

their associated private open space on the subject site
 c) Reasonable levels of amenity for dwellings on adjoining residential blocks and their associated private open space.

Part B – Additional Controls for Multi Unit Housing with 4 or More Storeys

Element 10: Building and Site Design – Buildings with 4 or More Storeys

Rules	Criteria	Response
10.2 Access to Lifts or Stairs		
R96 No more than 9 apartments on each floor are accessible from a single common lift or stair lobby.	C96 Convenient access to apartments is achieved. One or more of the following matters may be considered when determining compliance with this criterion: a) Whether there is a high level of public amenity and safety in common lobbies b) Whether spaces are well-proportioned with clear sightlines c) Whether there is a high proportion of dual aspect apartments d) Whether there is a high proportion of apartments with northern orientation.	Complies with rule Each residential floor is accessible via four lifts.
10.3 Stairwell Features		
There is no applicable rule.	C96A Stairwells achieve all of the following: a) are open or visually permeable to facilitate natural surveillance b) are accessible and encourage physical activity by providing an attractive alternative to lifts c) are located in a position more prominent than lifts. Note: This criterion applies to all new developments, major alterations and/or extensions to existing buildings but does not apply to extensions of a size 50% or less of existing floor area.	Complies with criteria Stairwells are located around the lift cores at the eastern and western ends of the residential floor plate in addition to a centrally located stairwell that provides access to the Level 2 podium.

Part C – Additional Controls for Multi Unit Housing in Commercial Zones

Element 11: Ground Floor Commercial Use

Rules	Criteria	Response
11.1 Ground Floor Commercial Use in Commercial Zones		
<p>R97</p> <p>This rule applies to all of the following:</p> <ul style="list-style-type: none"> a) Commercial zones b) Blocks nominated in a precinct code for ground floor commercial use c) Buildings containing one or more dwellings d) The building line for any ground floor dwelling is less than 6m <p>The ground floor finished floor level to finished ceiling level height is not less than 3.6m.</p> <p>Note: Noise attenuation provisions in part A may also apply.</p>	<p>C97</p> <p>In commercial zones, buildings afford the opportunity to accommodate non-residential uses, including office and retail, at the ground floor.</p>	<p>Complies with rule.</p> <p>Located in a CZ1 zone, the development will deliver an internal floor to ceiling height at ground floor level that exceeds 3.6m.</p>

Part D – Endorsement by Government Agencies (Entities)

Element 12: Waste Management

Rules	Criteria	Response
12.1 Construction Waste Management		
<p>R98</p> <p>This rule applies to residential development that is likely to generate more than 20m³ of construction waste comprising one or more of the following:</p> <ul style="list-style-type: none"> a) Demolition waste b) Construction waste c) Excavation material. <p>The management of construction waste is to be endorsed by TAMS.</p> <p>TAMS will endorse waste facilities and management associated with the development if they comply with the current version of the Development Control Code for Best Practice Waste Management in the ACT.</p> <p>TAMS may endorse departures.</p> <p>Note: a condition of approval may be imposed to ensure compliance.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>	<p>Complies with rule.</p> <p>A construction waste management plan has been submitted as part of the application and will be circulated to TCCS (formerly TAMS) as part of entity consultation.</p>

12.2 Post Occupancy Waste Management		
<p>R99</p> <p>Post occupancy waste management facilities are to be endorsed by TAMS.</p> <p>TAMS will endorse post occupancy waste management facilities where they are in accordance with the current version of the Development Control Code for Best Practice Waste Management in the ACT.</p> <p>TAMS may endorse departures.</p> <p>Note: a condition of approval may be imposed to ensure compliance.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>	<p>Complies with rule.</p> <p>A waste management plan has been submitted as part of the application and will be circulated to TCCS (formerly TAMS) as part of entity consultation.</p>

Element 13: Utilities

Rules	Criteria	Response
13.1 Utilities		
<p>R100</p> <p>This rule applies to any proposed encroachment into a registered easement. The proposed encroachment is to be approved in writing by the relevant service provider.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>	<p>Not applicable.</p> <p>No encroachments are proposed into a registered easement.</p>
<p>R101</p> <p>A statement of compliance from each relevant utility provider (for water, sewerage, electricity, stormwater and gas) confirms that the location and nature of earthworks, utility connections, proposed buildings, pavements and landscape features comply with utility standards, access provisions and asset clearance zones.</p> <p>Notes: If there is no stormwater easement or Territory owned stormwater pipes located within the property boundary, a "Statement of Compliance" for stormwater from TAMS (Asset Acceptance) is not required to be obtained. Where there is conflict between planning and utility requirements, the utility requirements take precedence over other codified or merit provisions. If a statement of compliance is not provided the application will be referred to the relevant agency in accordance with the requirements of the <i>Planning and Development Act 2007</i>.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>	<p>Complies with rule.</p> <p>Master plans for water, sewer, electricity, stormwater and gas have been submitted for entity circulation and endorsement.</p>

Element 14: Environmental Management

Rules	Criteria	Response
14.1 Contamination		
<p>R102</p> <p>This rule applies to any site located adjacent to a potentially polluting source (including a site used or formerly used as a petrol station). The site is assessed for the potential for land contamination in accordance with the ACT Government Strategic Plan – Contaminated Sites Management 1995 and the Contaminated Sites Environment Protection Policy 2000. If land contamination is identified, the development complies with the requirements of Environment Protection Authority.</p> <p>Notes: If no evidence of assessment of the site for land contamination is provided, the application may be referred to the relevant agency in accordance with the requirements of the <i>Planning and Development Act 2007</i>. A condition of approval may be imposed to ensure compliance.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>	<p>Not applicable.</p> <p>An assessment in accordance with the ACT Government Strategic Plan – Contaminated Sites Management 1995 and the ACT Environment Protection Policy 2000 is only triggered when a change to the lease purpose or land use where past use of land may have caused contamination.</p> <p>This proposal does not propose any changes to the lease purpose. Furthermore, a Phase 1 and 2 Environmental Site Assessment, Dickson Commercial Centre, Block 21 Section 30 Dickson ACT, dated 12 February 2013, prepared by Environmental Strategies for the then LDA, found that the past use of the land did not cause any contamination.</p>
14.2 Erosion and Sediment Control		
<p>R103</p> <p>This rule applies to sites 3,000m² or larger. The development complies with an erosion and sediment control plan endorsed by the ACT Environment Protection Authority.</p> <p>Notes: If no evidence of assessment of the site for erosion and sediment control is provided, the application may be referred to the relevant agency in accordance with the requirements of the <i>Planning and Development Act 2007</i>. A condition of approval may be imposed to ensure compliance.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>	<p>Complies with rule.</p> <p>The application is supported by a site establishment and construction access plan which provides preliminary details of sediment control measures.</p> <p>Details are to be circulated to the EPA for endorsement.</p>

3 GENERAL CODES

3.1 Parking and Vehicular Access General Code

The Parking and Vehicular Access General Code sets out the parking provision rates and locational requirements for development within the ACT. Northrop Consultant Engineers have prepared an assessment of the anticipated traffic generation and the level of parking required for the proposed development. A copy of the traffic report accompanies the DA.

3.2 Bicycle Parking General Code

The Bicycle Parking General Code sets out the bicycle parking provision rates and locational requirements for development within the ACT. Northrop Consultant Engineers have prepared an assessment of the bicycle parking and facilities required for the proposed development. A copy of the traffic report accompanies the DA.

3.3 Access and Mobility General Code

The Access and Mobility General Code sets out the requirements for accessibility and adaptable housing. Indesign Access has prepared an assessment of the proposed development against the Access and Mobility General Code. A copy of the Access Compliance Report accompanies the DA.

3.4 Crime Prevention Through Environmental Design General Code

Knight Frank Town Planning have completed an assessment of the proposed development against the Crime Prevention Through Environmental Design principles. The report and accompanying statement against criteria for the CPTED General Code accompanies this DA.

3.5 Signs General Code

Concept level signage is proposed for the development and relates to way finding/informational signs for the parking, loading dock/waste area, retail/commercial tenancy and residential building name. Signage that contains the development name 'Dickson Village' will be located on highly prominent corners on Antill Street, Badham Street and Road A elevations. The signage will be the subject of a further development application as may be required and therefore has not been assessed against the Signs General Code.

3.6 WaterWays: Water Sensitive Urban Design General Code

THCS have prepared an assessment of the Water Sensitive Urban Design (WSUD) requirements for the proposed development. A copy of the WSUD plans accompanies the DA.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN REPORT

Dickson Village

**Block 21 Section 30
DICKSON ACT 2602**



For the use of
Environment, Planning and Sustainable Development Directorate

December 2018

Knight Frank Town Planning
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Enquiries should be addressed to Knight Frank Town Planning.

