

FINAL CPTED Assessment Proposed redevelopment of the Eastwood Shopping Centre

Prepared by Urbis on behalf of Yuhu Group

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URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

Director	Susan Rudland
Consultant	Sidonie Roberts
Job Code	SSP13316
Report Number	Final

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Executive Summary

Urbis Social Planning has been commissioned by Yuhu Group to undertake a Crime Prevention Through Environmental Design (CPTED) assessment for the proposed redevelopment of the Eastwood Shopping Centre.

A CPTED Assessment is an independent specialist study undertaken to identify and analyse potential improvements to design which may help to reduce crime and anti-social behaviour as per NSW Government best practice guidelines.

THE PROPOSAL

The Development Application (DA) seeks approval for the redevelopment of the Eastwood Shopping Centre into an integrated mixed use development with retail, commercial and residential uses.

POLICY REVIEW

The policy review identified that the priorities for crime prevention in the Ryde LGA are graffiti and steal from persons, retail and motor vehicles.

DEMOGRAPHIC PROFILE

The demographic profile of the 1km Study Area indicates an age profile similar to that of Greater Sydney, with a relatively high proportion of culturally and linguistically diverse (CALD) residents, highly educated residents and residents employed in white collar occupations. The 1km Study Area is also characterised by a relatively high proportion of family households and home ownership, as well as a relatively high average household income. There is a relatively high level of unemployment.

CRIME PROFILE

The crime profile of Ryde LGA and the area surrounding the Subject Site indicates that a key focus of this CPTED will be on minimising the risk of:

- Motor vehicle theft and steal from motor vehicle
- Malicious damage to property
- Break and enter (dwelling and non-dwelling)
- Steal from retail store.

CONSULTATION

Consultation on existing crime issues was sought from the City of Ryde, The NSW Police Ryde Local Area Command (LAC) and the Shopping Centre's Manager. Feedback included:

- Overall the rates of crime are low in the surrounding area and within the Shopping Centre
- The Chemist Warehouse in front of the Shopping Centre has a permanent security guard due to theft of merchandise being common – this is because the merchandise is desirable
- The current Shopping Centre does not offer retail which is highly desirable for theft – this may change with the new Shopping Centre
- The main safety issue currently in the area is traffic – the pedestrian crossing at Rowe Street and Rowe Street Mall is dangerous and busy
- Design interventions should focus on car park entry/exit points.

CPTED ASSESSMENT

Potential risk areas associated with the proposed redevelopment of the Shopping Centre which should be the focus of design mitigations include:

- Car park areas
- Entry and exit points
- The Hanging Garden
- Construction areas.

Recommendations have included access control measures (barriers, fences), active surveillance measures (CCTV, security), adequate lighting, adequate wayfinding and security signage, and use of appropriate landscaping and materials.

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1 Introduction

Urbis Social Planning has been commissioned by Yuhu Group to undertake a Crime Prevention through Environmental Design (CPTED) Assessment for the proposed redevelopment of Eastwood Shopping Centre.

1.1 AIM OF THIS REPORT

A Crime Prevention Through Environmental Design (CPTED) Assessment is an independent specialist study undertaken to identify and analyse potential improvements to design which may help to reduce crime and anti-social behaviour as per NSW Government best practice guidelines. These guidelines include four principles for assessment as outlined in Table 1 below.

TABLE 1 – CPTED PRINCIPLES

N	PRINCIPLE	DEFINITION
1	Natural surveillance	Involves maximising opportunities for passers-by or residents to observe what happens in an area (the 'safety in numbers' concept). This highlights the importance of building layout, orientation and location; the strategic use of design; landscaping and lighting. Natural surveillance is a by-product of well-planned, well-designed and well-used space. Higher risk locations can also benefit from organised surveillance, which involves the introduction of formal measures such as on-site security guards or CCTV.
2	Access control	Control of who enters an area so that unauthorised people are excluded, for instance, via physical barriers such as fences, grills etc.
3	Territorial reinforcement /ownership	People are more likely to protect territory they feel they own and have a certain respect for the territory of others. This can be expressed through installation of fences, paving, signs, good maintenance and landscaping. Territoriality relates to the way in which a community has ownership over a space.
4	Space management	Ensures that space is appropriately utilised and cared for. Space management strategies include: activity coordination (i.e. having a specific plan for the way different types of activities are carried out in space); site cleanliness; rapid repair of vandalism and graffiti; the replacement of burned out lighting and the removal or refurbishment of decayed physical elements.

Source: *Crime prevention and the assessment of development applications*, NSW Government Department of Planning, 2001

CPTED aims to influence the design of buildings and places by:

- Increasing the perception of risk to offenders 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"
- Removing conditions that create confusion about required norms of behaviour.¹

This report assesses CPTED principles against the design of the proposed development. Where crime risks are identified, the report makes recommendations in accordance with professional standards and statutory obligations.

¹ NSW Government Department of Urban Affairs and Planning (now the Department of Planning) *Crime prevention and the assessment of development applications*, 2001

1.2 METHODOLOGY

The following tasks have been undertaken as part of this CPTED assessment.

Stage 1: Policy Review

- NSW Government CPTED Guidelines
- City of Ryde 2025 Community Strategic Plan
- City of Ryde Development control Plan (DCP)
- City of Ryde Crime Prevention Plan 2011-2014
- City of Ryde Graffiti Action Plan 2014-2016.

Stage 2: Context Analysis and Crime Profile

- Review of architectural plans
- Site visit
- Community profile – development of the demographic profiles of the current and future population of the 1km Study Area and City of Ryde LGA.
- Crime data – review of crime statistics to identify potential local crime issues.
- Telephone interviews – with the Ryde LAC Community Safety Officer and the current Manager of the Eastwood Shopping Centre to identify potential issues, impacts and mitigations.

Stage 3: CPTED Assessment and Recommendations

- Workshop 1 with the architect
- Identification of potential crime risks associated with the proposed development
- Identification of potential mitigation measures
- Workshop 2 with the architect.

1.3 SITE CONTEXT

The Eastwood Shopping Centre is located adjacent to the Eastwood Train Station. It is bounded by Rowe Street to the north, W Parade to the east, Rutledge Street to the south and Trelawney Street to the west. Access to the Shopping Centre's existing car park is via a ramp off Trelawney Street and a ramp off W Parade.

Figure 1 below shows the site boundary and the local context.

FIGURE 1 – SITE LOCATION



Source: Urbis, 2016

1.4 THE PROPOSAL

The Development Application (DA) seeks approval for the redevelopment of the Eastwood Shopping Centre into an integrated mixed use development with retail, commercial and residential uses. Works include:

- Demolition of all buildings and associated structures across the site;
- Construction of seven (7) buildings across the site accommodating the following land uses:
 - Retail and commercial uses at Lower Ground and Ground Levels, including a major supermarket, mini-major supermarket, speciality retail, fresh food, slow and fast food, kiosks, pharmacy, medical centre, gymnasium and commercial office space.
 - Shop top housing: 443 residential apartments across the upper levels of all buildings. Six (6) buildings accommodate above ground residential only (Buildings AA, BA, BB, CA, CB & DA) and the upper four levels of Building DB are residential.
 - Four levels of commercial office space (including ground level) within Building DB.
- Four levels of basement car parking and loading to service all activities on the site;

- Two new open air through site pedestrian links between Rowe Street and Rutledge Street and a publicly accessible market hall, supported by active frontages, outdoor seating and pedestrian amenities.
- New vehicle access arrangements for residents, visitors, retail patrons and service vehicles; and.
- Landscape works within the site.

Table 2 below shows the proposed mix of uses.

TABLE 2 – PROPOSED MIX OF USES

COMPONENT		PROPOSAL
Site area		12,755m²
GFA	Retail	11,878.2 m ²
	Residential	9,115.5 m ²
	Commercial	3293.5 m ²
	Total	54,287.2 m²
Height (maximum)	Building AA	21.2m to 26.8m / Part 6 and Part 8 storeys
	Building BA	20.35m to 21.95m / 6 storeys
	Building BB	21.4m to 27.65m / Part 6 and Part 8 storeys
	Building CA	35.9m to 38.3m / 11 storeys
	Building CB	42.4m to 44.4m / 13 storeys
	Building DA	36.85m to 39.65m / 11 storeys
	Building DB	33.85m to 35.8m / 10 storeys
Unit mix	1 bedroom	167
	2 bedroom	255
	3 bedroom	21
	Total	443
Parking	Retail	457 car spaces (including 14 accessible spaces)
	Residential	525 car spaces (including 86 accessible spaces)
	Residential: visitor	46 car spaces (including 2 accessible spaces)
	Commercial	82 car spaces (including 3 accessible spaces)
	Total	1,110

Figure 2 overleaf shows a snapshot of the development concept plans. Please see Appendix B for full concept plans.

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2 Policy Context

This section provides a review of relevant City of Ryde policy documents, including:

- City of Ryde 2025 Community Strategic Plan
- City of Ryde Development Control Plan (DCP)
- City of Ryde Crime Prevention Plan 2011-2014
- City of Ryde Graffiti Action Plan 2014-2016.

2.1 CITY OF RYDE 2025 COMMUNITY STRATEGIC PLAN (2013)

The City of Ryde *2025 Community Strategic Plan* (2013) establishes the overall direction for long term planning for the City of Ryde. Its vision is for “The City of Ryde: the place to be for lifestyle and opportunity”.

The vision includes seven outcomes for:

- A city of liveable neighbourhoods
- A city of wellbeing
- A city of prosperity
- A city of environmental sensitivity
- A city of connections
- A city of harmony and culture
- A city of progressive leadership.

A City of Liveable Neighbourhoods includes “a range of well-planned clean and safe neighbourhoods, and public spaces, designed with a strong sense of identity and place”.

Goal 1 under this outcome is that “all residents enjoy living in clean, safe, friendly and vibrant neighbourhoods”.

Two of the three strategies to achieve this are:

- To create welcoming neighbourhoods that are inviting, safe and enjoyable
- To support a variety of uses and activities in our neighbourhood, which contribute to a desirable lifestyle.

In catering to population growth and changing demographics, the Plan recognises the importance of maintaining local identity, protecting heritage and encouraging urban design which provides safety and accessibility for everyone.

The City of Connections outcome supports access to, from, and within the City of Ryde by providing safe, reliable and affordable public and private transport and communication infrastructure.

Goal 1 under this outcome is “our residents, visitors and workers are able to easily and safely travel on public transport to, from and within the City of Ryde”.

2.2 CITY OF RYDE DEVELOPMENT CONTROL PLAN (2014)

The City of Ryde *Development Control Plan 2014 – Part 4.1 Eastwood Town Centre* (2014) outlines development controls for this area. The aim of this plan is to revitalise the Eastwood Village Precinct, through the following vision:

- Eastwood will be a place designed for the enjoyment and utility of pedestrians and a place which allows convenient access for people between home, work, shopping and leisure
- Eastwood will have:
 - a high level of aesthetic amenity at street level
 - safe attractive and convenient public spaces
 - a vibrant, viable and profitable commercial centre
 - well-used robust and attractive active and passive recreation and public space
 - an appropriate mix and arrangement of land uses, which satisfactorily serve and integrate with the surrounding residential activities.

Further to this vision, relevant objectives of the DCP include:

- 4 – Improve pedestrian amenity and develop a sense of community place
- 5 – Create a people-friendly place with active street life
- 7 – Provide for safe and convenient motor vehicle access and parking
- 9 – Provide for safe, well used and attractive public spaces.

Development controls under Section 3.1 (mixed use development) include:

- a – Active public uses, such as restaurants, cafes, community facilities, entries to business premises and retail should be located at street level. These uses would tend to attract higher volumes of pedestrian traffic, resulting in a safer environment particularly after dark and would also result in adjacent public areas being better utilised (for example, side street cafes).
- b – Public and commercial uses should be accommodated in the level/s immediately above street level. Such uses may include professional offices, medical suites, leisure uses such as gymnasia, cinemas, theatres, places of worship and meeting rooms. Residential dwellings that include home offices may also be accommodated on this level.
- c – Residential land uses are discouraged at the street level within the Eastwood Urban Village Precinct. Residential development may be provided at upper levels of development.
- d – Buildings designed to overlook public and communal streets and other public areas to provide casual surveillance.
- e – Private living spaces and communal and public spaces should be clearly identified and defined.
- f – Sufficient lighting to be provided to all pedestrian ways, building entries, driveways and car parks to ensure high levels of safety and security for residents.
- g – Pedestrian and community areas to be well lit and designed to minimise opportunities for concealment.
- h – Pedestrian entry to the residential component of mixed use developments should be separated from entry to other land uses in the building/s.

