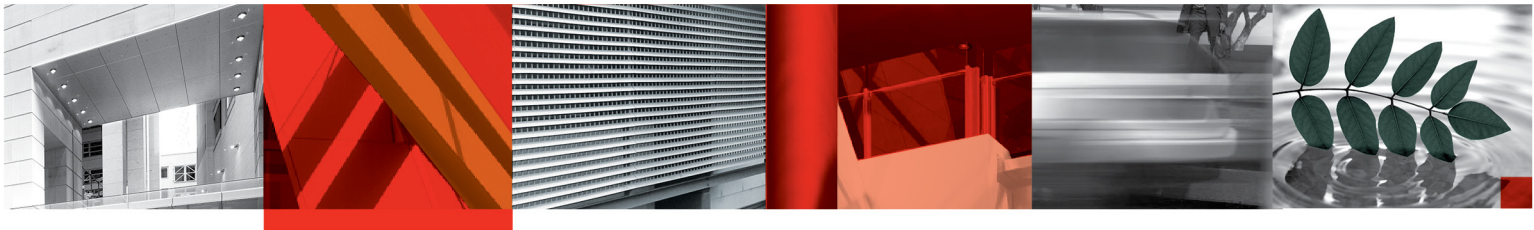


# Crime Prevention Through Environmental Design Assessment



461 Captain Cook Drive, Woollooware

Woollooware Bay Town Centre - Retail/Club Precinct

Submitted to NSW Department of Planning and Infrastructure  
On Behalf of Bluestone Capital Ventures Retail Pty Ltd

February 2013 ■ 11214

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## 1.0 Introduction

This Crime Prevention through Environmental Design (CPTED) assessment has been undertaken to assess the elements of crime, and the fear of crime at the proposed site of the development of Stage 1 of the Woollooware Bay Town Centre, at 461 Captain Cook Drive, Woollooware (the existing Cronulla Sharks Leagues Club and car park).

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 treatment for crime opportunity in accordance with the Australian and New Zealand Risk Management Standard AS/NZS 31000:2009.

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 drawings have been reviewed as part of this assessment:

- Architectural Plans, prepared by Scott Carver, dated 15 February 2013; and
- Landscape Concept Plans, prepared by Aspect Studios, dated 15 February 2013.

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

- Review of key literature on CPTED including the Department of Justice and Attorney General Crime Prevention;
- Collection and analysis of local and NSW State crime statistics from the Bureau of Crime Statistics and Research (BOSCAR); and
- Conduct a safety audit, 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.

A site inspection was conducted on 23 January 2013 between the hours of 12.30pm and 2.30pm to assess the current site conditions and situational crime prevention measures and safety impacts.

This report reflects the findings and recommendations of the Safety Audit as outlined in Sections 5 and 6 of this report.

*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.*

## 2.0 Context

### 2.1 Site Location and Context

The Woollooware Bay Town Centre – Club/Retail site is located at 461 Captain Cook Drive, Woollooware, within the Sutherland Shire Local Government Area (LGA) (refer to **Figure 1**).

The site, the subject of this Project Application includes part of the Toyota Stadium, the Cronulla Sharks Leagues Club and the eastern park has a total area of 59,340m<sup>2</sup>, and is bounded by a tidal stormwater drainage channel to the west, Woollooware Bay to the north, Woollooware Road North (unformed) to the east and Captain Cook Drive to the south.

As shown in **Figure 2**, the site is irregular in shape and is surrounded by mangrove wetlands within Woollooware Bay to the north, a service station and private gymnasium (Fitness First) to the east, and Captain Cook Drive to the south, beyond which are the Woollooware Golf Club, Captain Cook Oval and Woollooware High School.

Towra Point Nature Reserve, which is an internationally recognised RAMSAR estuarine wetland managed by the NSW National parks and Wildlife Service, is located approximately 1.8km to the north east of the subject site.



**Figure 1 – Site Location Plan**





Figure 2 – Aerial Plan

## 2.2 Access

The Retail/Club Project Application site is currently accessed directly from Captain Cook Drive at two locations, as identified in **Figure 2**. In terms of pedestrian access, a wooden boardwalk extends from the club car park through the mangroves to Woollooware Bay, and given the site does not have any fences or barriers, pedestrians can freely enter the site from the adjacent service station/gymnasium site and the footpaths along Captain Cook Drive.