Contents



Qualifications

1	Background & Structure of Report	1
2	CPTED Risk Assessment	2
2.1	Methodology	2
2.2	The Site	3
2.3	Surrounding Area and Uses	4
2.4	Preliminary Review of Local Population Characteristics	8
3	Assessment Against CPTED Principles	16
3.1	Introduction	16
3.2	Building Design	16
3.3	Landscaping	19
3.4	Lighting	20
3.5	Natural Surveillance and Sightlines	21
3.6	Signage	21
3.7	Land Use Mix	22
3.8	Spaces Safe from Entrapment	22
3.9	Management and Maintenance	22
3.10	Territory Reinforcement	23
3.11	Target Hardening	23
4	Assessment Against CPTED General Code	24
4.1	Statement Against Criteria – CPTED General Code	25

1 Background & Structure of Report

This report has been commissioned by the proponent, Coles Group Property Developments Ltd, to support a development application for the proposed development of Block 21 Section 30 Dickson. This report accompanies the development application for the site.

Crime Prevention Through Environmental Design (CPTED) is an integral element of modern land use planning and design. It aims to reduce the opportunities for crime by using design and place management principles that will maximise the effort required to commit crime and risk to offenders; whilst minimising the actual and perceived benefits of crime. CPTED recognises that any design strategy needs to be part of a holistic approach to crime prevention incorporating social, environment and community development strategies.

The Territory Plan sets out specific requirements for CPTED principles, within the General Code. These principles are more pervasive and require a detailed analysis relative to the characteristics of the site. The ACT Crime Prevention & Urban Design Resource Manual (the Manual), while focused on the planning and development of public spaces, also provides a risk assessment methodology to inform the application of CPTED principles for development.

In response to the Manual, this report has been structured in the following way:

- Section 2 comprises a risk assessment, which includes a description of the site, its relationship to surrounding areas and a crime assessment;
- Section 3 identifies key CPTED principles and comments on how the proposal has responded to these principles;
- Section 4 comprises an assessment against the rules and criteria of the Code.

An assessment of the proposed Dickson Village has been completed against CPTED principles. This CPTED assessment should be considered in conjunction with the architectural, landscaping, lighting and engineering drawings in addition to a range of design response reports submitted with the DA. This report concludes that the proposal will integrate and reflect CPTED principles in the proposed design and development of Dickson Village for a mixed use development.

2 CPTED Risk Assessment

2.1 Methodology

The Manual recommends carrying out a risk assessment prior to developing design strategies, describing this as *'the most systematic way to determine which design strategies apply, based on the context of each specific site'*.

The Manual identifies four elements to the risk assessment:

1. A site visit to form an understanding of the site and its context;
2. A preliminary review of the context. The Manual describes this in terms of extensive public consultation;
3. A crime assessment drawing on available crime statistics, local demographics, mobility patterns and forecasts;
4. A design review.

Despite the above, the Manual also advises that the extent of the review process depends on the scale of the development.

The approach and recommendations of the Manual respond to its purpose; namely as a tool for designing public places. The terms are defined by the Territory Plan CPTED General Code, but only in respect of neighbourhood design.

In this instance, the proposal encompasses a single site development within an urban context. The relationship of the site to the surrounding area; including uses and the movement networks (roads, pedestrian pathways) is fixed. The scale and characteristics of the proposed development are such that a full assessment as per the recommendations of the Manual is not considered appropriate. In this instance, a more streamlined methodology has been adopted based on the following considerations:

- The site characteristics and its context, informed by a site visit carried out by Knight Frank Town Planning on Friday 7 December 2018. The site visit enables us to consider the manner in which the existing site interfaces with its environment with particular regard to CPTED principles;
- A preliminary review of the local population characteristics, addressing local demography and patterns of crime;
- Consideration of how the site interfaces with its environment, identification of the main issues to be addressed through CPTED and how CPTED principles have been integrated into the design of the proposal.

An assessment against the CPTED General Code has also been completed and forms part of this report.

2.2 The Site

The development site, known as Block 21 Section 30 Dickson, comprises an area of 7,867m² sited between Antill Street to the north, Badham Street to the west and Dickson Place (Road A) to the east and south. The site is currently occupied by an at-grade bitumen surfaced car park with a total of 237 car parking spaces servicing the Dickson Group Centre.

The northern and western boundaries are landscaped, with a number of trees located within the site boundaries.

There are existing movement networks (concrete footpaths and roadways) situated along the periphery of the site. Two vehicle crossings, with direct access from Dickson Place (Road A), via either Antill Street or Badham Street, are provided to the site. The alignment of the open movement networks provides clear and unobstructed visibility across the site. This allows a high level of surveillance by pedestrians and passing traffic.

Figure 1 comprises an aerial photograph showing the location of the site and the surrounding area.

Figure 1 – Aerial view of site and surrounds



Source: Actmapi (accessed December 2018)

2.3 Surrounding Area and Uses

The site is located on the corner of Antill and Badham Streets, at the northern boundary of the Dickson Group Centre. Both streets comprise a mix of land uses including commercial, retail and residential development.

The northern boundary of the site adjoins Antill Street providing a connection to Northbourne Avenue. Antill Street comprises one and two storey residential development on the northern side, whilst the southern side (adjacent to the site) provides health facility uses to the north-east whilst to the north-west are commercial uses, service station, a small at-grade car park providing approximately 60 car spaces and a residential development known as 'Nova', providing 125 residential units across five levels.

To the south is the main retail precinct of the Dickson Group Centre. The retail precinct comprises a mix of one and two storey retail developments. The Dickson Group Centre is currently anchored by a supermarket, fastfood outlets including McDonalds, cafes/restaurants, hotel/club, retail shops, financial establishments and the Dickson Library, all primarily concentrated around Dickson Place, to the east and south of the site.

To the south and west of Badham Street (the western boundary of the site) is Cape Street and Woolley Street. Cape Street consists of commercial, food outlets and residential developments including the recently constructed 'Malabar Apartments', consisting of 224 apartments in a six level 'U' shaped building and 'The Coventry', a mixed use development with ground floor commercial/retail outlets and multi-unit residential development on the upper levels. Woolley Street contains an array of multi-cultural eateries and small retail outlets.

Action bus stops are located along both sides of Antill Street (within approximately 20 metres of the site) with a number of services running early morning to late evening. The new Dickson bus interchange is located within 500 metres of the site.

The proposed light rail stop for Dickson is to be located west of the site within approximately 500 metres.

Figure 2 – View of existing development on Block 21 Section 30 Dickson



Figure 3 – View of existing development on Block 21 Section 30 Dickson



Figure 4 – View across Badham Street, to Nova Apartments from southern boundary of site



Figure 5 – View across Badham Street from western boundary of site



Figure 6 – View of McDonalds on Dickson Place from site



Figure 7 – Example of existing residential development on northern side of Antill Street



Figure 8 – Example of existing residential development on northern side of Antill Street

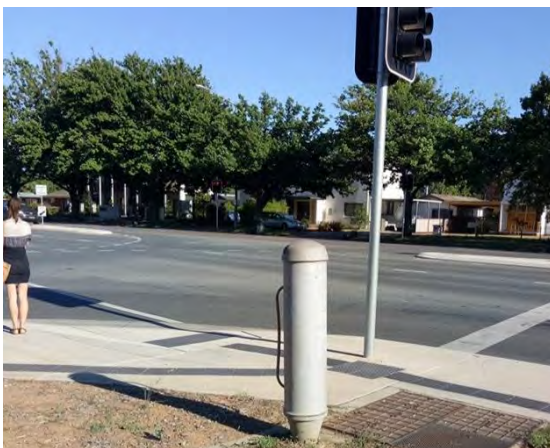


Figure 9 – View of existing movement networks on Antill Street (facing east)

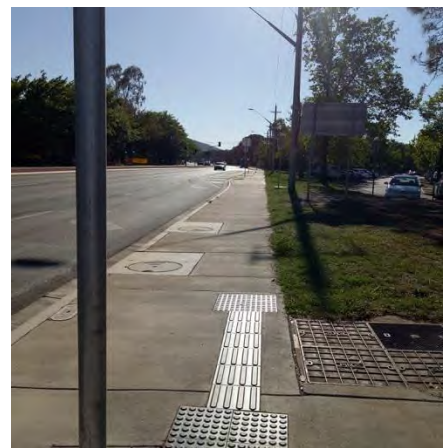


Figure 10 – View of existing movement networks on Antill Street (facing west)



Figure 11 – View of existing movement networks on Dickson Place (facing south)



Figure 12 – Example of existing movement network on Dickson Place (facing west)



Figure 13 – View of existing movement networks on Dickson Place (facing north)

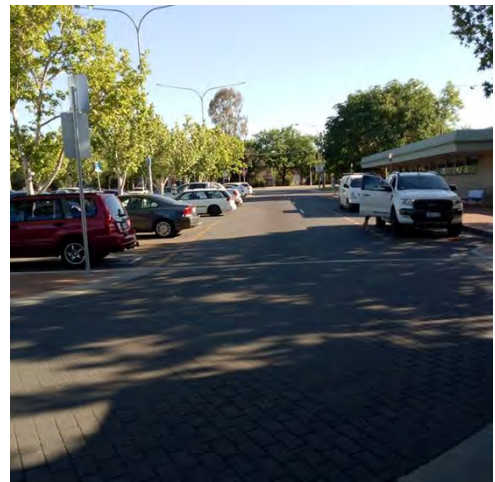


Figure 14 – View of existing movement networks on Dickson Place (adjacent to existing supermarket facing west)