The DCP also addresses pedestrian access and amenity, aiming for a pedestrian environment that is “well used, safe, functional and accessible to all with a wide variety of opportunities for social and cultural activities”. Relevant development controls under Section 3.5 (pedestrian access and amenity) include:

- Section 3.5.1 (active street frontages) – b – Active uses contribute to personal safety in the public domain and comprise:
 - i. Community and civic facilities
 - ii. Recreation and leisure facilities
 - iii. Shops
 - iv. Commercial premises
 - v. Residential uses, particularly entries and foyers. However, these should not occupy more than 20% of the total length of each street frontage.
- Section 3.5.4 (landscaping and trees) – c – Ground level entries should be well lit and not obstructed by planting in a way that reduces the actual or perceived personal safety and security of centre residents or pedestrians.

Other relevant controls include:

- Section 3.7.5 (reflectivity) – b – New buildings and façades should not result in uncomfortable glare that causes discomfort or threatens safety of pedestrians or drivers.
- Section 3.7.6 (external lighting of buildings) – a – Any external lighting of buildings is to be considered with regard to: iv – The amenity of residents in the locality
- Section 3.4.1 (parking design and location) – c – In order to minimise vehicular conflict between residents’ delivery and customer vehicles, car parking associated with residential uses should be separated from parking for other land uses
- Section 3.4.2 (location of vehicle access and footpath crossings):
 - a – New vehicle access points are restricted in retail/pedestrian priority streets. Where practicable, vehicle access is to be from lanes and minor streets rather than major pedestrian streets or major arterial roads such as Rutledge Street, First Avenue, or Blaxland Road
 - b – Service vehicle access is to be combined with parking access and limited to a maximum of one access point per building.

2.3 CITY OF RYDE CRIME PREVENTION PLAN 2011-2014 (2011)

The City of Ryde *Crime Prevention Plan* (2011) identifies stealing offences as the top priority for the LGA to target. While fraud and malicious damage to property are offences with high level of incidences in the LGA, Council believes it can have most impact in reducing levels of stealing.

Community consultations identified robbery, personal safety (steal from persons) and graffiti as key issues. This was particularly the case for the suburbs of Ryde and Eastwood.

Stealing offences include stealing from a person; stealing from a retail store; and stealing from a motor vehicle. Council has entered into a partnership with police to address the issue of stealing. Macquarie Park, Top Ryde and West Ryde were identified as ‘hot spots’ for these types of crimes.

Site visits to ‘hot spots’ indicated situational factors contributing to the above crimes were:

- Inadequate lighting in some areas

- Inadequate signage, particularly in car parks
- Unclear sightlines due to overgrown vegetation.

Council developed an action plan in collaboration with a range of key stakeholders. The action plan is based on the three pillars of situational prevention; best practice programs; and alignment of council services. Situational responses were included for the identified hotspots. Situational responses included:

- Working with residents and businesses regarding reporting of crime
- Installation of lighting
- Pruning vegetation, repositioning plants to prevent concealment
- Installing “Park Smarter” signage
- CCTV in high risk areas
- Strategically placed bollards
- Changing seating which provides an opportunity for loitering and anti-social behaviour.

In addition, a more generalised range of actions was developed across a variety of settings. They included:

- **Empowering our community spaces** – this project recognised the role libraries can play in increasing knowledge of community safety which could result in a decrease in incidences of steal from person.
- **Protecting our community spaces** – project partners include Local Area Commands, Chambers of Commerce, non-government agencies, shopping centres and the Macquarie University. The project aims to create a strategic response to crime. It includes implementation of the CCTV program; on call officers at night to protect parks and assets; inclusion of crime prevention principles in open space planning; increased community participation in hot spot areas; inclusion of crime prevention strategies in Area Master Plans; and pre-lodgement advice on developments regarding CPTED principles.
- **Reach out** – this targets steal from persons offences and aims to increase knowledge amongst high risk groups such as overseas students. Education and advertising campaigns form part of this project.
- **How to contact police** – this includes to positioning of high visibility signage and distribution of the *How to Contact Police* brochure.
- **Anti-theft screw** – this targets steal of motor vehicle offences and theft of registration plates and aims at a 15% reduction in the offence, particularly in the areas of Macquarie University, Macquarie Centre and West Ryde Marketplace.
- **Park Smarter signage and coaster project** – the project aims at a reduction in theft from motor vehicles through installation of “Park Smarter” signage; flyer distribution in hot spots; and placement of coasters in bars and hotels in hot spots.
- **Business crime forums** – to give owners and operators of small and medium sized businesses accurate information about the types and prevalence of crime affecting the local business community.

2.4 CITY OF RYDE GRAFFITI ACTION PLAN (2013)

The City of Ryde *Graffiti Action Plan 2014-2016* (2013) aims to:

- Remove graffiti as quickly as practicable
- Reduce the incidence and visibility of graffiti

- Work with Police, the community and government agencies in identifying graffiti offenders and in dealing with them via legal and remedial means
- Improve community perceptions of safety in the City of Ryde
- Engage community support and participation in graffiti removal and prevention.

The Strategy identified four key areas as:

- Removal
- Prevention
- Reporting
- Redirection.

Community education programs include:

- An education campaign for local businesses and retailers encouraging areas to be maintained, graffiti reported and removed efficiently and vegetation is introduced where possible to reduce access to graffiti prone walls and buildings
- Education for residents near hotspots on how to report graffiti effectively and ways they can work with Council to improve the situation
- Cooperation with the Crime Prevention Officers, Youth Liaison Officer and School Liaison Officers at NSW Police to implement graffiti information workshops in schools.

2.5 IMPLICATIONS FOR THE PROPOSED DEVELOPMENT

City of Ryde policies outline a range of specific strategies for crime prevention which have been considered and incorporated into this CPTED Assessment.

3 Demographic Profile of the Local Community

3.1 INTRODUCTION

The following section summarises key demographic characteristics of the local community.

This analysis is based on 2011 Census data from the Australian Bureau of Statistics (ABS). Eastwood Shopping Centre is within the City of Ryde Local Government Area (LGA).

For the purpose of the analysis an area of 1 km in radius (the Study Area) around the site was defined. A demographic analysis of this area is compared against the City of Ryde LGA (Ryde LGA) and the Sydney Greater Capital City Statistical Area (Greater Sydney).

3.2 PEOPLE AND GENDER

The estimated population of the Study Area is 12,806, with 103,013 living in the Ryde LGA.

Population density in the Study Area is 3,003.8 people per sq.km, which is higher than the Ryde LGA (2,545.9 people per sq.km) and Greater Sydney (355.0 people per sq.km).

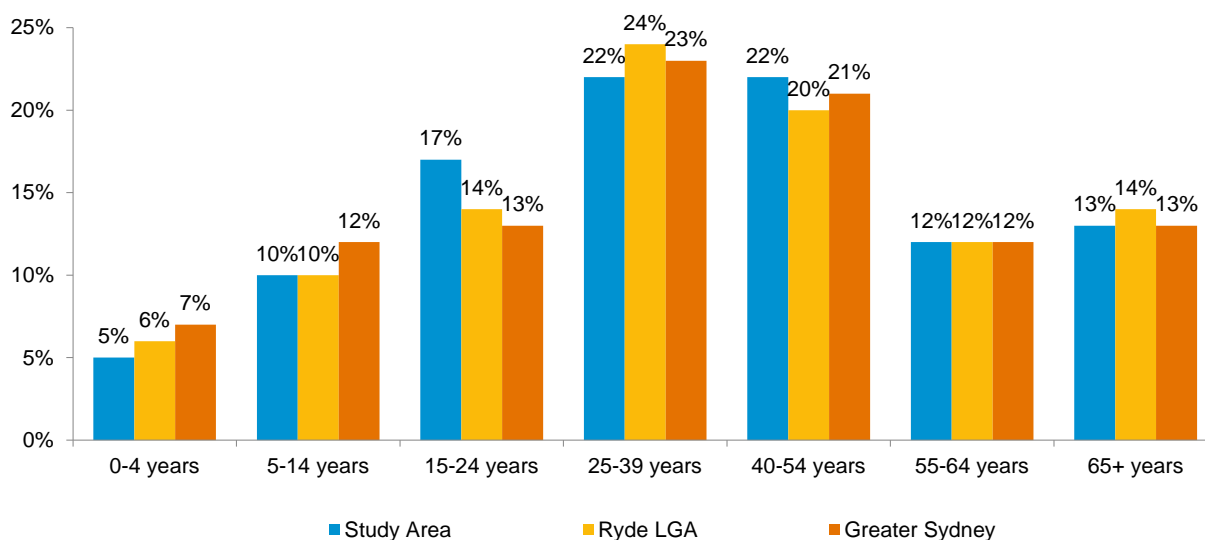
The percentage of females living in the Study Area is 51.2%, with males making up 48.8% of the population. This is similar to Ryde LGA and Greater Sydney.

3.3 AGE

The Study Area is characterised by a similar age profile to Ryde LGA and Greater Sydney, with a slightly higher proportion of older teen and young adult residents. The data indicates that:

- The average age in the Study Area is 37.7 years, compared to 38.3 years in Ryde LGA and 37.1 years in Greater Sydney
- Over one in six residents in the Study Area (17%) is aged 15 to 24 years, compared to 14% in Ryde LGA and 13% in Greater Sydney
- The Study Area has a slightly smaller proportion (22%) of residents in the 25-39 years age bracket compared to Ryde LGA (23%) and Greater Sydney (22%).

FIGURE 3 – POPULATION AGE BREAKDOWN



Source: ABS Census, 2011

3.4 ABORIGINAL AND TORRES STRAIT ISLANDER PEOPLE

As shown in Table 3, no residents identify as Aboriginal and Torres Strait Islander in the Study Area or in Ryde LGA.

TABLE 3 – ABORIGINAL AND TORRES STRAIT ISLANDER PEOPLE

STUDY AREA	RYDE LGA	GREATER SYDNEY
0	0	0.2%

Source: ABS Census, 2011

3.5 COUNTRY OF BIRTH

The Study Area is characterised by a high proportion of culturally and linguistically diverse (CALD) residents. The data indicates that:

- Over half (53%) of the Study Area population was born overseas, a greater proportion compared to Ryde LGA (44%) and Greater Sydney (36%)
- A quarter (25%) of the Study Area population was born in China or Hong Kong
- The majority (56%) of residents in the Study Area speak a language other than English at home, compared to 44% in Ryde LGA and 34% in Greater Sydney
- Chinese languages are the most common languages other than English spoken at home (34%), followed by Korean (9%) and Indo-Aryan (3%).

TABLE 4 – COUNTRY OF BIRTH

COUNTRY OF BIRTH	STUDY AREA	RYDE LGA	GREATER SYDNEY
Australia	46.6%	55.6%	63.7%
China	19.8%	9.9%	3.6%
Korea, Republic of (South)	7.7%	3.5%	1.0%
Hong Kong	5.2%	2.7%	0.9%
India	2.6%	2.7%	2.1%
United Kingdom	2.1%	3.0%	4.4%
Sri Lanka	1.9%	1.0%	0.5%

Source: ABS Census, 2011

3.6 EDUCATION AND OCCUPATION

The Study Area has relatively high levels of educational attainment and white collar occupation. The data indicates that:

- Two in five Study Area residents (39%) have obtained a bachelor degree which is greater than in Ryde LGA (33%) and Greater Sydney (24%)
- Four fifths (80%) of the Study Area population has completed Year 12 or equivalent, which is greater than in Ryde LGA (72%) and Greater Sydney (62%)
- Four fifths (80%) of the working population of the Study Area and Ryde LGA respectively work in white collar occupations which is greater than Greater Sydney (74%).