## 2.3 Topography and Landscaping

The site is relatively flat and mainly comprises a bitumen covered car parking area. However, open turfed areas which include trees at sporadic intervals are provided along the southern and eastern site boundaries and a small landscaped area is located adjacent to the eastern entrance of the Cronulla Sharks Leagues Club.

## 2.4 Security

There were no physical signs of CCTV in operation or physical guards or patrols during the site visit. Vehicular and pedestrian access into the site is not secured, but good quality lighting is provided which covers the car park area. It is understood however that on game days, physical security guards are in operation.

Photographs of the site and the surrounding area are included at **Figures 3 and 4**.



## 2.5 Risk Assessment of Existing Site

A Risk Assessment of the site in its existing form has been undertaken. Overall, the Crime Risk Rating is considered to be 'High'. The key reasons for this are:

- lack of opportunities for surveillance from surrounding buildings;
- lack of way finding signage;
- provision of poor quality vegetation;
- lack of perimeter fencing and access control to the site;
- ambiguous clarity of ownership;
- lack of CCTV;
- evidence of graffiti and vandalism;
- lack of environmental maintenance to the car park and landscaping; and
- lack of rubbish bins.



Views of existing car parking area



Views of the eastern entrance into the Cronulla Sharks Leagues Club



View of driveway into the site adjacent to the Cronulla Sharks Leagues Club

**Figure 3** – Photographs of the site



View of service station and gymnasium located to the east

**Figure 4** – Photographs of the surrounding development

## 3.0 The Proposed Development

### 3.1 Layout and Design

The proposed development comprises a new 5 storey club/retail precinct building which includes the following:

- a leisure centre, medical centre, two speciality tenancies, car parking and a loading dock at level 1 (ground floor), with a separate staff car parking area to the west of the Toyota Stadium;
- a retail podium at level 2;
- new club premises and car parking at level 3;
- the second level of the club and car parking at level 4; and
- car parking at level 5 (roof level).

Overall the development comprises 26,495m<sup>2</sup> GFA and 770 on-site car parking spaces (including the restricted staff parking spaces).

Vehicular access to and from the site is provided via:

- a driveway leading from Captain Cook Drive into the level 3 car parking area;
- a vehicular access from Woollooware Road North into the level 1 car parking area; and
- a separate vehicular access from Woollooware Road North into the level 1 loading dock.

Pedestrian access into the building will be provided via entrances to Captain Cook Drive, from car parking areas and from the Woollooware Bay foreshore public domain.

The proposed landscaping design generally includes the following:

- Landscaped pedestrian forecourt adjacent to Captain Cook Drive and entrances to Club and Retail buildings;
- 35-40 wide vegetated riparian buffer between the proposed development and the mangroves wetlands;
- Shared paths with connection to Retail/Club precinct, Woollooware Road and future connections to
- Upgrade and repair of existing Woollooware Bay mangrove boardwalk
- Streetscape planting along Captain Cook Drive

The proposed site plan for the development is replicated at Figure 5 and the proposed landscape concept is set out at Figure 6, and detailed plans are included as appendices to the Environmental Assessment Report.