Figure 15 – View of existing movement networks on Dickson Place (adjacent to existing supermarket facing east)



Figure 16 – View of existing movement networks on Badham Street (facing north)



Figure 17 – View of existing movement networks on Badham Street (facing south)

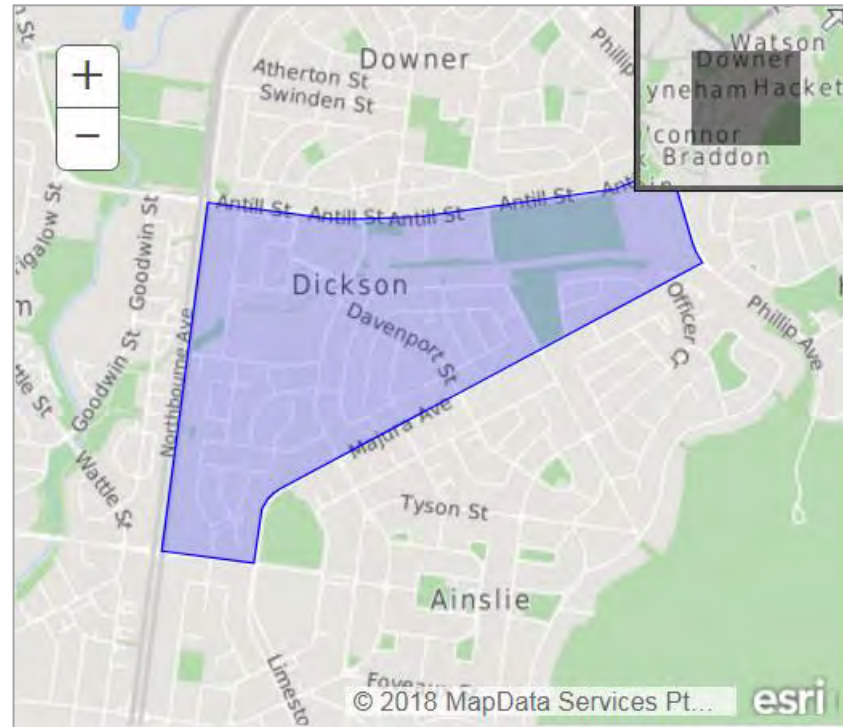


2.4 Preliminary Review of Local Population Characteristics

Demographics

The following data is taken from the 2016 Census (www.censusdata.abs.gov.au). Figure 18 identifies the Dickson area for the Census purposes.

Figure 18 – Dickson Census Area



In 2016, the suburb of Dickson had a population of 2,149 people, of which 1,095 (51.0%) were female with the remaining 1,053 (49.0%) being male. The median age in Dickson was 31 years which is slightly younger than the ACT average (35 years) and the national average (38 years).

There were reportedly 1,232 people employed in the labour force; of these 59.8% were in full time employment; 29.5% in part time employment and 5.7% unemployed. The most common occupation in Dickson was professionals at 40.3% which is higher than the ACT median of 30.5%. The second most common occupation was clerical/administrative workers at 15.3%; slightly lower than the ACT average of 16.9% with the third most common occupation being managers at 14.3%; lower than the ACT average of 15.9%. Other occupations include community & personal service workers (9.9%), technicians and trade workers (6.5%), labourers (5.6%), sales workers (5.4%) and machinery operators and drivers (1.3%). The median weekly personal income for people aged 15 years and over in Dickson was \$896; lower than the ACT median of \$998. The median family income in Dickson was \$2,350 (compared to the ACT average of \$2,445) whilst the median household income in Dickson was \$1,735 (ACT average of \$2,070).

Dickson is dominated by couple families. Couple families without children account for 46.2% of families while couple families with children account for 38.7%. The first category is higher than the ACT average (37.7%) whilst the second category is lower than the ACT average (47.1%). The proportion of one parent families is slightly lower than the ACT average (12.6% compared to 13.8%).

The housing stock in Dickson is heavily dominated by occupied dwellings comprising separate houses (which accounts for 48.6%; lower than the ACT average of 67.0%). The proportion of semi-detached/row/terrace house/townhouses is higher than that of the ACT average (23.1% compared to 17.7%). Flats/apartments account for 27.8%, higher than the ACT average of 15.0%. The average number of bedrooms per dwelling is 2.7 which is slightly lower than the ACT average of 3.1. The proportion of home owners is lower than seen in other parts of the ACT. 23.1% of dwellings are owned with a mortgage; lower than the ACT average (38.4%) and the national average (34.5%). 23.2% of dwellings are owned outright which is lower than the ACT (27.0%) and national (31.0%) averages. In comparison rented properties made up 51.2% which is approaching double the ACT (31.8%) and national (30.9%) averages.

It appears that whilst Dickson is heavily rented, the dominance of families within the suburb creates a local population which is relatively settled and well established. This degree of stability suggests a greater likelihood for stronger neighbourhood networks to develop.

Crime Assessment

The AFP crime statistics quantify the number of incidents per calendar quarter. Incidents are identified in one of 10 categories being:

Offence Types:

- Homicide
- Assault
- Sexual assault
- Offences against a person
- Robbery
- Burglary
- Stolen motor vehicles
- Property damage
- Other offences
- Theft (excluding motor vehicles)

Infringements:

- Traffic infringement notices
- Criminal infringement notices

Figures of 'other offences' have been excluded on the basis that this description provides no useful basis for CPTED analysis. Similarly, figures for 'traffic infringement notices' have not been considered on the basis that these relate to traffic management issues such as speeding, mobile use and seatbelts rather than CPTED design.

Table 1, below, identifies the rate of incidents for 2017 and the first three quarters of 2018 (1 January – 30 September), the average rate of occurrence and ranks each incident type in order of occurrence.

Table 1 – Incidents in Dickson

Incident Type	Q1 2017	Q2 2017	Q3 2017	Q4 2017	Q1 2018	Q2 2018	Q3 2018	Average Rate	Ranking
Homicide	0	0	0	0	0	0	0	0.00	9
Assault	7	10	12	4	11	12	4	8.57	4
Family & domestic violence	4	1	2	0	0	7	1		
Non family & domestic violence	3	9	10	4	11	5	3		
Sexual assault	2	2	2	1	0	2	0	1.29	6
Other offences against the person	0	1	0	1	1	1	1	0.71	8
Robbery	1	2	1	1	1	1	1	1.14	7
Armed robbery	0	2	0	1	1	0	1		
Other robbery	1	0	1	0	0	1	0		
Burglary	24	7	16	11	9	7	7	11.57	3
Dwellings	7	3	10	6	2	2	3		
Commercial	8	1	5	4	3	0	0		
Other burglary	9	3	1	1	4	5	4		
Stolen motor vehicles	6	6	11	3	1	4	4	5.00	5
Property damage	17	19	21	14	16	12	12	15.86	2
Theft (excluding SMV)	49	36	38	57	41	42	36	42.71	1

* Light grey text denotes break down of incident offence type as per ACT Policing crime statistics.

Table 1 identifies ‘Theft (excluding SMV)’ as being the most frequent incident type with an average of 42.71 occurrences over a twenty month period. ‘Theft’ is defined as:

The unlawful taking or obtaining of money, goods, services (other than from motor vehicles), or non-motorised vehicles, without the use of force, threat of force or violence, coercion or deception, with the intent to permanently deprive the owner/possessor of the use of the money or goods. Additionally, the taking of another person’s motor vehicle parts or its contents illegally, whether or not this also involves the taking of the motor vehicle.

‘Property damage’ is the second most frequent incident type with an average of 15.86 occurrences over the twenty month period. ‘Property damage’ is defined as:

The willful and unlawful destruction, damage or defacement of property excluding pollution. This includes property damage by fire or explosion, graffiti or other method.

‘Burglary’ is the third most frequent incident type with an average of 11.57 occurrences over the twenty month period. ‘Burglary’ is defined as:

The unlawful entry of a structure with the intent to commit an offence, where the entry is either forced or unforced. A structure is defined as a building that is contained by walls and can be secured in some form. This includes (but is not limited to) a dwelling (e.g. a house, flat, caravan), office, bank, shop, factory, school or church.

'Assault' is the fourth most frequent incident type with an average of 8.57 occurrences over the twenty month period. 'Assault' is defined as:

Any act (excluding attempted murder and those resulting in death) which are intended to cause non-fatal injury or harm to another person and where there is no sexual or acquisitive element.

The rates of other types of crime are particularly low and are not considered to be of significance.