3.7 EMPLOYMENT

The Study Area is characterised by a relatively high rate of unemployment. The data indicates that:

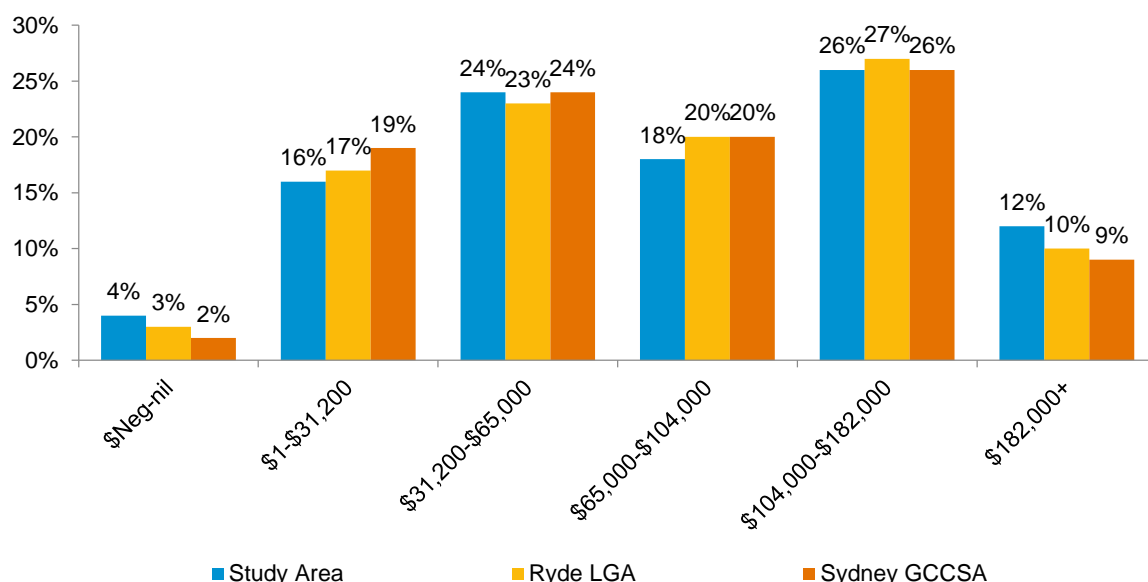
- Participation in the labour force is 63% for the Study Area compared to 66% across Greater Sydney.
- The rate of unemployment in the Study Area is 7% compared to 6% in Ryde LGA and Greater Sydney respectively.

3.7.1 INCOME

The Study Area is characterised by a relatively high average household income. The data indicates that:

- The average household income for the Study Area is \$101,417 which is higher than that of Ryde LGA (\$96,032) and Greater Sydney (\$94,428)
- The Study Area (12%) has a higher proportion of people in the very high income bracket of \$182,000+ per year than Ryde LGA (10%) or Greater Sydney (9%).

FIGURE 4 – INCOME DISTRIBUTION



Source: ABS Census, 2011

3.7.2 FAMILY COMPOSITION AND HOUSEHOLD STRUCTURE

The Study Area is characterised by a relatively high proportion of family households. The data indicates that:

- Over three quarters of all households in the study area are family households (76%), which is greater than in Ryde LGA (69%) and Greater Sydney (73%)
- A smaller proportion of residents in the Study Area live in lone person households (18%) compared to Ryde LGA (25%) and Greater Sydney (23%).

3.7.3 DWELLING TYPE AND TENURE

The Study Area is characterised by a relatively high proportion of residents who own their home.

- Over a third (37%) of Study Area residents are home owners, compared to 33% in Ryde LGA and 31% in Greater Sydney

- Just under a third (30%) of Study Area residents are renters, compared to 35% in Ryde LGA and 32% in Greater Sydney
- A higher proportion of renters in the Study Area (15%) experience rental stress compared to Ryde LGA (10%) and Sydney GCCSA (8%).

3.8 RELATIVE ADVANTAGE

3.8.1 INTRODUCTION

The Socio-Economic Indexes for Areas (SEIFA) has been developed by ABS to provide an overview of social and economic wellbeing and welfare of communities across a range of spatial scales. Four indices have been developed, as follows:

- Index of Relative Socio-economic Disadvantage: focuses primarily on disadvantage, and is derived from Census variables like low income, low educational attainment, unemployment, and dwellings without motor vehicles.
- Index of Relative Socio-economic Advantage and Disadvantage: is a continuum of advantage (high values) to disadvantage (low values), and is derived from Census variables related to both advantage and disadvantage.
- Index of Economic Resources: focuses on financial aspects of advantage and disadvantage, using Census variables relating to residents' incomes, housing expenditure and assets.
- Index of Education and Occupation: includes Census variables relating to the educational attainment, employment and vocational skills.

A lower score indicates that an area is relatively disadvantaged compared to an area with a higher score. The area with the lowest score is given a rank of 1, the area with the second lowest score is given a rank of 2 and so on, up to the area with the highest score, which is given the highest rank.

3.8.2 RESULTS

Ryde LGA and the suburb of Eastwood can be characterised as relatively advantaged according to most indicators on the SEIFA index.

The Index of Advantage and Disadvantage places Eastwood in the top 20% of suburbs in Australia and Ryde LGA in the top 10% of LGAs.

Regarding Economic Resources Eastwood is within the median (50%) of suburbs in Australia but Ryde LGA is in the top 20% of LGAs.

The suburb of Eastwood has a particularly high decile rating for Education and Occupation, being placed in the top 10% of suburbs in Australia. Ryde LGA is in the top 20% of LGAs in regards to Education and Occupation.

TABLE 5 – SEIFA RESULTS FOR EASTWOOD AND RYDE LGA COMPARED WITH AUSTRALIA

AREA	ADVANTAGE AND DISADVANTAGE			DISADVANTAGE			ECONOMIC RESOURCES			EDUCATION AND OCCUPATION		
	Score	Rank	Decile	Score	Rank	Decile	Score	Rank	Decile	Score	Rank	Decile
Eastwood	1,059	6,563	8	1,034	5,349	7	1,000	3,400	5	1,120	7,680	10
Ryde LGA	1,067	520	10	1,050	508	9	1,012	417	8	1,012	525	8

Source: SEIFA, 2011

4 Population Projections

This section provides an overview of population projections to 2036 for a Study Area which includes the suburbs of Eastwood, Denistone, Denistone East and Denistone West. Population projections for this area have been based on data obtained from Forecast.id.

The population of the Study Area is expected to rise from an estimated population of 23,121 in 2011 to 27,918 in 2036. This is an increase of 4,797 over 25 years (+21%). This represents an annual growth rate of 0.8% which is lower than the anticipated growth rate for NSW of 1.2% per year.

Table 6 below outlines population projections in five year age brackets. The data indicates:

- In 2011 the dominant cohort was those aged 20-24 years and this is expected to remain consistent in 2036 – however, as a proportion of the population this age group is expected to drop from approximately 10% of the population in 2011 to approximately 8% in 2036
- There is also expected to be a decrease in the proportion of residents aged 45-59 years from approximately 22% in 2011 to approximately 19% in 2036
- The proportion of school aged children (5 to 19 years) is expected to remain relatively stable
- As a proportion of the population the greatest rise is expected in those aged 65 years and over – this is expected to rise from 14% in 2011 to 21% in 2036 (+2,490 people).

TABLE 6 – POPULATION PROJECTIONS FOR THE AREA BY AGE 2011-2036

AGE	YEAR						CHANGE 2011-2036
	2011		2026		2036		
	NO.	%	NO.	%	NO.	%	
Aged 0-4	1,275	5.5%	1,478	5.6%	1,548	5.5%	+273
Aged 5-9	1,302	5.6%	1,473	5.6%	1,525	5.4%	+223
Aged 10-14	1,324	5.7%	1,414	5.5%	1,472	5.3%	+148
Aged 15-19	1,544	6.7%	1,629	6.2%	1,732	6.2%	+188
Aged 20-24	2,225	9.6%	2,058	7.8%	2,170	7.8%	-55
Aged 25-29	1,638	7.1%	1,791	6.8%	1,861	6.6%	+223
Aged 30-34	1,363	5.9%	1,638	6.2%	1,717	6.2%	+354
Aged 35-39	1,484	6.4%	1,726	6.6%	1,780	6.4%	+296
Aged 40-44	1,519	6.6%	1,713	6.5%	1,793	6.4%	+274
Aged 45-49	1,826	7.9%	1,703	6.5%	1,819	6.5%	-7
Aged 50-54	1,709	7.4%	1,653	6.3%	1,751	6.3%	+42
Aged 55-59	1,457	6.3%	1,499	5.7%	1,579	5.7%	+122
Aged 60-64	1,230	5.3%	1,511	5.8%	1,462	5.2%	+232
Aged 65-69	881	3.8%	1,377	5.2%	1,358	4.9%	+477
Aged 70-74	757	3.3%	1,246	4.7%	1,383	5.0%	+626
Aged 75-79	601	2.6%	1,062	4.1%	1,249	4.5%	+648
Aged 80-84	513	2.2%	699	2.7%	956	3.4%	+443
Aged 85+	470	2.0%	564	2.2 %	766	2.7%	+296
TOTAL	23,127	-	26,234	-	27,918	-	-
CHANGE	-	-	+3,107	-	+1,684	-	+4,791

Source: Forecast.id 2016

5 Crime Profile

Crime data is available from the NSW Bureau of Crime Statistics and Research (BOCSAR), which identifies the number and type of crimes reported to police at an LGA level. While this does not reflect all crime which may occur, it does identify high risk areas and common types of crime.

5.1 CRIME STATISTICS

Table 7 below provides an overview of crime types that took place in Canada Bay LGA between January and December 2015. The data presented outlines the ratio of crimes per 100,000 people for the 17 major offences, and compares this to the rate for NSW. This indicates that Ryde LGA has lower rates of crime than NSW, with the exception of 'fraud' and 'steal from retail store'.

TABLE 7 – CRIME RATES PER 100,000 PEOPLE

CRIME TYPE	RYDE LGA	NSW
Fraud	1,022.70	680.2
Malicious damage to property	411.0	849.7
Steal from retail store	318.5	292.0
Break and enter dwelling	270.5	419.9
Steal from motor vehicle	267.9	531.2
Steal from dwelling	193.7	284.8
Assault - non-domestic violence related	192.8	407.8
Assault - domestic violence related	144.9	385.7
Break and enter non-dwelling	97.7	158.0
Indecent assault, act of indecency and other sexual offences	69.8	88.7
Motor vehicle theft	62.0	187.5
Steal from person	40.1	75.9
Sexual assault	27.1	63.8
Robbery without a weapon	8.7	20.8
Robbery with a weapon not a firearm	5.2	12.6
Murder	0.0	0.9
Robbery with a firearm	0.0	2.3

Source: BOCSAR 2016

5.2 CRIME TRENDS

Table 8 below presents the 5 year trends (2010-2014) in the incident rates for key crime types in the Ryde LGA. This indicates that there has been an overall reduction in 'motor vehicle theft' (-10.2%), steal from person (-8.9%) and robbery with a firearm (-6.5%). Key crimes that have increased in frequency include 'steal from motor vehicle' (+7.0%), 'robbery without a weapon' (6.3%) and murder (15.1%).