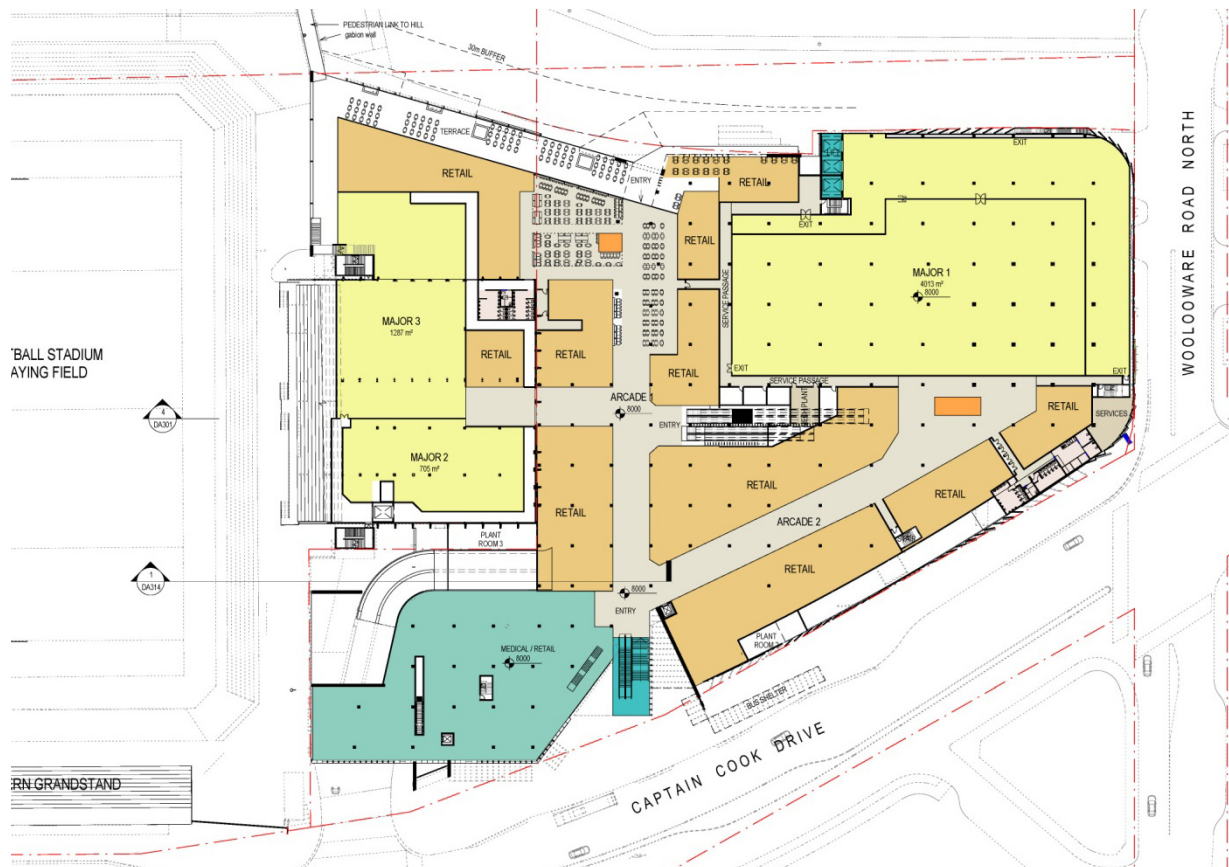


Figure 5 – Site Plan

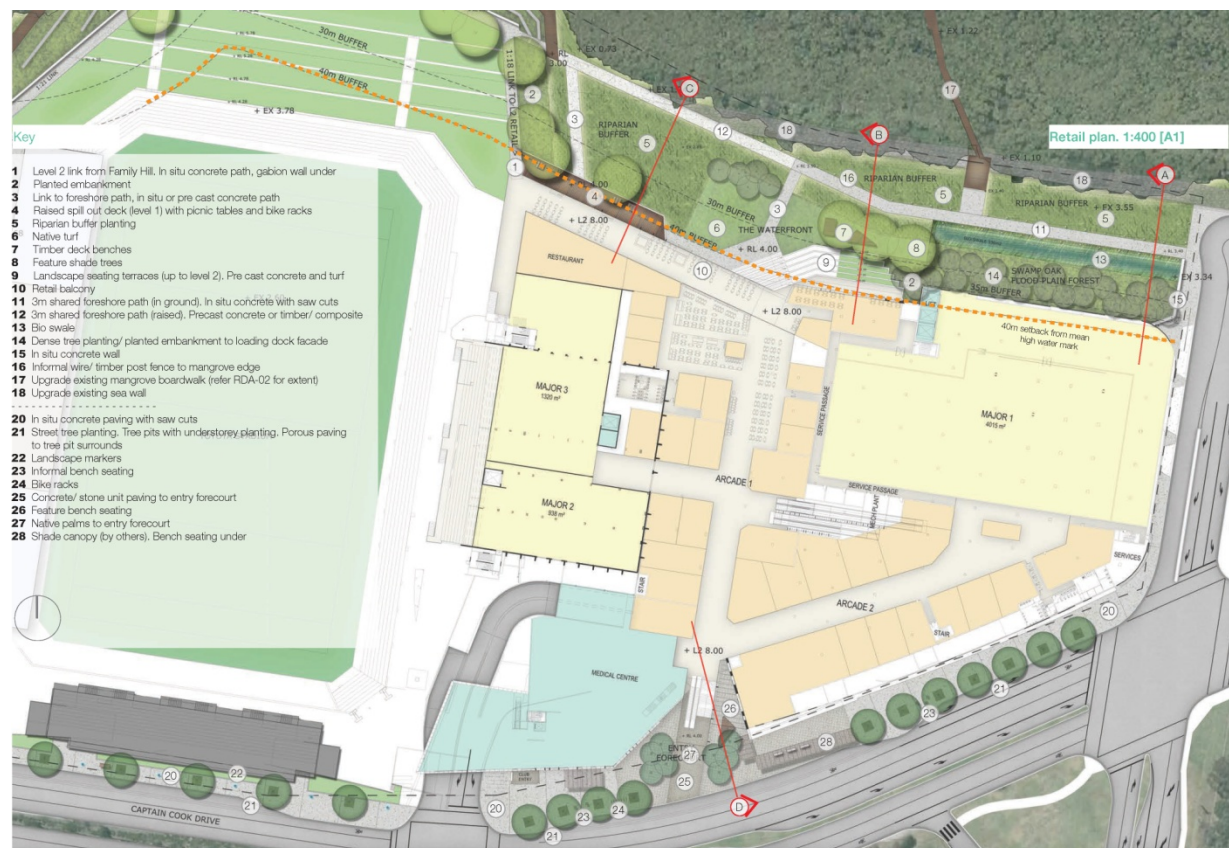


Figure 6 – Landscape Plan

## 4.0 Nature of Recorded Crime

Crime statistics obtained from the NSW Bureau of Crime Statistics and Research represents criminal incidents recorded by NSW Police. A review of the local statistics found that the most commonly occurring crimes within the Sutherland Shire Local Government Area (LGA) in 2012 were:

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

Although these offenses have been reported to occur within the Sutherland Shire LGA neither the site nor the locality are considered to be crime hotspot. The only exception to this is for graffiti, with the area including Solander Fields, Captain Cook Playing Fields and Gannons Road classified as a Medium –Low Density Hotspots for ‘graffiti’ as shown in **Figure 7**.

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

With these crimes in mind, a review of the architectural plans for the project has been undertaken to provide advice and comment on possible environmental enhancements to create a safe and secure development.