We have compared rates from 2014 – 2017 and the first three quarters of 2018 (Jan-Sep) in Table 2 to ascertain if the rates of occurrences for 'Theft', 'Property damage', 'Burglary' and 'Assault' are the norm of if they represent an increase or decrease from past trends.

Table 2 – Comparison for Dickson Incidents

Incident Type	2014	2015	2016	2017	2018
Theft (excluding SMV)	253	272	169	180	119
Property damage	76	76	38	71	40
Burglary	46	50	26	58	23
Dwellings	19	25	12	26	7
Commercial	8	11	6	18	3
Other burglary	19	14	8	14	13
Assault	41	35	29	33	27
Family & domestic violence	13	16	14	7	8
Non family & domestic violence	28	19	15	26	19

* Light grey text denotes break down of incident offence type as per ACT Policing crime statistics.

Figure 19, below, provides a graphical representation of the crime rates in Table 2 to illustrate the movement in trends over the past four years.

Figure 19 – Graphical Representation of the Dickson Crime Rates

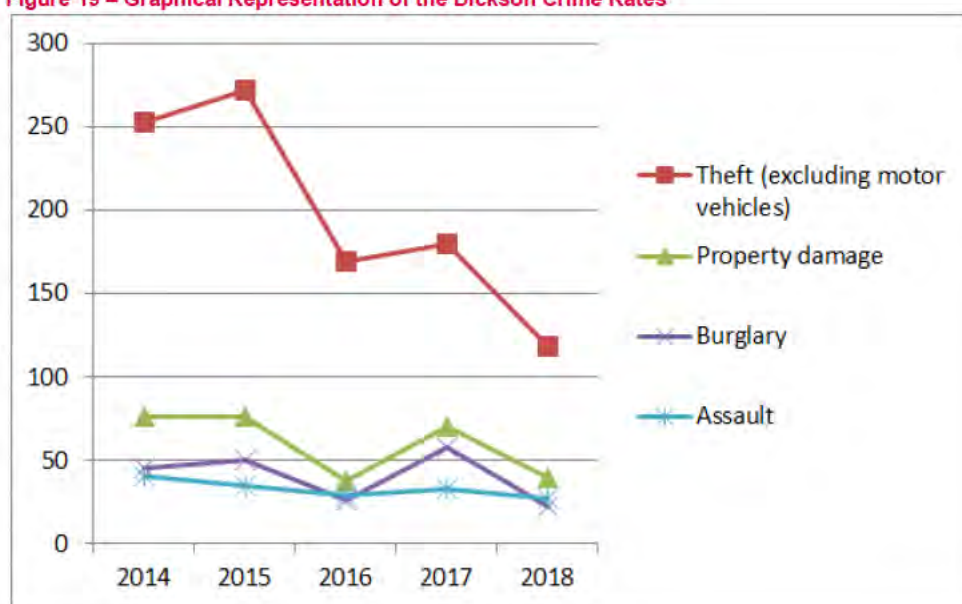


Table 2 demonstrates that 'Theft' remains the main source of crime in Dickson. Figure 19 shows that whilst there have been spikes in the crime rates, particularly around 2015 & 2017, there has however since 2014 been a decrease in the overall rates.

It should be noted that the crime statistics are based on reports received and do not distinguish between substantiated or unsubstantiated reports. Potential factors to explain spikes in crime rates could be an increased number of people are reporting the crimes, criminal groups operating within an area or increase in construction activity which may lead to an increase in theft from tradesmen's vehicles. Upon completion of the development and the occupation of dwellings, the crime rates have the potential to be reduced due to an increased rate of natural surveillance.

We have also compared other Inner Canberra and Belconnen suburbs which contain a Group Centre to ascertain if the rates of occurrence for the four incidents contained in Table 2 are the norm for suburbs with Group Centres or if it is isolated to Dickson only. For the purpose of this exercise we have compared Macquarie (Jamison Group Centre), Kaleen (Kaleen Group Centre) and Kingston (Kingston Group Centre).

Table 3, overleaf, identifies the rate of incidents for 2014 – 2017 and the first three quarters (Jan – Sep) of 2018.

Table 3 – Comparison for Group Centre Incidents

	Theft					Property damage					Burglary					Assault				
	2014	2015	2016	2017	2018	2014	2015	2016	2017	2018	2014	2015	2016	2017	2018	2014	2015	2016	2017	2018
Dickson	253	272	169	180	119	76	76	38	71	40	46	50	26	58	23	41	35	29	33	27
											D 19 C 8 OB 19	D 25 C 11 OB 14	D 12 C 6 OB 8	D 26 C 18 OB 14	D 7 C 3 OB 13	F&DV 13 NF&DV 28	F&DV 16 NF&DV 19	F&DV 14 NF&DV 15	F&DV 7 NF&DV 26	F&DV 8 NF&DV 19
Macquarie (Jamison)	80	88	78	106	46	35	56	40	60	33	35	23	14	21	24	11	10	27	22	20
											D 17 C 2 OB 16	D 10 C 4 OB 9	D 7 C 5 OB 2	D 15 C 2 OB 4	D 15 C 3 OB 6	F&DV 5 NF&DV 6	F&DV 4 NF&DV 6	F&DV 19 NF&DV 8	F&DV 17 NF&DV 5	F&DV 8 NF&DV 12
Kaleen	115	100	72	92	48	40	63	48	46	22	27	21	16	33	21	20	14	27	23	22
											D 25 C 1 OB 1	D 12 C 6 OB 3	D 13 C 1 OB 2	D 26 C 5 OB 2	D 13 C 4 OB 4	F&DV 12 NF&DV 8	F&DV 3 NF&DV 11	F&DV 15 NF&DV 12	F&DV 15 NF&DV 8	F&DV 8 NF&DV 14
Kingston	118	214	132	208	134	62	114	72	110	83	36	57	68	65	48	12	26	23	29	7
											D 25 C 5 OB 6	D 20 C 14 OB 23	D 19 C 19 OB 30	D 31 C 7 OB 27	D 25 C 4 OB 19	F&DV 2 NF&DV 10	F&DV 11 NF&DV 15	F&DV 10 NF&DV 13	F&DV 13 NF&DV 16	F&DV 4 NF&DV 3

Figure 20 – Graphical Representation of Group Centres Crime Rates

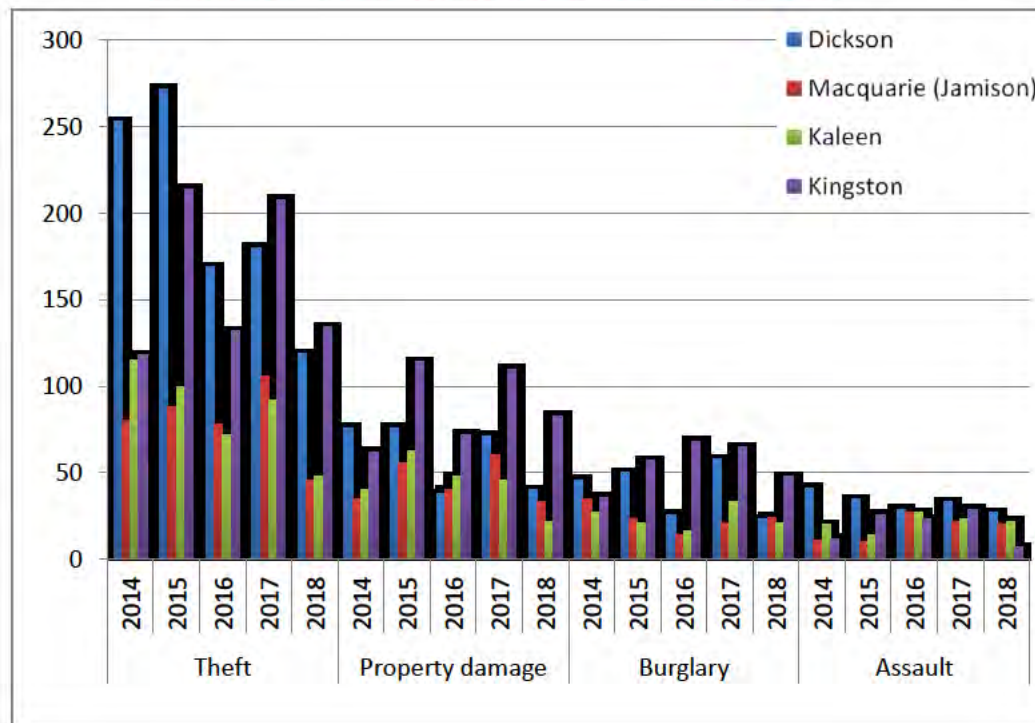


Table 3 shows that the rates of occurrence in Dickson appear to be similar for Group Centres comprising a mixture of residential and commercial activities.

Figure 20 provides a graphical representation of the crime rates in Table 3 to illustrate the movement in trends over the past four years in Group Centres.

The above comparison suggests that while Dickson Group Centre does experience crime, actual occurrences sit within similar levels experienced by other Group Centres within North Canberra and Belconnen. The development of the Dickson Village Precinct (supermarket, retail and residential) will introduce further activity within the vicinity increasing the level of surveillance leading to reduced opportunities for offenders.