TABLE 8 – CRIME TRENDS (2010-2014)

CRIME TYPE	60 MONTH TREND (2011-2015)
Fraud	n.c.
Malicious damage to property	Stable
Steal from retail store	Stable
Break and enter (dwelling)	n.c.
Steal from motor vehicle	Increased 7.0%
Steal from dwelling	n.c.
Assault - non-domestic violence related	n.c.
Assault - domestic violence related	n.c.
Break and enter (non-dwelling)	Stable
Indecent assault, act of indecency and other sexual offences	Stable
Motor vehicle theft	Down 10.2%
Steal from person	Down 8.9%
Sexual assault	Stable
Robbery without a weapon	Increased 6.3%
Robbery with a weapon not a firearm	Stable
Murder	Increased 15.1%
Robbery with a firearm	Down 6.5%

Note: n.c. means not counted. Source: BOCSAR, 2016

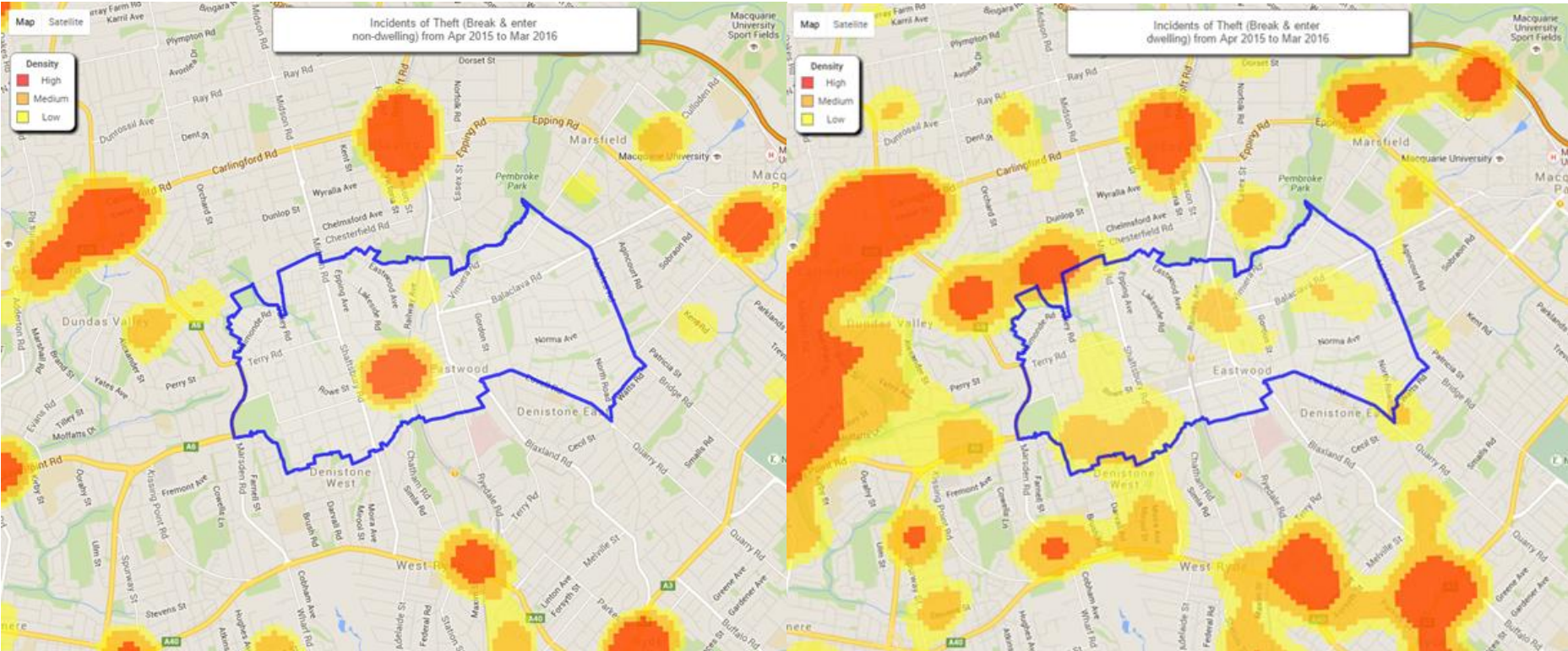
5.3 CRIME HOT SPOTS

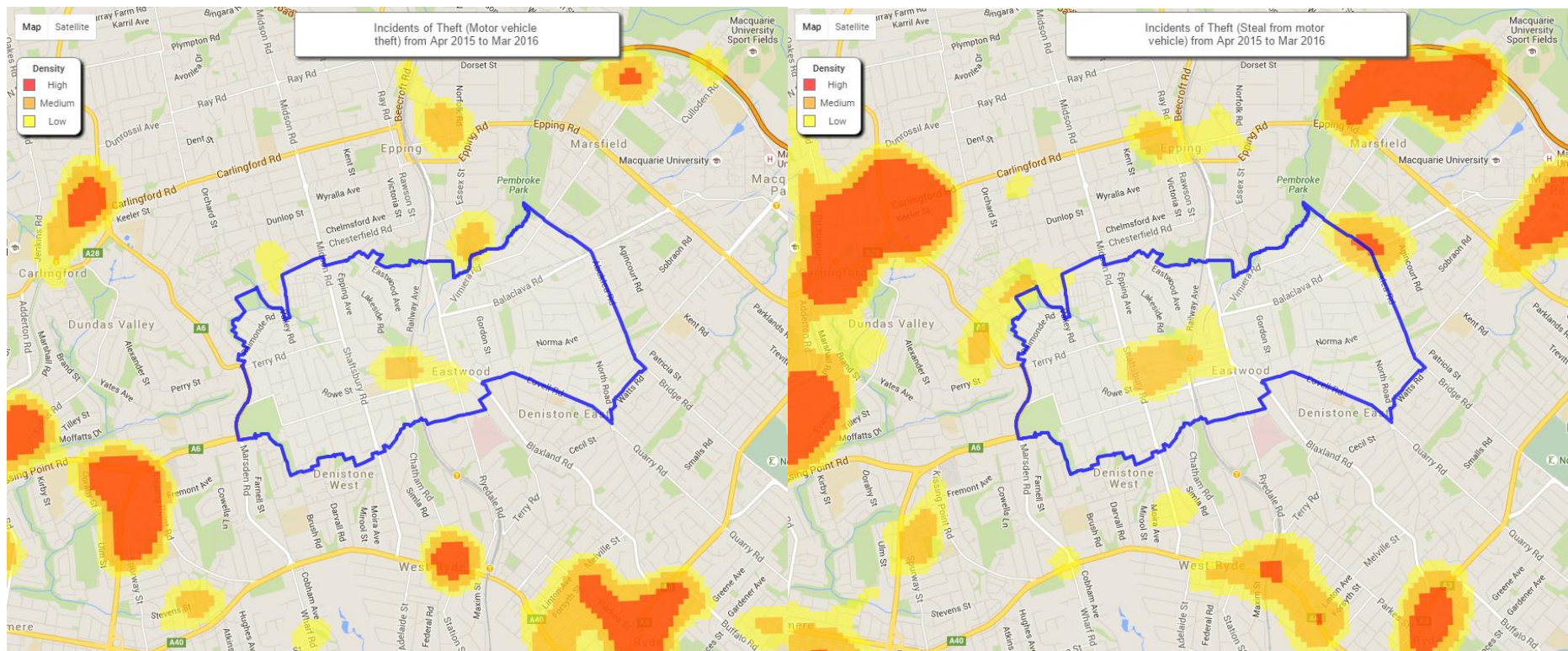
BOCSAR publishes “hotspot” maps to illustrate areas of high crime density relative to crime concentrations across NSW. The hotspots indicate areas with a substantially higher than average density of recorded criminal incidents for selected offence categories. Hotspots are not adjusted for the number of people residing in or visiting the LGA.

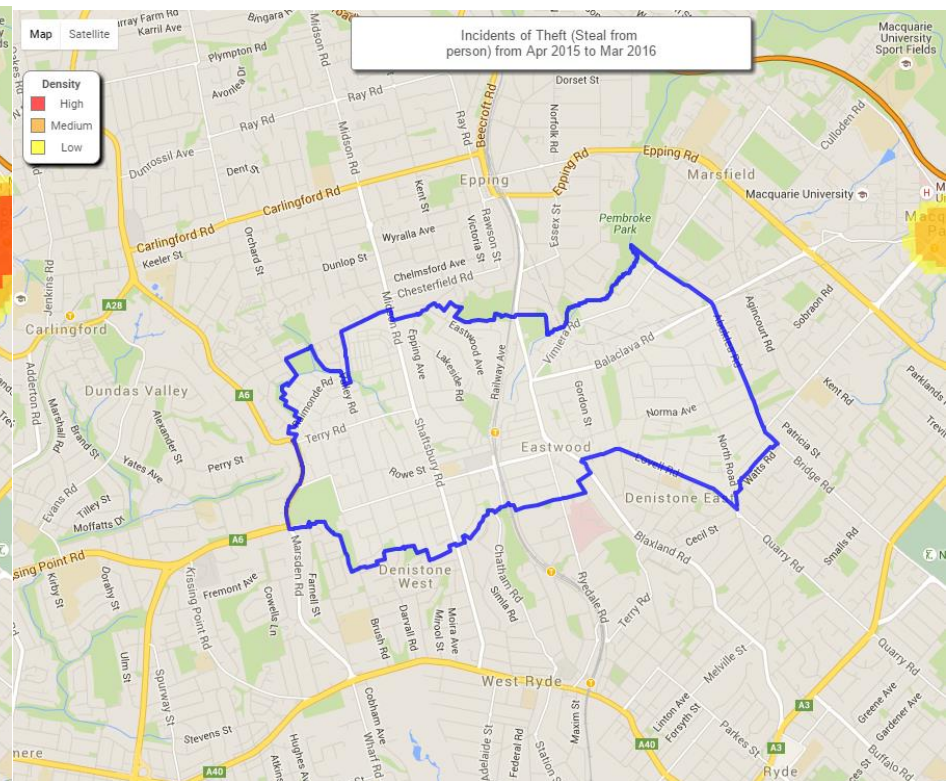
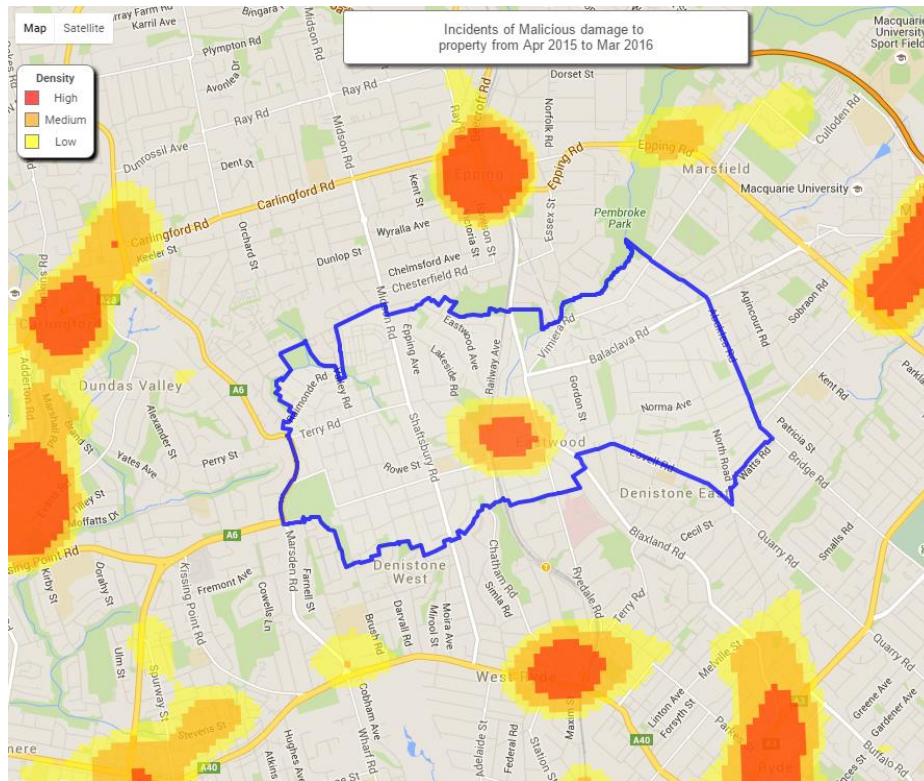
Figure 5 overleaf shows crime hot spots in the Ryde LGA and their relationship to the Subject Site. The Subject Site is in close proximity to crime hotspots for the following crime types:

- Break and enter (dwelling)
- Break and enter (non-dwelling)
- Motor vehicle theft
- Steal from motor vehicle
- Malicious damage to property
- Assault (domestic violence related) and assault (non domestic violence related).