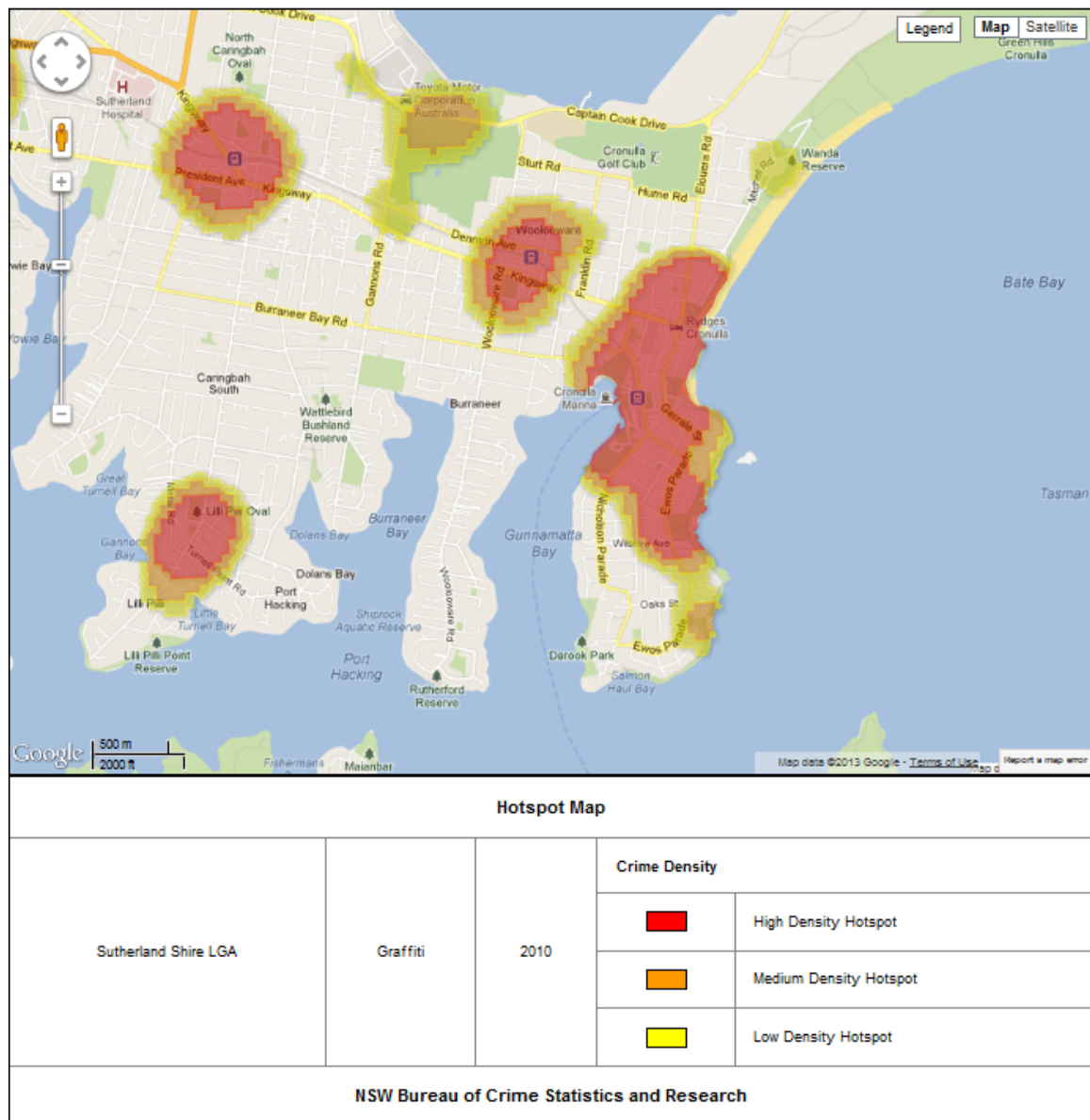


Figure 7 – Graffiti Hotspot Map

Source: BOSCAR

## 5.0 Matters for Consideration

### 5.1 Surveillance

There are limited surveillance opportunities from existing buildings over the site and those that exist at present will be obscured by the new development.

Buildings that address the street help to facilitate natural connections between the occupants and visitors and windows, doors and balconies facing semi public and public areas maximise 'natural' surveillance and in doing so increase the risk to potential offenders.

The proposed development has active elements such as the retail/medical centre at levels 1 and 2 facing Captain Cook Drive, which provides some surveillance opportunities. However, it is noted that Captain Cook Drive is not currently a pedestrian environment, which has a high footfall, which is in need of a high level of natural surveillance. However the orientation of the individual elements of the retail podium and club provide increased surveillance opportunities in and amongst the development itself as well as the mangrove wetlands to the north and will help facilitate natural connections between the development and the perimeters of the site. Natural surveillances is also provided from the adjoining roadway.

Dedicated off-street parking reduces vehicle theft however internal structures such as concrete columns, solid internal walls, service rooms and enclosed fire exits can create significant visual obstruction in car parks. The proposed linear car parking layout and ease of access to entrances, the travelators, lifts and stairwells enables residents to safely access the main components of the development.

Way finding in large environments can be confusing. Knowing where and how to enter, exit and find assistance within parking facilities can impact perceptions of safety. The general layout of the development will sufficiently provide a legible environment, however signage should be considered to reinforce the principle.

The streetscape landscaping along Captain Cook Drive will act as a transitional buffer and help provide definition between the public and private land, however the bulk and scale of the development will also provide a clear indication of the distinction.