As a comparison to the suburbs that contain Group Centres, we have also reviewed the crime rates for the suburbs that surround Dickson. For the purpose of this assessment we have focused on Dickson, Lyneham, Braddon, Downer and Watson.

Table 4, overleaf, identifies the rate of incidents for 2014 – 2017 and the first three quarters (Jan – Sep) of 2018.

Table 4 – Comparison for Inner North Suburbs

	Theft					Property damage					Burglary					Assault				
	2014	2015	2016	2017	2018	2014	2015	2016	2017	2018	2014	2015	2016	2017	2018	2014	2015	2016	2017	2018
Dickson	253	272	169	180	119	76	76	38	71	40	46	50	26	58	23	41	35	29	33	27
											D 19 C 8 OB 19	D 25 C 11 OB 14	D 12 C 6 OB 8	D 26 C 18 OB 14	D 7 C 3 OB 13	F&DV 13 NF&DV 28	F&DV 16 NF&DV 19	F&DV 14 NF&DV 15	F&DV 7 NF&DV 26	F&DV 8 NF&DV 19
Lyneham	203	211	172	196	119	70	70	64	79	59	67	51	32	75	56	46	26	35	28	26
											D 42 C 6 OB 19	D 30 C 9 OB 12	D 18 C 4 OB 10	D 58 C 4 OB 13	D 25 C 6 OB 25	F&DV 16 NF&DV 30	F&DV 6 NF&DV 20	F&DV 11 NF&DV 24	F&DV 10 NF&DV 18	F&DV 14 NF&DV 12
Braddon	361	406	310	260	193	149	193	157	127	76	62	85	86	57	63	69	53	59	43	29
											D 40 C 3 OB 19	D 55 C 7 OB 23	D 60 C 7 OB 19	D 35 C 3 OB 19	D 37 C 3 OB 23	F&DV 26 NF&DV 43	F&DV 14 NF&DV 39	F&DV 25 NF&DV 34	F&DV 12 NF&DV 31	F&DV 4 NF&DV 25
Downer	42	35	35	34	32	17	25	30	27	15	18	15	15	17	15	2	9	17	14	9
											D 18 C 0 OB 0	D 13 C 0 OB 2	D 13 C 0 OB 2	D 15 C 0 OB 2	D 11 C 1 OB 3	F&DV 2 NF&DV 0	F&DV 4 NF&DV 5	F&DV 11 NF&DV 6	F&DV 7 NF&DV 7	F&DV 6 NF&DV 3
Watson	85	77	69	93	45	30	55	43	72	41	50	36	22	25	13	26	13	24	24	14
											D 43 C 0 OB 7	D 23 C 1 OB 12	D 11 C 2 OB 9	D 15 C 5 OB 5	D 9 C 2 OB 2	F&DV 16 NF&DV 10	F&DV 8 NF&DV 5	F&DV 9 NF&DV 15	F&DV 11 NF&DV 13	F&DV 6 NF&DV 8

Figure 21 – Graphical Representation of Inner North Suburbs Crime Rates

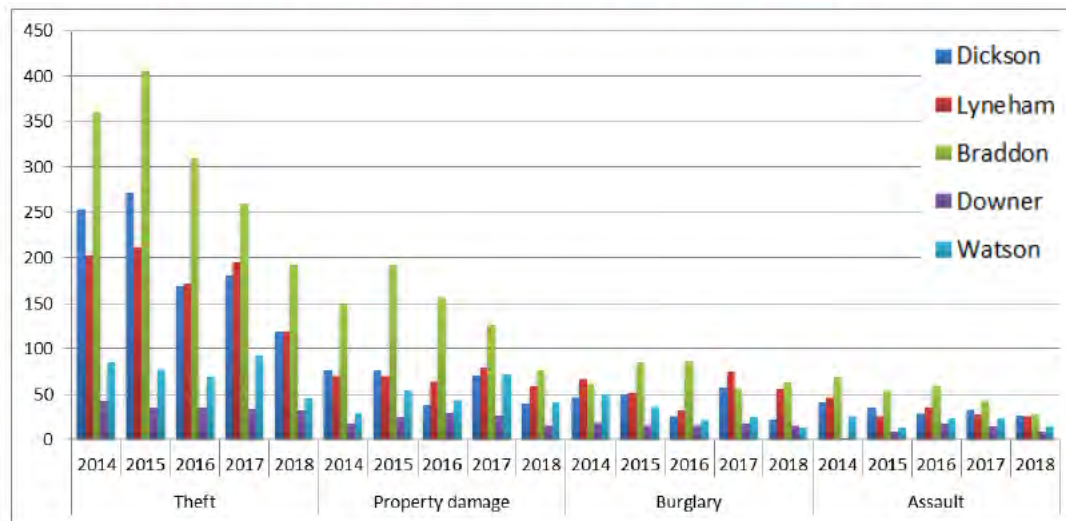


Table 4 shows that the rates of occurrence in the surrounding inner north suburbs appear to be similar.

Figure 21 provides a graphical representation of the crime rates in Table 4 to illustrate the movement in trends over the past four years in the inner north.

The above comparison suggests that while Dickson does experience crime, actual occurrences sit within similar levels experienced by other suburbs within Inner North Canberra. The development of the Dickson Village Precinct will introduce further diverse range of activities that occur over a 24 hour period within the vicinity increasing the level of surveillance leading to reduced opportunities for offenders.

3 Assessment Against CPTED Principles

3.1 Introduction

The Manual identifies eight issues to be addressed as part of CPTED:

- Building design
- Landscaping
- Lighting
- Natural surveillance and sightlines
- Signage
- Land use mix
- Spaces safe from entrapment
- Management and maintenance

In addition, the Territory Plan CPTED General Code references the principles of:

- Territorial reinforcement
- Target hardening

The manner in which these principles are addressed by the proposal is discussed below.

3.2 Building Design

Concept

The design of buildings can contribute to community safety by reducing opportunities for entrapment and fostering natural surveillance. Allowing clear sightlines and opportunities for users of buildings to both see into and out of buildings before entering and exiting (particularly at night time) can increase safety and perception of safety.

The Manual recommends locating the lowest risk activities in the highest risk areas to increase activity and surveillance. It also recommends that perimeter fencing be visually permeable and that hidden areas and blind corners be designed out.

Application

The proposed development consists of the redevelopment of an at-grade car park. The redevelopment consists of a seven storey mixed use development incorporating a supermarket, ground floor retail tenancies, 140 residential units, basement and podium car parking as well as resident communal areas and a publicly accessible square known as New Dickson Square.

Retail/Commercial Component

The retail/commercial component of the development is located on the ground floor comprising eight retail shops and a supermarket. The retail tenancies are orientated towards the southern and eastern elevations. The supermarket component of the development is orientated with the main entry facing towards the public square. Access to the ground floor retail/commercial component is via the basement carpark travelator or Road A (a shared zone).

A natural access control is accomplished by using a combination of the pedestrian pathway and landscaping to direct users to the entrance. Clear lines of sight between the retail/commercial tenancies, square, basement car park entry and the surrounding movement networks will be maintained.

The retail/commercial car parking, located in the two basement levels, is accessed off Road A which is adjacent to the main retail/commercial entries, attracting vehicle and pedestrian activity allowing for natural surveillance which creates a natural 'community policing' of the area. In addition there are three on-street drop off/pick up car parking spaces on Road A located immediately adjacent to the square.

Bicycle parking is provided throughout the retail/commercial component (adjacent to the retail tenancies along Road A, the square and the Dickson Library). The location of the bicycle parking will create pedestrian activity allowing for natural surveillance of the public spaces within the retail/commercial component.

The retail tenancies will have a shared waste enclosure whilst the supermarket will have a separate waste enclosure. However, all waste enclosures are located on the ground floor on the northern elevation, within the loading dock area, contained within the building. The building manager will transfer the commercial waste hoppers to the waste collection zone located on the ground floor. The combination of the location and access control to the waste facilities will ensure that there will be no unauthorised use, i.e. the waste facilities cannot be used by an intruder to gain access to windows or doors.

A public toilet facility is proposed to be provided on the ground floor within the commercial/retail area, adjacent to the residential car parking entrance.

Fire stair exists on the street level will have access control via security systems to ensure the fire doors are locked from the exterior.

Residential Component

The residential component will comprise 140 units. The proposed layouts of the dwellings will allow clear sightlines and opportunities for connections to occur naturally. The residential letterboxes will be located in the residential lobby. The residential lobby will have access control by way of a swipe card/fob arrangement to deter illegitimate users from the entering the area.

The dwellings are orientated towards public space including streets, movement networks and other development with habitable room windows, private open space/balconies of the dwellings facing public areas which enhance the natural surveillance of the surrounding area which in turn decreases the risk for potential offenders.