FIGURE 5 – CRIME HOT SPOTS IN RYDE LGA







5.4 IMPLICATIONS FOR THE PROPOSED DEVELOPMENT

The crime profile of Ryde LGA and the area surrounding the Subject Site indicates that a key focus of this CPTED will be on minimising the risk of:

- Motor vehicle theft and steal from motor vehicle
- Malicious damage to property
- Break and enter (dwelling and non-dwelling)
- Steal from retail store.

Many of these crimes are opportunistic and incidences of their occurrence can be minimised through the adoption of appropriate CPTED principles.

Other high crime rates included assault (domestic and non-domestic violence related). These have not been included in the list as they can't be influenced as directly by design interventions.

Considering the above list of focus areas, it will be important that appropriate CPTED measures are in place to minimise future opportunities for crime in specific areas of the Shopping Centre. The following areas are considered to be potential risk areas:

- Car park areas
- Entry and exit points
- The Hanging Garden
- Construction areas.

Further analysis, as well as measures to mitigate and prevent crime in potential risk areas, is outlined in the assessment (Section 7).

6 Consultation with Local Stakeholders

This section outlines feedback gained through consultation with key stakeholders. Stakeholders consulted included:

- Manager of the Eastwood Shopping Centre
- Crime Prevention Officer at Ryde Local Area Command.

Please note: Council was contacted on several occasions but was not available for comment.

6.1 MANAGER OF THE EASTWOOD SHOPPING CENTRE

A phone interview with the Manager of the Eastwood Shopping Centre took place on 7 June 2016. The following issues were discussed:

- Eastwood is unique in that crime is rarely reported
- There is generally little graffiti internally or externally on the Shopping Centre
- Crime incidents are rare, sporadic and opportunistic
- Recent crimes include some graffiti on the wall along Rutledge Street and theft of computers from the office tower
- The Chemist Warehouse in front of the Shopping Centre has a permanent security guard due to theft of merchandise being common – this is because the merchandise is desirable
- The Eastwood Shopping Centre does not offer a lot of retail which is desirable to thieves
- The Shopping Centre is visited mainly by older people, which may contribute to a reduction in crime
- Security staff are currently employed on Thursdays, Saturdays and Sundays but mainly to manage parking congestion
- In terms of the redevelopment, scale and retail mix may influence crime
- Design interventions should focus on adequate CCTV, clear signage, improved external lighting and a review of the need for security staff.

6.2 CRIME PREVENTION OFFICER AT THE RYDE LAC

A phone interview with the Crime Prevention Officer at the Ryde Local Area Command (LAC) took place on 14 June 2016. The following issues were discussed:

- There is a lot of activity in and around the Rowe Street Mall, especially on weekends
- Council has been granted approval to install CCTV in the Rowe Street Mall
- There are some incidents of 'steal from retail' (e.g. Chemist Warehouse opposite the Eastwood Shopping Centre, as these items can be sold easily) and some alcohol related offences at the Train Station – however, overall the rates of crime are low in the area
- The main safety issue in the area is traffic – the pedestrian crossing at Rowe Street and Rowe Street Mall is dangerous and busy
- Design interventions should focus on car park entry/exit points

7 CPTED Assessment and Recommendations

The following section outlines CPTED principles and uses these to assess the architectural plans for the proposed redevelopment. This assessment has been undertaken in accordance with the NSW Government's CPTED principles (outlined below), and the City of Ryde policies summarised in Section 2 of this report. The following section also outlines recommended mitigation measures to be considered in the final design.

7.1 CPTED PRINCIPLES

There are a number of criteria to be considered when assessing Crime Prevention through Environmental Design (CPTED) as part of a development application. As stated by the NSW Government, CPTED aims to influence the design and management 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'
- Removing conditions that create confusion about required norms of behaviour.

The four key principles to minimise the opportunity for crime are outlined in Table 9 below.

TABLE 9 – CPTED PRINCIPLES

N	PRINCIPLE	DEFINITION
1	Natural Surveillance	Involves maximising opportunities for passers-by or residents to observe what happens in an area (the 'safety in numbers' concept). This highlights the importance of building layout, orientation and location; the strategic use of design; landscaping and lighting. Natural surveillance is a by-product of well-planned, well-designed and well-used space. Higher risk locations can also benefit from organised surveillance, which involves the introduction of formal measures such as on-site security guards or CCTV.
2	Access control	Control of who enters an area so that unauthorised people are excluded, for instance, via physical barriers such as fences, grills etc.
3	Territorial reinforcement /ownership	People are more likely to protect territory they feel they own and have a certain respect for the territory of others. This can be expressed through installation of fences, paving, signs, good maintenance and landscaping. Territoriality relates to the way in which a community has ownership over a space.
4	Space management	Ensures that space is appropriately utilised and cared for. Space management strategies include: activity coordination (i.e. having a specific plan for the way different types of activities are carried out in space), site cleanliness, rapid repair of vandalism and graffiti, the replacement of burned out lighting and the removal or refurbishment of decayed physical elements.

Source: *Crime prevention and the assessment of development applications*, NSW Government Department of Planning, 2001

7.2 CPTED ASSESSMENT

The following section assesses available architectural plans against CPTED principles. The plans are provided in Appendix B.

7.2.1 CAR PARKING AREAS

Car parking areas can be common spaces for offences against property or persons. Relevant CPTED considerations for car parks include: access control, providing visibility, ensuring safe access for cars and pedestrians, and discouraging loitering.

Car parking areas are considered a potential risk area in the local context given that 'steal from motor vehicle' and 'malicious damage to property' are within the top 5 crime rates per 100,000 persons in the Ryde LGA. Hotspots for these crime types exist within close proximity to the subject site, and they have been listed as priorities within the City of Ryde *Crime Prevention Plan 2011-2014* (2011).

Existing car parking provision (418 spaces) includes off-street parking on the upper levels of the shopping centre, accessed via a ramp of Trelawney Street and a ramp off W Parade. There is also a smaller at-grade car park area off Rutledge Street. The proposal includes four levels of basement car parking (614 residential spaces and 536 retail spaces) accessed via Rutledge and Trelawney Streets. The location of proposed parking areas at the basement levels provides an opportunity to improve CPTED outcomes for the development by activating the above ground levels (where parking is currently located), thereby providing better passive surveillance of the streets below.

It is also important to consider the impact of parking areas on pedestrian safety. Based on the existing context, there is an opportunity to improve safety for pedestrians, especially at ramp entry and exit points. The City of Ryde *Development Control Plan* (2014) outlines a range of controls in relation to parking design, location and access to avoid conflicts between pedestrian and car traffic. These include requirements to separate residential parking from other parking, restrict new vehicle access points in retail/pedestrian priority streets and combine service vehicle access.

An assessment of the architectural plans indicates the same number of vehicle entry and exit points as the existing shopping centre, with service vehicles entering at the same point as other vehicles off Rutledge Street. It is understood that this has been approved by NSW RMS. It is also understood that the residential parking will be separated from the retail parking via access control measures (e.g. roller shutters or gates). The assessment of the plans indicates alignment with Council's policies.

In finalising the design, it is important to consider the following recommendations to further deter crime and manage safety in car parking areas.

Recommendations: Car Parking Areas

- Install adequate lighting throughout car park, including at all car park entry/exit points and stairwells (as per section 3.1 – 'control f' of the City of Ryde DCP)
- Install CCTV throughout car park, including at all car park entry/exit points and stairwells
- Ensure clear demarcation of pedestrian walkways throughout the car park to avoid conflicts with vehicles
- Install wayfinding signage throughout car park (to direct pedestrians to shops) and at all car park entry/exit points (to direct traffic)
- Install safe parking signage throughout car park to remind people to secure their cars and valuables (as per City of Ryde Crime Prevention Plan 2011-2014)
- Install traffic control signage (e.g. give way and stop signs) at all entry and exit points, and (where appropriate) throughout the car park, taking into account the likely increase in volume of traffic generated by the new development and the need to avoid conflicts between vehicles and pedestrians both on the street and within the car park
- Install access mechanisms (e.g. roller shutters, gates) to clearly separate residential and commercial parking areas (as per section 3.4.1 – 'control c' of the City of Ryde DCP)
- In revising the Shopping Centre's Plan of Management, consider implementing random security patrols of car park areas at night

7.2.2 ENTRY AND EXIT POINTS

Entry and exit points are a key consideration for CPTED assessments because of the interface they provide with the surrounding area. Relevant CPTED considerations for entry and exit points include: access control, providing visibility, ensuring safe access for cars and pedestrians, and discouraging loitering.

Entry and exit points are considered a potential risk area in the local context given that 'steal from retail store' and 'malicious damage to property' are within the top 5 crime rates per 100,000 persons in the Ryde LGA. Hotspots for these crime types exist within close proximity to the subject site, and they have been listed as priorities within the City of Ryde *Crime Prevention Plan 2011-2014* (2011).

Existing entry and exit points for vehicles are from Trelawney Street (ramp to upper levels), W Parade (at grade service area entry and ramp to upper levels) and Rutledge Street (direct street access to small-scale at grade car park). Current entry and exit points for pedestrians are via stairs from the upper level car parks, a pedestrian tunnel from the at grade car park, as well as an entry/exit off Rutledge Street (via stairs down to the ground floor) and an at-grade entry into to the ground floor from the Rowe Street Pedestrian Mall. The Rowe Street Mall entry/exit is considered the 'main entrance'. Service areas are currently accessed from inside the Shopping Centre. An assessment of existing conditions has identified potential to improve pedestrian safety, as well as access control to service areas.

The proposed redevelopment includes the following public entry and exit points from the street:

- Pedestrian entry/exit off Rowe Street Mall (x2)
- Pedestrian entry/exit off Rutledge Street (x2)
- Car park ramp off Trelawney Street
- Car park ramp off Rutledge Street.

Service entry and exit points will include:

- Car park ramp off Rutledge Street
- Service corridor and areas on western side of Lower Ground level (accessed off the pedestrian link)
- Service corridor and areas on the eastern side of Lower Ground level (accessed via carpark ramp)
- Service corridor and areas on the northern side of the Lower Ground level (accessed via service lifts)

These areas are shown on architectural plans in Appendix E.

The City of Ryde *Development Control Plan* (2014) outlines a range of controls in relation to building entries, pedestrian areas and public spaces. These include requirements to provide sufficient visibility through appropriate lighting and landscaping, to separate the entries of residential and other uses, and to create attractive spaces. In the Urban Design Review Panel Meeting Minutes (see Appendix G), Council has also highlighted the importance of passive surveillance of residential entries (which are proposed to be located off the pedestrian links) and the integration of the pedestrian links with the Town Centre.

An assessment of the architectural plans indicates that residential areas, including residential parking, will be accessed separately to retail areas. The plans also indicate that the pedestrian links will be overlooked by residential and commercial uses above. The assessment of the plans indicates alignment with Council's policies.

In finalising the design, it is important to consider the following recommendations to further deter crime and manage safety at all new (internal and external) entry and exit points.

Recommendations: Entry and Exit Points

- Install adequate lighting at all entry and exit points (as per section 3.1 – ‘control f’ of the City of Ryde DCP) including commercial, residential and emergency access
- Install CCTV at all entry and exit points including commercial, residential and emergency access
- Install signage to clearly demarcate residential areas from commercial areas (as per section 3.1 – ‘control h’ of the City of Ryde DCP) and public areas from service areas
- Install access control measures (e.g. access passes) to control access to residential areas (as per section 3.1 – ‘control h’ of the City of Ryde DCP) and service areas
- Ensure all entry/exit points are aesthetic and inviting (as per the City of Ryde DCP vision)
- Ensure ground level landscaping does not provide areas of concealment (as per section 3.5.4 – ‘control c’ of the City of Ryde DCP)
- Ensure all doors are built from resistant materials
- Ensure emergency exits are self-closing

7.2.3 THE HANGING GARDEN

Council raised concerns about the Hanging Garden in the Urban Design Review Panel (UDRP) Meeting Minutes (see Appendix G).