Landscaping also can provide shade, shelter and add to the attraction of environments, however if not designed properly or maintained appropriately can offer concealment opportunities. The plant and tree species proposed within the landscaping concept for the buffer area should be determined to ensure that they do not impact upon sightlines and surveillance opportunities in key pedestrian areas as the surrounding bushland could be used to aid concealment.

### 5.2 Lighting/Technical Supervision

Effective lighting can reduce fear, increase activity, improve visibility and increase the likelihood of offenders being detected. All lighting should meet the minimum Australia and New Zealand Standards and objectives for crime and fear reduction are outlined in Australian Lighting Standard AS/NZ 1158 for public streets, car parks and pedestrian areas.

Given the lack of existing natural surveillance opportunities from surrounding development, consideration should be given to high quality lighting throughout all publicly accessible areas within the development and footpaths in the landscaped areas. Lighting should be adequate to permit facial recognition, informal surveillance and reduce the threat of predatory crime. If lighting is required to be dimmed in some areas (i.e. adjoining the wetlands) for ecological reasons then

consideration should be given to the inclusion of additional security measures such as CCTV.

The car parking areas should also have sufficient lighting which is well maintained to reduce fear and increase visibility at each level. For a development of this nature, CCTV should also be a key consideration, however if it is to be used, it should cover all areas of risk and be vandal resistant.

### 5.3 Territorial Reinforcement

The strategic location of employees and building supervisors increases risk to offender and crime effort. It is commonly thought that supervision provided by employees is more effective as a crime deterrent than surveillance provided by passers-by. The proposed development will increase the number of employees on site therefore, this will naturally increase risk to the offender and therefore promote territorial reinforcement of the site, as criminals do not want to be detected, challenged or apprehended. The perceived or actual presence of security officers can also be a strong deterrent. Consideration of a formal security presence can be explored for particular event days (as a minimum) if considered necessary.

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. Maintenance of the development and its surrounding area is a key crime prevention mechanism.

### 5.4 Environmental Maintenance

The site is in need for maintenance and shows small signs of graffiti and vandalism at the entrance to the mangrove boardwalk. The proposed development will however greatly improve the quality of the environment and provide new landscaping, an upgraded boardwalk, a clarity of ownership and land use and increased activity during both the day and night. Image can impact on feelings of safety and danger, influence local confidence and individual decisions to either withdraw or engage in community life. The proposed development will greatly enhance the image of the site.

The maintenance of the buildings and landscaping is important to balance safety and aesthetics of the development. Well maintained spaces encourage regular use, which in turn creates natural supervision of public areas. The use of high quality materials for construction should be used to lessen the likelihood of damage and to help reduce maintenance costs.

### 5.5 Activity and Space Management

The introduction of new forms of activity (i.e. retail uses), and a greater number of employees and public users will increase the activity of the area during both the day and night. This in turn can increase surveillance and natural community policing.

### 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 crime, therefore given access from ground level is generally restricted territorial barriers are provided and accesses are able to be adequately controlled.

## 5.7 Design, Definition and Designation

The design of the development reflects its purpose, however, given it is a public environment, potential offenders would be able to make excuses for their presence and potential actions. Opportunistic criminals will often exploit areas with unclear spatial definition, borders and boundaries, therefore such areas should incorporate other crime prevention principles, such as increased surveillance mechanisms to act as crime deterrents.

## 6.0 Crime Risk Rating and Recommendations

Combining the area context and the site opportunity rating of the issues discussed in Sections 2 ,4 and 5, the Crime Risk Assessment Rating of the proposed development is 'Low'.

Recommendations to further improve the safety and security of the development include:

- Consider the use of way finding signage to reinforce visitors perception of safety and legibility of the development.
- Ensure the landscaping design does not give rise to concealment opportunities and does not restrict sightlines from the development overlooking public open spaces.
- Consult a qualified lighting engineer to ensure the correct lighting is provided to meet minimum Australia and New Zealand Lighting Standards and enable sufficient surveillance of the entire site.
- Consider the provision and use of a formal security presence throughout the development.
- Ensure mechanisms are in place for on-going maintenance of landscaping and the building, which includes:
  - rapid removal policy for vandalism repair and the removal of graffiti; and
  - maintenance of all surrounding public spaces.