Two shared waste collection rooms will be provided on Level 1, the residential parking floor, adjacent to the lift services. Hoppers from the collection rooms will be transferred to the waste enclosure on the ground level by building management. The residential waste enclosure on the ground floor is housed in the loading dock area (in the north-east corner).

The location of the residential waste room on Level 1 adjacent to the lift cores will restrict access to the waste collection rooms to residents and the building manager ensuring that no unauthorised use and reducing the potential for unauthorised users within the area. Access to the hoist between the Level 1 and ground waste rooms will be restricted to the building manager.

Car Parking

CPTED principles for car park design focuses on surveillance, access control and activity/space management and maintenance as follows:

- **Natural surveillance:** Limits the opportunity for crime by designing spaces and buildings that foster human activity and interaction as well as overlooking of the environment. It is thought to be an ideal form of crime deterrence as casual incidences may be observed and also the offender perceives that they are more likely to be seen. Natural surveillance can be enhanced by designing buildings and landscapes to allow unobstructed views into parking areas, windows and doorways. Lighting can also improve visibility.
- **Access control:** Access control treatments may include natural, technical and/or organised access controls and are used to restrict, channel and encourage people and vehicles into, out and around developments. Effective access controls can be achieved by using physical and symbolic barriers that channel pedestrians into areas and will increase the time and effort associated with a crime.
- **Activity/Space Management & Maintenance:** Management and maintenance are important for crime prevention, as a run down or vandalised appearance can contribute to a perception that an area is not used and therefore available for use for anti-social behaviours. Good activity/space management will encourage legitimate use of the space.

The basement car park is for public use. The car park configuration has been designed on a grid system and has implemented circular movement of traffic around the car park. The car park has been designed with a dedicated separate vehicular entry and exit points and will provide a mixture of long and short term parking.

The residential/retail tenant car parking is located on the Level 1 podium with separate secure access off Road A (eastern side, near the intersection of Road B). This area will generate activity from vehicles exiting the Dickson Group Centre from the eastern side in addition to pedestrian and cyclists activity that will allow for natural surveillance and create a natural 'community policing' of the space.

Both the basement and podium level car parks have grid rows, which increase natural surveillance allowing for good sightlines across the car park and between vehicles; this allows users to "see and be seen". The circular movement of traffic around the car parks restrict vehicles from simply taking the shortest route to and from the entry/exit. The circular movement allows a constant level of natural surveillance within the car parks.

The mixture of time length and a good level of lighting provided throughout the car park will contribute to enhance natural surveillance. We have assumed that a regular maintenance plan will be put in place to maintain the lighting within the car park. Internal obstructions have been minimised to ensure that no significant visual obstructions have been created within the car park. Way finding signage will be provided within the basement car park.

New Dickson Square

Dickson Square is a pedestrianised laneway area located on the ground floor adjacent to the commercial/retail tenancies. It is proposed to have fixed and movable furniture which will attract pedestrian activity and assist in creating natural community guardianship; leading to a perception of increased risk to potential offenders.

New Dickson Square has been designed as a wide open (open canopy above) unenclosed area which provides visible exit points to users allowing clear, unobstructed sightlines as the square is open and there are no 'dead ends'.

Lighting will be provided to the square which will adequately allow for a person to be clearly viewed by another person at a reasonable distance.

Street Furniture

Bench seating and bicycle parking is proposed to the New Dickson Square in landscaped surrounds. The location of the street furniture provides a connection with the adjoining retail/commercial component. This connection will provide greater observation and guardianship opportunities to the area.

3.3 Landscaping

Concept

Appropriate landscaping can be used to both enhance the amenity of an area and the perception of safety. Studies have found that the landscaping design and maintenance of the site as a whole correlates with user satisfaction and safety. Appropriate landscaping can promote opportunities for natural surveillance, allow sightlines through areas, direct pedestrian flows and avoid the creation of entrapment spots. Care should be taken to avoid the creation of secluded spots and in the selection of plants bearing in mind their shape and size as they mature.

Application

The application is supported by landscaping plans prepared by Turf Design Studio, who have prepared a purpose designed landscape solution.

Proposed plantings within the site boundaries and around the open public areas have been selected as they are either smaller growth, rounded/oval shape or have open canopies and clean trunks when mature. Maintaining a narrow trunk allows for views between plantings.

Furniture and other landscape elements in the design do not provide opportunities for people to hide. Seating within the landscaped areas has been positioned so that they are easily accessed and supervised by passing pedestrians and guardians (retail/commercial employees and residents).

The balance of landscaping comprises shrubs, screen planting and groundcovers positioned around the development creating an aesthetic appearance whilst ensuring view corridors and territorial reinforcement and maintained through the landscaping.

3.4 Lighting

Concept

Lighting is an important aspect of community safety and crime prevention, impacting on both actual crime and fear of crime. It is considered that the level of lighting in public spaces needs to be adequate for a person to be able to clearly view another person at a reasonable distance. Lighting should be appropriately located and consistent, except where it is necessary to highlight a specific area or feature.

Application

When assessing the lighting, consideration is given to the architectural design, human needs and the environment. A preliminary lighting concept plan has been prepared by S4B. It should be noted that whilst preliminary lighting plans have been prepared, a full lighting layout has not yet been completed. However, it is understood that the proposed lighting design will include the following:

- Lighting along Road A from Badham Street through to Antill Street has been designed to meet and exceed AS/NZS1158.3.1 Category P7 in accordance with the TCCS Dickson Lighting Masterplan. This provides a high level of vertical lighting to assist with facial recognition, occupant safety and amenity. Post top lighting has been utilised along the roadway, selected to reduce glare to improve visibility for people within the space. The 6.5m heights were selected to balance glare reduction whilst still maintaining the urban centre feel to help activate the space and tie in with the existing lighting.
- Lighting around the building is provided from the underside of the awning to allow higher light levels to assist with the activation of the retail frontage and differentiation between the roadway and pedestrian areas.
- Lighting has been included around the open canopy (New Dickson Square) to highlight the architectural feature and to guide people to the key interface between the building and the wider Dickson shopping precinct.
- The car parks will be lit utilising linear LED diffused batten style luminaires which are selected for their distribution which is both low glare and provides, high vertical illumination to enhance occupant safety, facilitate safe movement throughout the space and illuminate the whole space to reduce the gloomy cave effect common in many basement car parks.
- The loading dock and waste enclosures will utilise lighting similar to the car parks. These areas will typically be illuminated using linear LED diffused style luminaires however, they will be provided with enhanced light levels in accordance with AS/NZS1680.2.1.

3.5 Natural Surveillance and Sightlines

Concept

Natural surveillance limits the opportunity for crime by designing spaces and buildings that foster human activity and interaction as well as overlooking of the environment. It is thought to be an ideal form of crime deterrence as casual incidences may be observed and also the offender perceives that they are more likely to be seen. Natural surveillance can be enhanced by designing buildings and landscapes to allow unobstructed views into parking areas, windows and doorways. Lighting transparent building materials and appropriate landscaping can also improve visibility.

The Manual recommends locating the lowest risk activities in the highest risk areas to increase activity and surveillance. It also recommends that perimeter fencing be visually permeable and that hidden areas and blind corners be designed out.

Application

The proposed development is a mixed use development. The development will consist of retail/commercial space (8 retail tenancies and a supermarket) on the ground floor and a total of 140 residential units on the upper levels.

The site, by reason of its placement relative to movement networks (road carriageways, bicycle lanes and pedestrian footpaths) benefits from a good level of natural surveillance. The location and anticipated activity profiles associated with Dickson Village and surrounding development will provide a relatively high level of natural surveillance by reason of increased activity on the site.

Surveillance of the site from outside its boundaries is largely unobstructed and the alignment of the movement networks allows for largely unobstructed sightlines of the site. The proposed development has been designed to create opportunities “to see and be seen” including opportunities to see from the site perimeter and within the site.

3.6 Signage

Concept

An appropriate signage strategy can enhance way finding and direct people to safe places and routes. It can also reinforce messages of orientation and direction. The Manual advises that signs should be developed as a system with a consistent pattern based on a hierarchy of most important to least important messages and be accessible to people with visual impairment. As well as signs and graphics, legible environments can be created through building and site layouts; colour and texture coding and maps.

Application

Signage proposed for the development relates to way finding/informational signs for the parking, loading dock/waste area, retail/commercial tenancy and residential building name. Signage that contains the development name ‘Dickson Village’ is located on highly prominent corners on Antill Street, Badham Street and Road A elevations; thus reducing the potential for graffiti or vandalism to occur to the signage.

3.7 Land Use Mix

Concept

The mix of land uses can be harnessed to increase security, particularly relative to public areas. Facilitating a diverse range of activities that occur over a 24 hour period can increase a sense of vitality while also facilitating increased natural surveillance.

Application

The proposed development will be for a mixed use development. The development will consist of retail/commercial spaces on the ground floor and residential apartments on the upper levels. The range of uses will ensure an ongoing level of activity and consequential surveillance.

Whilst comprising an individual site, it is located within a commercial and residential environment and is centrally located to a range of other activities within the Dickson Group Centre.