Following the UDRP meeting, landscape plans have been developed in more detail (see Appendix F). It is proposed that the Hanging Garden is split into two areas: one for public access and another for residential private access. The split will be controlled by a timber fence (between 1,400m and 2,500m high). The Hanging Garden will be accessible via two separate entry points, both enclosed by a 1.8m white steel fence. The public area will be accessible from level 1 via stairs from the pedestrian link. The private residential area will be accessible from level 1 via the pool. Residents will also be able to access the public area internally (within the Hanging Garden) via a gate. Proposed fencing is considered adequate to ensure access control.

Further to access control, it is also important to consider opportunities for passive surveillance in the Hanging Garden. The Hanging Garden will be overlooked by residential and commercial uses on all sides, including residential balconies on the northern, eastern and western sides, and an alfresco dining deck for the proposed Yum Cha restaurant on the southern side. Landscaping includes a range of exotic flowering trees and shrubs – measuring between 1.5m and 11m in height. It will be important for trees and shrubs to be planted in a way that maximises sight lines across the Hanging Garden and avoids potential areas of concealment (i.e. not clustered together).

There are a number of other recommended interventions, outlined below, which will further contribute to safety.

Recommendations: The Hanging Garden

- Install adequate lighting inside the Hanging Garden
- Install CCTV inside the Hanging Garden
- Ensure access hours and responsibility for opening and closing gates is clearly stated in the Shopping Centre’s Plan of Management

7.2.4 INTERNAL LAYOUT

Key internal layout considerations in regards to CPTED include interfaces between public and private space; and the existence of ‘dead space’, ‘areas of entrapment’ and ‘areas of concealment’.

A key consideration for a redevelopment of this scale and complexity is internal access control. Yuhu Group has advised that all commercial tenancies will be closed by 10pm, while the pedestrian link will be open 24 hours. An assessment of the architectural plans provided (see Appendix C) shows that strategies

will be put in place to manage access to different areas of the Shopping Centre after hours. This includes roller shutters on escalators and security barriers to prevent after-hours access to commercial premises and the Hanging Garden from the pedestrian link. Examples of shutters have been provided by the architect and are provided at Appendix D. This detail has been developed in response to Council's concerns, as outlined in the Urban Design Review Panel Meeting Minutes (see Appendix G).

There are a number of other recommended interventions, outlined below, which will further contribute to safety.

Recommendations: Internal Layout

- Ensure the design of new internal spaces does not create 'areas of entrapment or concealment' (especially in and around passageways, stairwells, alcoves, toilet facilities)
- Ensure access to the Hanging Garden and commercial premises is controlled after hours
- Ensure ATMs have good sight lines, are well lit and are located in areas with ample room for access
- Ensure that any indoor plants are of an appropriate height and plant type to limit 'areas of concealment'
- Ensure clear definition between public and private access areas (e.g. service areas, residential areas) through the use of clear signage, secure doors and CCTV

7.2.5 EXTERNAL LAYOUT

Key external layout considerations in regards to CPTED include visibility, activation and prevention of vandalism and graffiti.

An assessment of the architectural plans provided (see Appendix B) indicates that the proposed redevelopment will have a positive impact on activation and passive surveillance by creating additional entry/exit points on Rowe Street Mall and Rutledge Street. Rutledge Street in particular will benefit from more activation by breaking up the existing blank wall and including uses above the ground floor which will overlook the street (currently car parking). The redevelopment will also improve the overall amenity of the local area through public domain and landscaping improvements on Rowe Street Mall (Appendix F).

The following recommendations should be considered in the finalisation of the external layout.

Recommendations: External Layout

- Ensure that all external areas of the building are well lit, particularly at night
- Ensure that CCTV cameras are provided at all external areas of the building
- Ensure that there are no opportunities for concealment provided by external building design or landscaping
- Install screening, vines (or other similar measures as appropriate) to avoid blank walls which can encourage graffiti
- Apply graffiti resistant coating to outdoor surfaces
- Install specific design measures to prevent climbing and break in (e.g. metal gratings and bars, toughened glass windows) on windows and balconies above ground

7.2.6 LIGHTING

Lighting plays an important role in preventing crime from occurring through increasing visibility and passive surveillance, creating a sense of safety, and encouraging a greater appreciation for spaces at night. Lighting provision should be considered in both internal and external areas.

The City of Ryde *Development Control Plan* (2014) outlines a range of controls in relation to lighting. Requirements include adequate lighting of all pedestrian ways, building entries, driveways, car parks and community areas.

It is not possible to comment on the proposal specifically, as a lighting assessment and lighting plan have not been commissioned at this stage. In finalising the design, it is important to consider the following recommendations to further deter crime and manage safety through lighting provision.

Recommendations: Lighting

- Install adequate lighting throughout the site (as per section 3.1 – ‘control f’ of the City of Ryde DCP) with a focus on pedestrian links, entry/exit points to the building and to residential and service areas, driveways, car parks, public areas (e.g. the Hanging Garden) and potential areas of concealment (e.g. passageways, alcoves)
- Ensure external lighting and material reflectivity provide adequate visibility without causing discomfort to residents, pedestrians and drivers (as per section 3.7.5 – ‘control b’ and section 3.7.6 – ‘control a’ of the City of Ryde DCP)
- Ensure all new lighting fixtures are sturdy and vandal-proof
- Ensure that landscaping and lighting interact to reduce opportunities for concealment and maintain opportunities for passive surveillance at entries (as per section 3.4.5 – ‘control c’ of the City of Ryde DCP) and throughout the site

7.2.7 MATERIALS

Developments that are built using aesthetic materials are less likely to attract criminal activity through establishing a sense of ownership and pride for those who live and work close by. Materials can also contribute to managing vandalism, enhancing lighting and ensuring safe mobility of pedestrians throughout a site.

As outlined in the policy review and crime profile, Ryde LGA has existing issues with malicious damage to property. This is a key consideration when selecting materials to minimise vandalism and graffiti.

The following recommendations should be considered when refining material selection.

Recommendations: Materials

- Ensure that paving and tiling is non-slip to avoid injury
- Ensure that surfaces are adequate for disabled mobility
- Apply graffiti resistant coating to building facades
- Install screening, vines (or other similar measures as appropriate such as artwork) to avoid blank walls which can encourage graffiti
- Use reflective materials and lighter coloured paint to enhance lighting
- Use toughened glass for all windows on the ground and first floors
- Ensure high quality materials are used to create a sense of pride in the public domain (as per City of Ryde DCP vision)

7.2.8 LANDSCAPING

Landscaping can play an important role in reinforcing site boundaries, but must not interrupt site lines or create ‘areas of entrapment or concealment’.

An assessment of the architectural plans provided (see Appendix F) indicates that landscaping in the Hanging Garden will include a range of exotic flowering trees and shrubs – measuring between 1.5m and 11m in height. Landscaping in Rowe Street Mall will include a mix of native and endemic plants and trees.

The following recommendations should be considered when selecting landscaping.

Recommendations: Landscaping

- Ensure that landscaping in the Hanging Garden (height, type of plant and density) does not interrupt sightlines or provide opportunities for 'entrapment or concealment'
- Install landscaping (e.g. vines) on blank walls to deter graffiti and vandalism

7.2.9 PEDESTRIAN AND DISABLED ACCESS

Pedestrian and disabled access is key to ensuring safety within and around a site. Sites should ensure straight-forward and safe movement between different parts of a site. Australian Standards (AS1428.1, AS1428.2 and 1428.4) guide access and mobility requirements for new buildings.

The existing Shopping Centre has a large internal floor area, and a range of different commercial tenancies. This leads to regular pedestrian circulation throughout the Centre. An assessment of existing conditions has identified potential to improve wayfinding throughout the Centre and car parking areas. The proposed redevelopment will increase the gross floor area and range of facilities available to visitors. The following recommendations should be considered in the final design to ensure that new spaces are accessible for pedestrians and disabled visitors.

Recommendations: Pedestrian and Disabled Access

- Ensure that all areas are wheelchair accessible (as per Australian Standards) with ramps and lifts as appropriate
- Ensure that all lifts are optimised for wheelchair access (as per Australian Standards)
- Ensure the provision of hand rails on stair wells and rest zones where appropriate (as per Australian Standards)
- Ensure that surfaces are adequate for disabled mobility (as per Australian Standards)
- Ensure that there is adequate disabled parking (as per Australian Standards)
- Ensure clear demarcation of pedestrian walkways throughout the car park to avoid conflicts with vehicles
- Install wayfinding signage throughout the site
- Install adequate lighting throughout the site (as per section 3.1 – 'control f' of the City of Ryde DCP)

7.2.10 MANAGEMENT

Developments that are well managed and maintained are less likely to attract criminal activity through establishing a sense of ownership and pride for those who live and work close by. Active security measures are also key to managing ongoing crime risks in a facility of this scale.

A key crime type in the Ryde LGA is 'malicious damage to property', which presents a challenge to both maintenance and security.

Recommendations: Management

- Draft a Plan of Management to be agreed with Council, which includes prompt response times for maintenance issues (e.g. broken windows, broken lighting, graffiti), regular landscaping maintenance and random security patrols in car park areas after hours

7.2.11 CONSTRUCTION

Construction areas are potential risk areas for crime. The following recommendations should be considered when establishing construction areas to ensure their security.

Recommendations: Construction

- Ensure appropriate lighting of construction areas
- Ensure that storage of equipment minimises the loss of natural surveillance opportunities as much as possible
- Store equipment behind high fences or inside secure sheds (as per Australian Standards) so that it cannot be used for criminal activities such as vandalism, assault, break and enter or as opportunities for concealment
- Seal vacant buildings or buildings under construction with high fencing (as per Australian Standards) so that they do not attract crime activities inside
- Consider implementing random security patrols at night

8 Conclusion

This report has assessed the proposed redevelopment of the Eastwood Shopping Centre against CPTED principles. The assessment has been informed by a demographic profile, a crime profile, a policy review and consultation with key stakeholders.

A site visit highlighted key opportunities to improve CPTED outcomes based on the existing Shopping Centre. The proposal has been reviewed and a series of specific recommendations have been made.

Potential risk areas associated with the redevelopment which should be the focus of design mitigations include:

- Car park areas
- Entry and exit points (including entry/exit between residential and commercial areas and public and service areas)
- The Hanging Garden
- Construction areas.

Recommendations have included access control measures (barriers, fences), active surveillance measures (CCTV, security), adequate lighting, adequate wayfinding and security signage, and use of appropriate landscaping and materials.

Disclaimer

This report is dated May 2016 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd's (**Urbis**) opinion in this report. Urbis prepared this report on the instructions and for the benefit only, of Yuhu Group (**Instructing Party**) for the purpose of CPTED Assessment for the proposed redevelopment (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control .

In preparing this report, Urbis may rely on or refer to documents in a language other than English, which Urbis may arrange to be translated. Urbis is not responsible for the accuracy or completeness of such translations and disclaims any liability for any statement or opinion made in this report being inaccurate or incomplete arising from such translations.

Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

Appendix A

Demographic summary table

TABLE 10 – DEMOGRAPHIC SUMMARY TABLE

Data Item	Study Area (1km)	Ryde LGA	Sydney GCCSA
Total Population	12,806	103,013	4,390,956
Population Density (Persons Per Sq. Km)	3,003.8	2,545.9	355.0
Average Per Capita Income	\$36,787	\$38,391	\$36,285
Age Distribution (%)			
Aged 0-4	5.4%	6.2%	6.8%
Aged 5-9	4.9%	5.3%	6.3%
Aged 10-14	5.4%	5.1%	6.1%
Aged 15-19	6.8%	5.4%	6.3%
Aged 20-24	10.6%	8.7%	7.0%
Aged 25-29	8.6%	8.4%	7.8%
Aged 30-34	6.6%	8.1%	7.6%
Aged 35-39	6.3%	7.8%	7.6%
Aged 40-44	6.3%	7.0%	7.3%
Aged 45-49	8.0%	6.9%	7.0%
Aged 50-55	7.2%	6.3%	6.6%
Aged 55-59	6.5%	5.6%	5.7%
Aged 60-64	5.0%	5.0%	5.1%
Aged 65-69	3.9%	3.6%	3.9%
Aged 70-74	3.1%	3.2%	3.0%
Aged 75-79	2.1%	2.7%	2.3%
Aged 80-84	1.8%	2.4%	1.9%
Aged 85+	1.7%	2.4%	1.8%
Aged 18+	80.6%	80.5%	77.1%
Average Age	37.7	38.3	37.1
Dependency Ratio	28.2%	30.9%	32.1%
Country Of Birth And Indigenous Identification (%)			
Australia Born	46.6%	55.6%	63.7%
Overseas Born	53.4%	44.4%	36.4%
China	19.8%	9.9%	3.6%
Korea, Republic of (South)	7.7%	3.5%	1.0%
Hong Kong	5.2%	2.7%	0.9%
India	2.6%	2.7%	2.1%
United Kingdom	2.1%	3.0%	4.4%

Sri Lanka	1.9%	1.0%	0.5%
Indigenous population	0.0%	0.0%	0.2%
Language Spoken At Home (%)			
English Only	43.8%	56.1%	65.7%
Chinese Total (Cantonese, Mandarin & other)	33.8%	17.3%	6.8%
Korean	8.8%	4.1%	1.1%
Indo-Aryan - Total	3.0%	3.1%	3.6%
South East Asian Austronesian - Total	1.4%	2.5%	1.9%
Tamil	1.3%	0.7%	0.5%
Italian	1.3%	3.0%	1.6%
Household Income (%)			
\$Neg/Nil	3.7%	2.7%	1.7%
\$1-\$10,400	2.1%	1.7%	1.7%
\$10,400-\$15,600	2.3%	2.8%	2.8%
\$15,600-\$20,800	4.8%	5.7%	5.7%
\$20,800-\$31,200	7.1%	8.0%	8.5%
\$31,200-\$41,600	7.6%	7.2%	8.0%
\$41,600-\$52,000	7.9%	7.4%	7.6%
\$52,000-\$65,000	8.0%	8.1%	8.1%
\$65,000-\$78,000	7.3%	7.4%	7.6%
\$78,000-\$104,000	10.8%	12.1%	12.6%
\$104,000-\$130,000	8.2%	8.8%	9.4%
\$130,000-\$156,000	10.7%	11.1%	10.6%
\$156,000-\$182,000	7.2%	6.9%	6.4%
\$182,000-\$208,000	3.4%	3.6%	3.3%
\$208,000 Plus	8.9%	6.5%	6.1%
Average Household Income	\$101,417	\$96,032	\$94,428
Household Income Variation	+7.4%	+1.7%	-
Housing Status (%)			
Owner	37.2%	32.9%	31.1%
Purchaser	32.3%	31.4%	35.7%
Renter	30.1%	34.8%	32.4%
Public Renter	1.7%	4.9%	5.4%
Private Renter	28.4%	29.9%	27.0%
Households In Mortgage Stress (% Households)	1.3%	1.6%	3.0%

Loan Mortgage Repayments (Monthly \$)	\$2,531	\$2,574	\$2,424
Households In Rental Stress (% Households)	14.9%	9.7%	7.8%
Rent Payments (Weekly \$)	\$406	\$385	\$397
Car Ownership (%)			
0 Cars	14.3%	12.9%	12.5%
1 Car	43.7%	44.0%	39.6%
2 Cars	31.8%	32.2%	33.9%
3 Cars	7.3%	7.6%	9.5%
4+ Cars	2.9%	3.3%	4.5%
Household Structure (%)			
Family Households	76.4%	69.4%	73.1%
Non-Family Households	23.6%	30.6%	26.9%
Group	5.7%	5.3%	4.3%
Lone Person	17.9%	25.3%	22.6%
Family Composition (%)			
Couple Family With No Children	32.9%	35.5%	33.5%
Couple Family With Children Under 15	30.9%	32.2%	32.5%
Couple Family With No Children Under 15	20.7%	16.8%	16.4%
One Parent Family With Children Under 15	4.3%	4.7%	7.3%
One Parent Family With No Children Under 15	8.9%	8.6%	8.4%
Other	2.3%	2.2%	1.9%
Labour Force (%)			
% Unemployed	7.1%	5.8%	5.7%
Labour Force Participation	63.4%	65.2%	65.6%
Occupation (%)			
Managers	12.4%	13.9%	13.5%
Professionals	36.6%	32.4%	26.0%
Technicians & Trades Workers	10.5%	10.8%	12.4%
Community & Personal Service Workers	7.6%	8.2%	9.0%
Clerical & Administrative Workers	15.5%	17.2%	16.5%
Sales Workers	8.4%	8.7%	9.2%
Machinery Operators & Drivers	2.9%	3.2%	5.8%
Labourers	6.0%	5.6%	7.5%
White Collar (%)	80.5%	80.5%	74.3%
Blue Collar (%)	19.5%	19.6%	25.7%

Tertiary Education (%)			
Bachelor Degree Or Higher	38.8%	33.3%	24.1%
Advanced Diploma Or Associate Degree	9.6%	9.8%	9.0%
Undertaking Tertiary Education	12.6%	10.8%	6.5%
Highest Level Of Schooling Achieved (%)			
Year 8 Or Below	2.7%	4.3%	5.3%
Year 9 Or Equivalent	2.7%	3.7%	5.3%
Year 10 Or Equivalent	10.1%	15.0%	21.0%
Year 11 Or Equivalent	2.9%	3.4%	4.7%
Year 12 Or Equivalent	80.4%	72.4%	62.3%
Did Not Go To School	1.3%	1.2%	1.5%
Dwelling Structure (%)			
Separate House (%)	60.3%	52.8%	61.0%
Semi-Detached (%)	12.5%	15.1%	12.8%
Flat, Unit Or Apartment (%)	27.2%	31.9%	25.8%
Other Dwelling (%)	0.0%	0.1%	0.5%

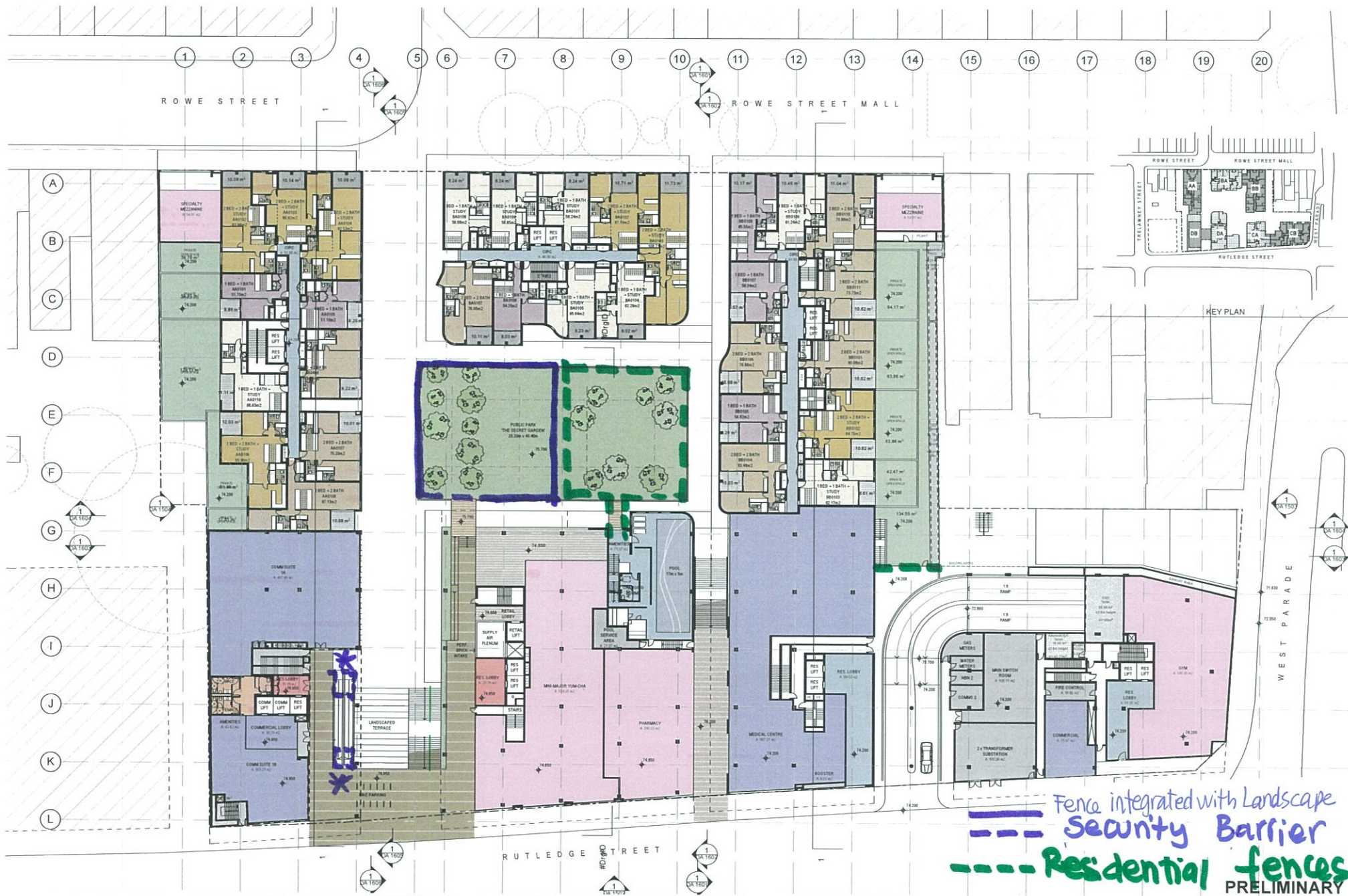
Appendix B

(Please see DA package)

Architectural plans – main

Appendix C

Architectural plans – access control



— Fence integrated with Landscape
 - - - Security Barrier
 . . . Residential fences.
 PRELIMINARY

