercom features.

Table 4 lists potential 'access control' issues and recommended strategies to minimise crime risk.

Table 4: Access control issues and recommendations

Access Control Issues	Recommendations
Perimeter	<ul style="list-style-type: none"> • Perimeter areas should be regularly inspected by the security contractor. • Consider the use of sensor lighting in these areas.
Ram raids	<ul style="list-style-type: none"> • Bollards, large rocks or planter boxes should be installed at entrances to prevent ram raids. • ATM's should be located within the buildings to minimise ram raid risk and use of explosives to access the ATM's.
Landscaping	<ul style="list-style-type: none"> • Avoid planting large trees adjacent to buildings to prevent use of "natural ladders" for access to roofs. • Landscaping should not inhibit entry to access gates, paths or building entries. • Fenced areas should define private spaces.
Car Park	<ul style="list-style-type: none"> • Access to basement car parking should be controlled by an electronic access door and secured by swipe card or intercom system to limit unauthorised access. • Access should only be available to commercial car parks in business hours to deter offenders using the space in the evening or early morning.
General Matters for Consideration	<ul style="list-style-type: none"> • Ensure that staff members are aware of security and armed robbery procedures and what to do in the case of such an event. This routine should be regularly practiced as with any other type of emergency drill. • Make use of signage and stickers promoting security measures such as time delay locks and video surveillance. • Fully secure all external doors and windows with good quality locking devices. Make sure they are regularly maintained. All doors should be of solid construction and well fitted.

3.3 Territorial Reinforcement

Territorial reinforcement can be achieved by enhancing 'community ownership of public space' as it sends positive signals and reduces opportunities for crime.

Effective territorial reinforcement and community ownership can be achieved by creating:

- 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; and
- 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.

Positive territorial reinforcement aspects of the proposal include:

- Architecturally designed outdoor areas that promote community interaction and a responsibility of users for the area;
- The entrance design to the precinct will provide a clear demarcation between public and semi-private space;
- Clear design cues associated with hotel and commercial entries which delineate these spaces and identify who they are to be used by.

Table 5 lists potential 'territorial reinforcement' issues and recommended strategies to minimise crime risk.

Table 5: Territorial reinforcement issues and recommendations

Territorial Reinforcement Issues	Recommendations
Creating a sense of place/ownership	<ul style="list-style-type: none"> • Ground level public plaza areas should allow community maintenance and inclusion, in conjunction with a designated environmental contractor maintenance plan. • Clear distinction should be provided in landscaping and paving to identify separation between public and semi-private spaces.
Way Finding	<ul style="list-style-type: none"> • Provide clear signage for pedestrians and motorists. • Signage is recommended to be installed at foyer entries and primary pedestrian points identifying a masterplan map to enable staff and users of the precinct to locate certain areas. • Explore options to introduce a public address system to assist with security and management of emergencies within outdoor areas and commercial premises. • Paths within the through site plaza links should be maintained and appropriate for all mobilities. • Clearly identify entry and exit points, especially in basement car parks where way finding may be more difficult.
Through Site Pedestrian Link	<ul style="list-style-type: none"> • Through site link should be well maintained to encourage the space to be used by community. • These areas should encourage social interaction which increases surveillance and ownership of these spaces.
General Recommendations	<ul style="list-style-type: none"> • Prominently display any signs indicating the presence of a security system throughout the commercial precinct, through site link, car parking and open space. • Signage should indicate the continual surveillance of the premises and any other security measures present to reinforce this.

3.4 Space Management

Space management 'ensures that space is appropriately utilized and well cared for'. Strategies include activity coordination, site cleanliness, rapid repair of vandalism and graffiti and the replacement of decayed physical elements.

Table 6 lists potential 'space management' recommendations to minimise crime risk. The objective should be to minimise the perception of urban decay by maintaining clean and undamaged areas to minimise the fear of crime and avoidance behaviour.

Table 6: Space management issues and recommendations

Space Management Issues	Recommendations
Waste storage	<ul style="list-style-type: none"> Garbage bins and waste storage receptacles should be regularly emptied to prevent overflowing rubbish. The designated waste storage areas should be secured for authorised access only.
Graffiti	<ul style="list-style-type: none"> Remove graffiti as quickly as possible to minimise potential for cumulative graffiti and vandalism actions. Install vandal resistant lighting where applicable. Maintain shrub planting to the street frontages; Watt Street, Mann Street and Faunce Street, to prevent graffiti on blank walls.
Toilets	<ul style="list-style-type: none"> Commercial and retail toilets should be regularly maintained and kept clean at all times. Lighting should be consistent and even to maximise visibility. Consider installing vandal proof mirrors in communal or commercial facilities.
Lighting Repair	<ul style="list-style-type: none"> The management regime should ensure that lighting is repaired as soon as possible after any lighting failure or damage.
Cleanliness and Maintenance	<ul style="list-style-type: none"> The management regime shall ensure that the site is kept clean and tidy at all times. Clear all building perimeters including fences of rubbish and potential climbing aids. Maintain well-built and adequately secured boundary gates and fences.

4 Conclusion

Our assessment of the proposal in accordance with the CPTED principles confirms that the development can be managed to minimise the potential risk of crime and a re-design of the proposal is not required.

The recommended strategies are summarised as follows:

Surveillance

- *Lighting*: Entrances, through site pedestrian link and public plaza, car parks and perimeters should be well lit at night;
- *Natural Surveillance*: Promote natural surveillance via glazing overlooking the public plaza, driveway entries and podium level open space;
- *Landscaping*: Maintain sight lines wherever possible via effective landscaping techniques using CPTED principles;
- *Concealment*: Reduce the opportunity for hiding in bushes and landscaping in secluded areas via low planting or taller trees and canopies; and
- *Formal Surveillance*: Potential contracting of a formal surveillance team to perform regular security assessments of the premises.

Access Control

- *Designated Key Card Access*: Key/ swipe card access should maintain restricted access to the lifts, commercial premises and car parking;
- *Landscaping*: Large trees should not be planted immediately adjacent to balconies to prevent the vegetation being used as a "ladder";
- *Signage*: Provide signage identifying restricted and monitored areas, including the car park; and
- *Security*: Ensure use of high quality locking systems, reinforced glass and signage and stickers.

Territorial Reinforcement

- *Landscaping*: Engage a landscape contractor to maintain perimeter and communal areas.
- *Car Park*: Clearly delineate spaces through signage, boom gates, physical separation and other security measures;
- *Alarm*: Consideration should be given to the installation of an alarm and dedicated CCTV system throughout the precinct; and
- *Signage*: Provide signage to any visitors to the site which outline access control measures, emergency evacuation measures and procedures.

Space Management

- Implementation of an on-going maintenance plan for waste, vandalism, toilets, community facilities, landscaping, fencing and lighting.

This report can be relied on as guide for security management across the site.