3.8 Spaces Safe from Entrapment

Concept

Entrapment spaces are small confined areas that are adjacent to or near a well-travelled route and are shielded on three sides by some barrier. It is important to eliminate potential entrapment and hiding spaces to ensure that users can see a safe route and not be liable to attack in unsurveyed spaces. Further, unsurveyed spaces are unlikely to be used, thereby representing dead or wasted space. This will limit the amount of legitimate activity in the space and a further cycle of danger and non-use can occur.

Application

The proposed development aims to avoid entrapment spots through its use of access control treatments. Access control treatments may include natural (i.e. entry/exit points and landscaping); technical (i.e. swipe card/fob access) and/or organised access controls (i.e. neighbours, residents and users of the area) and are used to restrict, channel and encourage people and vehicles into, out and around developments. Effective access controls can be achieved by using physical and symbolic barriers that channel pedestrians into areas.

Concealment/entrapment opportunities will be reduced by allowing clear sightlines increasing the safety and perception of safety throughout the development.

3.9 Management and Maintenance

Concept

The Manual identifies management and maintenance as an important issue for crime prevention, as a run down or vandalised appearance can contribute to a perception that an area is not used and therefore available for use for anti-social behaviours.

Application

It is envisaged that as a new build, the development and its surrounding landscaping will be subject to an ongoing maintenance regime which will create a cared for image and ensure it presents well to the surrounding environment.

3.10 Territory Reinforcement

Concept

Territory reinforcement is described by the Territory Plan CPTED General Code as a means of developing and/or maintaining a sense of propriety for the space or development by establishing a sense of place and by clear delineation between private, semi-private and public realms, thereby deterring entry by 'unauthorised' persons.

Application

Territorial reinforcement is enhanced by natural surveillance, natural access control and environmental maintenance. The distinction between the public realm and the site (private area) will be made clear through the use of the physical design; a combination of the proposed landscaping, lighting and building design which will provide cues to help define the distinction between private land (the development) and the public realm. This will lead to trespassers, or potential trespassers, to perceive the facility to be privately owned and will more likely be discouraged from using the area.

3.11 Target Hardening

Concept

Target hardening is described by the Territory Plan CPTED General Code as a method of determining criminal activity by making it as difficult as practicable to steal or vandalise the property and includes making the physical security of the site stronger and increasing the perceived risk to an offender.

Application

The proposed development will encompass a CCTV system to cover the entry and exit for car parks, basement car parks, residential car park ramp, traveller and lift access points, airlock, under awning – speciality shopfronts, new Dickson Square and loading dock. The CCTV system is in addition to a lighting design, secure private open space and communal open space that in conjunction with natural surveillance provided by residents, users, passing pedestrians and vehicular traffic will deter people from undertaking unlawful activity on the site.

4 Assessment Against CPTED General Code

The Code applies to all developments across all zones in the ACT, except for development in rural and broadacre zones. The Code codifies the CPTED requirements for developments in the ACT.

The following pages respond to the relevant requirements of the Code and confirm that the proposal complies with the relevant rules and criteria.

4.1 Statement Against Criteria – CPTED General Code

Part A – General Controls

Element 1: Neighbourhood Design

Rules	Criteria	Response
1.1 Neighbourhood Design		
There is no rule applicable.	C1 Design is in accordance with the recommendations of a crime risk assessment as outlined in the ACT Crime Prevention and Urban Design Resource Manual.	Not applicable. This provision relates to applications for neighbourhood design (i.e. estate development plans). Notwithstanding this, a CPTED report providing an assessment in accordance with the principles contained in the ACT Crime Prevention and Urban Design Resource Manual has been prepared.

Element 2: Use

Rules	Criteria	Response
2.1 General Code		
There is no rule applicable.	C2 The development described in Table 1 meet the CPTED General Code.	Complies with criteria. Compliance against the CPTED General Code has been assessed.

Element 3: Public Realm

Rules	Criteria	Response
3.1 Open Space and Community (Shared) Areas		
There is no rule applicable.	C3 Natural surveillance of open space and community areas is provided by: a) Locating to adjacent activity centres; b) Encouraging pedestrian (or cyclist) movement through the space; c) Ensuring clear site lines from and between buildings and open space areas, community areas; and d) Designing out any entrapment spaces.	Complies with criteria. The development is located adjacent to existing residential development (Antill Street), commercial development, service station, fastfood outlet and the Dickson Group Centre. Clear sightlines are provided to, from and within the development. The proposed development will be designed to reduce the risk of creating entrapment spaces.
There is no rule applicable.	C4 Natural access is considered, providing clear entry and exit points and a legible, accessible route through the space.	Not applicable. No changes are proposed to the existing approved public realm accessible routes.

There is no rule applicable.	C5 Planting in public spaces do not obscure views along paths and streets, or to entrances and should not create secluded, hiding areas.	Complies with criteria. Proposed planting within the public spaces will not obscure views along movement networks and should not create secluded hiding areas.
There is no rule applicable.	C6 Selection of plant material are sturdy and in areas of high crime, to make it difficult to snap main growing stems, heavy standard (140-160mm girth) or semi-mature trees (200-270mm girth) should be used to increase their chance of survival.	Complies with criteria. Selection of plant materials is identified in the landscape plans and have been selected to create a sense the space is well maintained.
There is no rule applicable.	C7 Plant material, such as creepers or low hedges may be used to deter access and limit the opportunity for graffiti on fences and walls.	Complies with criteria. The selection of shrubs and groundcovers provides an aesthetic appearance whilst deterring improper access and vandalism/graffiti.
There is no rule applicable.	C8 Hard landscape features such as low walls, bollards are used to delineate movement areas from semi-private areas.	Complies with criteria. Landscaping features have been used to differentiate between public and private areas.
3.2 Children's Play Area		
There is no rule applicable.	C9 Children's play areas are located and designed to comply with each of the following: a) There is natural surveillance from adjoining areas; b) Adjacent areas are used by compatible groups; c) There are multiple entry/exits.	Not applicable. Children's play areas are not proposed.
3.3 Lighting		
There is no rule applicable.	C10 Provide a schedule of lighting showing that lighting complies with each of the following: a) AS1158 Lighting for roads and public spaces part 3.1: pedestrian area (category P) lighting – performance and design requirements; b) AS1158 Lighting for roads and public spaces part 2: computer procedures for the calculations of light technical parameters for category V and category P lighting; c) AS4282 The control of obtrusive effects of outdoor lighting, in the case of security lighting.	Complies with criteria. A lighting plan has been provided as part of the application. The external lighting has been designed to comply with Australian Standards.

<p>There is no rule applicable.</p>	<p>C11 Legitimate users and activities at night are encouraged by lighting: a) Spaces evenly and consistently (except where accent/feature lighting is necessary); b) Inset spaces, entries/exits and paths; c) To reduce the casting of shadows that could hide intruders; d) Directional signage; e) Building entries; f) Exterior to interior spaces evenly to allow for surveillance.</p>	<p>Complies with criteria. The site will benefit from a lighting plan which will ensure an appropriate level of lighting across the development.</p>
<p>There is no rule applicable.</p>	<p>C12 Areas that are not intended for night time are not lit and are closed off to pedestrians.</p>	<p>Complies with criteria. Lighting will be located across the site having regard to the activity and the frequency of activity. Areas not intended for night time activity will not be lit.</p>
<p>There is no rule applicable.</p>	<p>C13 Damage to light fixtures are minimised by selecting vandal resistant, high mounted light fixtures. All light bulbs are protected with a suitable lantern bowl.</p>	<p>Complies with criteria. Lighting within the site will be selected for robustness and to mitigate vandalism.</p>
<p>3.4 Signs</p>		
<p>R14 A statement is provided that all directional signage will comply with the requirements of AS1742.10 (1991) Manual of uniform traffic control devices – pedestrian control and protection.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>	<p>Complies with rule. Traffic signage is proposed in Road A (including the shared zone). Please refer to civil drawing AL-0121. All signage will be in accordance with the relevant Australian Standards.</p>
<p>There is no rule applicable.</p>	<p>C15 Locate signs so that they comply with each of the following: a) They are clearly visible from a distance at all times; b) They are not likely to be obscured by growing vegetation; c) They are strategically placed at entrances and near activity centres including bus stops, taxi rank and public facilities.</p>	<p>Complies with criteria. Commercial signs are strategically located on the main corners of Antill Street, Badham Street and Road A. The signs will be clearly visible from a distance and will not be obscured by vegetation.</p>
<p>There is no rule applicable.</p>	<p>C16 Provide legible signs for all users: a) Specify signs of high contrast, with light lettering on dark backgrounds with non-reflective surfaces; b) Signs should be developed as a system with a consistent pattern, based on a hierarchy of most important messages.</p>	<p>Complies with criteria. Being a mixed use development with ground level commercial and residential lobbies and public car park, signs for the development will consist of tenant, development and way finding signage.</p>

Element 4: Built Form

Rules	Criteria	Response
4.1 Interface between Buildings and Public Realm		
There is no rule applicable.	C17 Building entrances are easily identified, providing easy access to all users, affording visibility to and from the street and minimising the potential for hiding spots.	Complies with criteria. Building entrances will be easily identified. Hiding spots have been minimised by the building design.
There is no rule applicable.	C18 Provide clear sightlines from the building foyer so that occupants can see the nearest pedestrian area/car park before leaving the building.	Complies with criteria. Clear sightlines will be available to and from the building entrances.
There is no rule applicable.	C19 Recessed sections in the building elevation/façade are detailed and located so that there is opportunity for natural surveillance, for spill lighting and the potential for hiding is minimised.	Complies with criteria. Any designed recesses will be viewable from public areas increasing surveillance opportunities.
There is no rule applicable.	C20 Buildings are detailed in a manner that deters scaling (climbing) the building to access balconies from the ground and/or access between individual balconies.	Complies with criteria. Proposed treatments of elevations will prevent external climbing from occurring.
There is no rule applicable.	C21 Where buildings are set back from the street and/or pedestrian path, the area is developed to minimise hiding and entrapment spots.	Complies with criteria. The area between the buildings, existing and proposed pedestrian pathways and street frontages will be subject to a landscaping scheme to enhance natural surveillance. The buildings will be designed to avoid entrapment spots and opportunities for hiding.
4.2 Materials and Finish		
There is no rule applicable.	C22 Building materials and finishes are of an appropriate quality and detailed in a manner to: a) Reduce opportunities for graffiti and vandalism; b) Facilitate cleaning and replacement; c) Avoid facilitating illegal access to the building and to services.	Complies with criteria. Graffiti and vandalism are not major issues in the locality. However, opportunities have been reduced by the design of the building. Opportunities of surveillance from within the building and future maintenance programme will help to avoid facilitating illegal access to the buildings.

Element 6: Travel and Access

Rules	Criteria	Response
6.1 Pedestrian Routes, Bicycle Paths and Lanes		
There is no rule applicable.	<p>C23 Pedestrian routes, bicycle paths and lanes are designed to maximise opportunities for natural surveillance by:</p> <ul style="list-style-type: none"> a) Maintaining sightlines along paths between destination points; b) Allowing overlooking from adjacent areas. 	<p>Complies with criteria. The proposed pedestrian routes will maintain sightlines between the development and surrounding area and overlooking from adjacent areas. The existing bicycle paths will maintain existing sightlines.</p>
There is no rule applicable.	<p>C24 Provide direct access routes to buildings, streets, car parks and public transport. Signs should be used to assist pedestrians where it is not possible to establish clear sightlines between destinations.</p>	<p>Complies with criteria. Direct access connections to movement networks to and from the building, street and car parks have been provided.</p>
There is no rule applicable.	<p>C25 Security of pedestrian routes, bicycle paths and lanes are provided by:</p> <ul style="list-style-type: none"> a) Selecting and lighting 'safe routes' to the standard required for pedestrian areas so that these become the focus of legitimate movement after dark; b) Ensuring that laneways have more than one entrance to avoid "dead-ends" and entrapment spots, where possible. 	<p>Complies with criteria. Lighting has been designed to provide adequate levels to the movement networks. New Dickson Square has been designed as a wide open (open canopy above) unenclosed area which provides visible exit points to users, unobstructed sightlines as the square is open and there are no 'dead ends'.</p>
There is no rule applicable.	<p>C26 When planting adjacent to pedestrian/bicycle routes:</p> <ul style="list-style-type: none"> a) Ensuring there are open sightlines. Low planting (max height 600mm) and high-branching trees (2 metres) should be used; b) Avoiding tall bushes, dense shrubbery and dense clusters of trees, especially immediately adjacent to routes and at predictable stopping points such as road crossings. 	<p>Complies with criteria. The landscaping proposed adjacent to pedestrian routes has been developed to ensure open sightlines across the site.</p>
<p>R27 A statement is provided that pedestrian paths are designed in accordance with AUSTRROADS guide to traffic engineering practice part 13 – pedestrians.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>	<p>Complies with rule. Pedestrian paths will be designed in accordance with the relevant standards.</p>

<p>R28 A statement is provided that bicycle paths are designed in accordance with AUSTRROADS guide to traffic engineering practice part 14 – bicycles.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>	<p>Not applicable. New bicycle paths are not proposed as part of this development application. Notwithstanding the above, there are existing on-road bicycle lanes located on Antill Street and Badham Street (to the north and west boundaries of the site). These existing on-road bicycle lanes will be maintained.</p>
6.2 Pedestrian Underpasses and Overpasses		
<p>There is no rule applicable.</p>	<p>C29 The use of pedestrian underpasses is to be avoided. Where there is no practical or feasible alternative underpasses are designed: a) Wide enough to accommodate both pedestrian and cycle traffic; b) Straight and without recesses; c) With mirrors so pedestrians can see around corners if there is a turn of 60 degrees or more; d) With entrances and exits that are visible from shops, homes or other areas of frequent pedestrian traffic; e) To ensure there is no screening of entries/exits; f) With signs at each end indicating where it leads and an alternative route to use at night.</p>	<p>Not applicable. Pedestrian underpasses are not proposed.</p>
<p>There is no rule applicable.</p>	<p>C30 Overpasses are designed to reduce opportunities to throw missiles at cars or pedestrians.</p>	<p>Not applicable. Pedestrian overpasses are not proposed.</p>
6.3 Bus Interchange, Bus Stops and Taxi Ranks		
<p>There is no rule applicable.</p>	<p>C31 Locate bus stops and taxi ranks so that: a) Natural surveillance is possible; b) There are no walls, landscaping, fences or other structures which block sightlines to bus stops and taxi ranks; c) They are not located adjacent to vacant land, alleys, car parks or near possible entrapment spots; d) There are short, safe routes to bus stops and taxi ranks from night-time venues such as cinemas, theatres, etc.</p>	<p>Not applicable. Bus stops and taxi ranks are not proposed as part of this project.</p>

There is no rule applicable.	C32 Major bus stops and taxi ranks are well lit and protected from the weather, or adjacent to areas which are well lit or that provide protection from the weather.	Not applicable. Major bus stops and taxi ranks are not proposed.
There is no rule applicable.	C33 Directional signage makes it easy to find bus stops or taxi ranks and provides up-to-date passenger information.	Not applicable. Bus interchanges or hubs are not proposed.
There is no rule applicable.	C34 Interchanges are located on the same level as significant activity generators to avoid entrapment, increase natural surveillance and provide direct routes of access.	Not applicable. Interchanges are not proposed.

Element 7: Services

Rules	Criteria	Response
7.1 Automatic Teller Machines (ATMs)		
There is no rule applicable.	C35 Approaches and entrances to ATMs are highly visible and adequately lit so that people cannot loiter or enter without being seen.	Not applicable. ATMs are not proposed.
There is no rule applicable.	C36 Locations near licensed premises and bus stops should be avoided to discourage loitering by potential offenders.	Not applicable. ATMs are not proposed.
There is no rule applicable.	C37 Where ATMs are enclosed in a vestibule or similar, the vestibule should be securely glazed, adequately and secure from non-legitimate users.	Not applicable. ATMs are not proposed.
There is no rule applicable.	C38 Use bollards, or other landscaping, to restrict the potential for vehicle incursions.	Not applicable. ATMs are not proposed.
7.2 Local Waste Storage Facilities		
There is no rule applicable.	C39 Screening does not provide entrapment or hiding spots and safe access and adequate lighting is provided near the waste storage areas.	Complies with criteria. All waste enclosures are located on the ground floor on the northern elevation, within the loading dock area, contained within the building and are not accessible by the general public. Adequate lighting will be provided to the waste areas.

7.3 Local Utility Facilities		
There is no rule applicable.	C40 Air conditioning plants, meter boxes and other service points are mounted within a secure building/enclosure for protection.	Complies with criteria. All plant, including service points will be integrated into the proposed building.
7.4 Delivery and Storage Facilities		
There is no rule applicable.	C41 Ensure that: a) Delivery and storage areas are not isolated from the main building; b) Secure storage areas are provided for shop owners.	Complies with criteria. All storage areas will be integrated into the proposed buildings.
7.5 Public Toilets		
There is no rule applicable.	C42 Ensure that: a) Public toilets are located in obvious locations, but not in isolated areas of activity centres; b) Entrances are highly visible so that people cannot loiter or enter without being seen, particularly for toilets close to children's playgrounds; c) Public seating and telephones are located away from public toilets to avoid opportunities for loitering.	Complies with criteria. Public toilets are proposed to be located on the ground floor adjoining the retail tenancies. Public seating and telephones are not proposed near the toilets and opportunities for loitering have been avoided.
7.6 Public Telephones		
There is no rule applicable.	C43 Public telephones are located in obvious locations, are well lit and well signposted, e.g. near bus stops or taxi ranks.	Not applicable. Public telephones are not proposed.