* Roller shutters in escalators

Appendix D

Example shutters

FIGURE 6 – BIFOLD SHUTTER EXAMPLE 1



FIGURE 7 – BIFOLD SHUTTER EXAMPLE 2

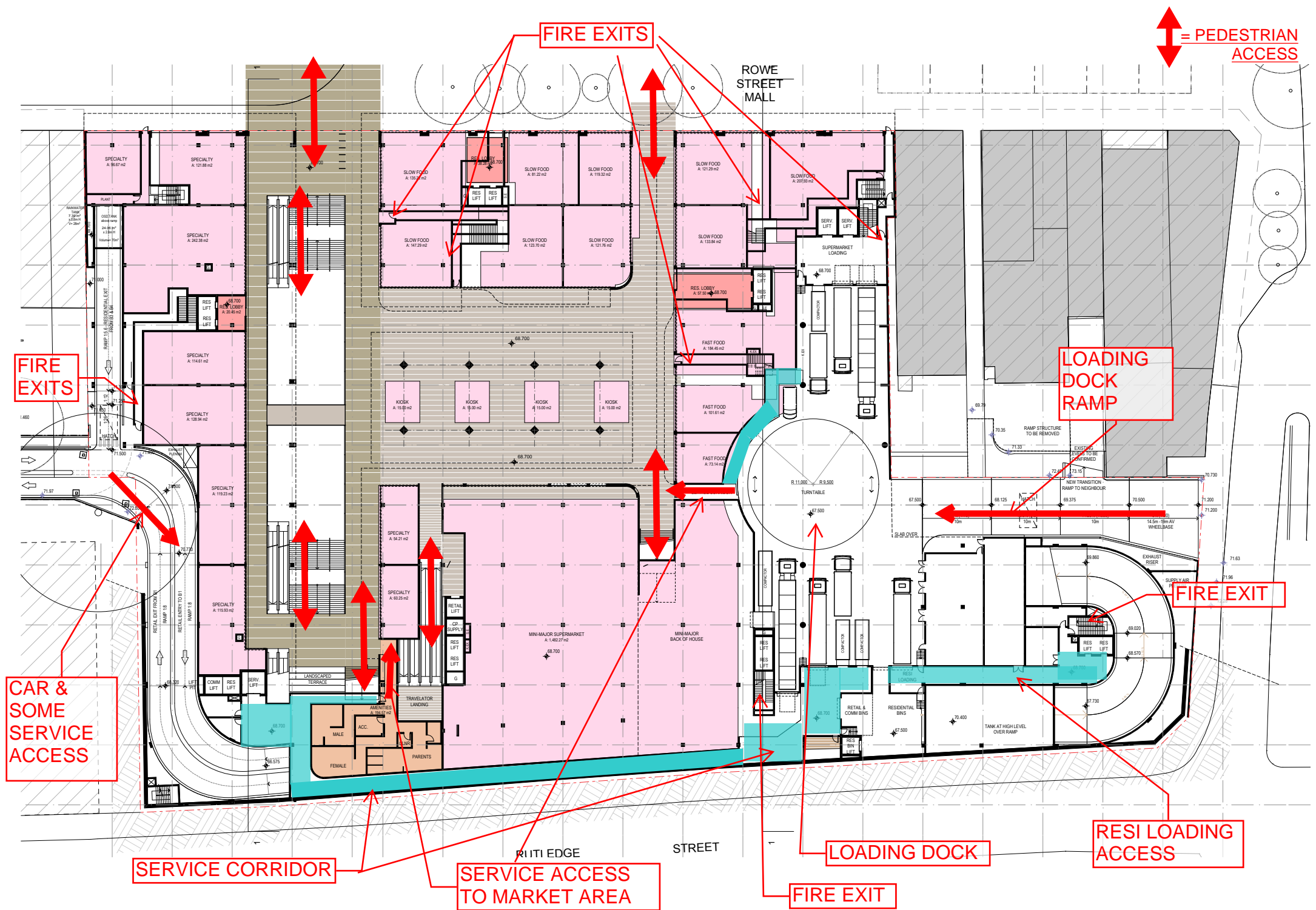


FIGURE 8 – ROLLER SHUTTER EXAMPLE



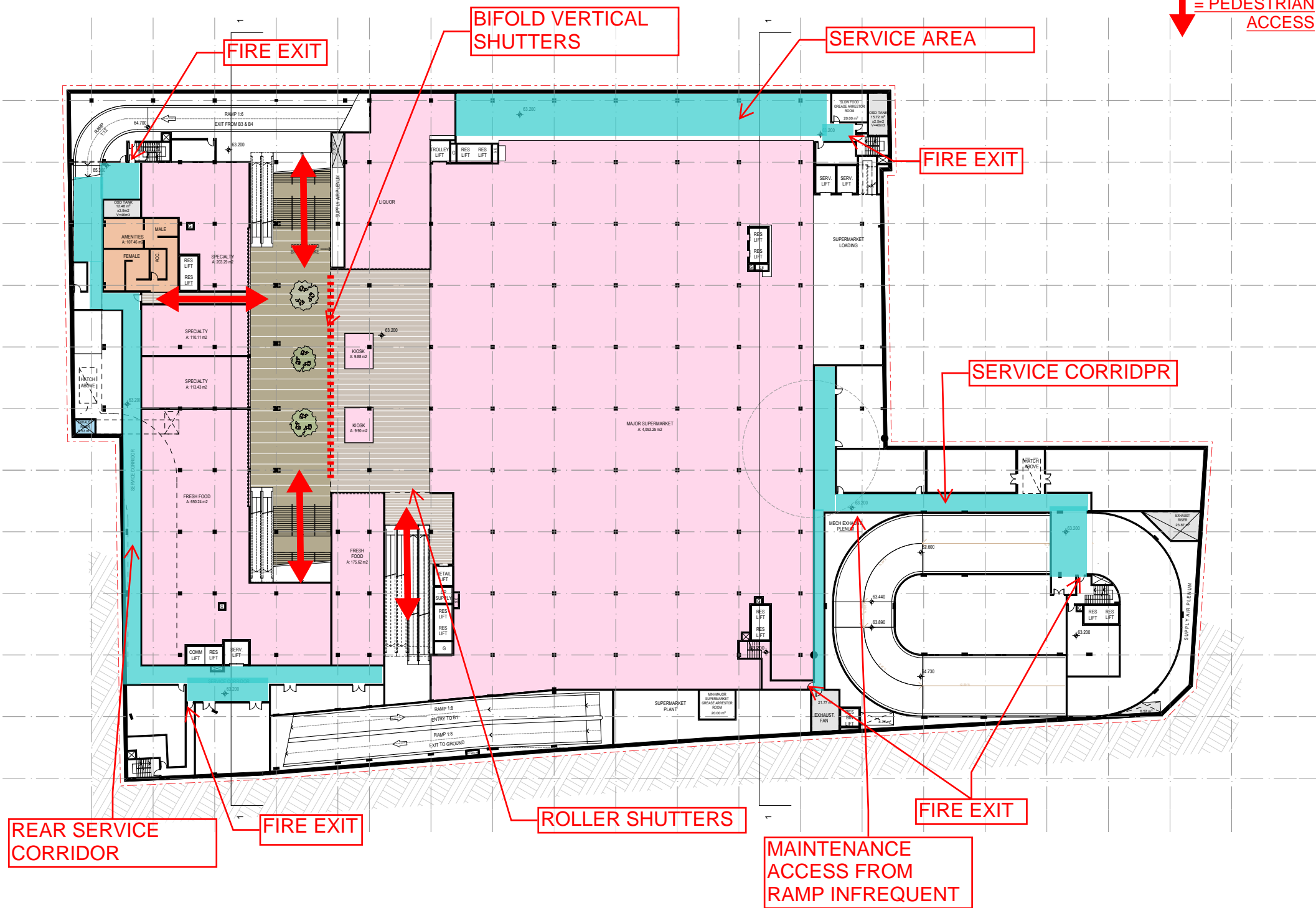
Appendix E

Architectural plans – entry and exit points





↑ = PEDESTRIAN
ACCESS



Appendix F

(Please see DA package)

Landscape design plans

Appendix G

Urban design review panel meeting minutes

URBAN DESIGN REVIEW PANEL ADVICE for PRL No 2016/8

PROPERTY: 3-5 Rutledge Street, Eastwood

MEETING DATE: 13 April 2016 **TIME:** 9:45am

DEVELOPMENT: Mixed Use Development

PROPONENTS: URBIS, L23, 201 Sussex St, Sydney 2000

ATTENDANCE:

UDRP Panel:
Geoff Baker Architect/Urban Designer
Deena Ridenour Architect/Urban Designer

Council:
Vince Galletto Senior Coordinator, B&DAS
Glenn Ford Client Manager, B&DAS

NOTES FOR PROPONENTS

The purpose of the meeting is to enable you to discuss your proposal with Council's Urban Design Review Panel and the Pre-lodgement Panel. These Panels will endeavour to provide information which will enable you to identify issues that should be addressed in any application.

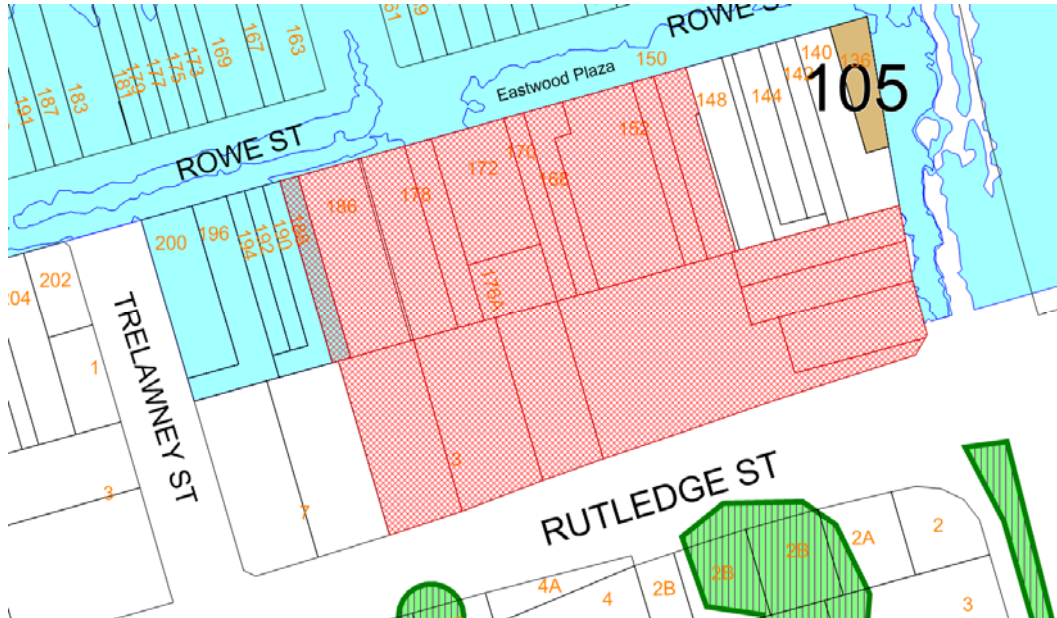
However, the onus remains on the applicant to ensure that all relevant controls and issues are considered prior to the submission of the application. The comments of both the Panels are based on the level of information you have provided at the meeting.

The comments in this document do NOT constitute a formal assessment of your proposal and at no time should comments of the Panels be taken as a guarantee of approval of your proposal.

The Site

The site is located on the northern side of Rutledge Street and bounded by West Parade to the east and Rutledge Street to the north with an access handle from Trelawney Street on the west.

A number of Heritage items are located within the vicinity of the subject site on West Parade and Rowe Street.



The site marked with cross-hatch in red

The site contains a shopping complex known as Eastwood Centre.

The Proposal

The proposal is for the construction of a Mixed Use Development containing 439 apartments and 2,802m² of commercial floor space and parking for approximately 1,150 cars in 7 building blocks ranging in height from 6 to 13 storeys.

The proposed apartment mix is as follows:

- 143x1 bedroom units
- 273x2 bedroom units, and
- 23x3 bedroom units

Applicable Planning Controls and Policies

The following planning & building controls are identified as applicable to the development:

- *State Environmental Planning Policy No. 55 – Remediation of Land*
- *State Environmental Planning Policy No. 65 Design Quality of Residential Flat Development & Residential Apartment Design Guide*

- State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004.
- State Environmental Planning Policy – (Infrastructure) 2007
- Ryde Local Environmental Plan 2014
- Development Control Plan 2014
 - Part 4.1 Eastwood Town Centre
 - Part 7.1 Energy Smart, Water Wise
 - Part 7.2 Waste Minimisation and Management
 - Part 8.2 Stormwater Management
 - Part 9.3 Car Parking

COMMENTS FROM THE URBAN DESIGN REVIEW PANEL

The proposal was reviewed against 9 Design Quality Principles of SEPP 65 and commented by Council's Urban Design Review Panel. These comments are reproduced below which need to be considered by the proponents in the design of the proposal:

General Comments

This is the first time that the Panel has reviewed this proposal.

The proposal is for a retail, commercial and residential mixed use development in the centre of Eastwood town centre:

- *a retail centre with approximately 15,240m² of GFA, including a supermarket and range of food and beverage retail, specialty retail, medical centre, and gymnasium at lower and ground levels*
- *a covered outdoor "market place"*
- *seven buildings across the site above the shared market level, ranging in height from 6 – 13 storeys with approximately 440 dwellings and 2,800m² of commercial space*
- *basement car parking areas, approximately 1,150 spaces*

The subject site has an area of 12,755m². The proposed FSR is 4.75: 1 and maximum building height is 13 storeys (45m).

The site is zoned B4 Mixed Use. Under LEP 2014 there is no maximum permitted FSR and the maximum permitted height is 21.5m on the north half of the site and 33.5m on the south half.

Design Quality Principles:

SEPP 65 – Design Quality of Residential Flat Buildings	UDRP Comments
Context and Neighbourhood Character Good design responds and contributes to its context. Context is the key natural and	<i>The subject site occupies a pivotal location in Eastwood town centre, with its northern long boundary fronting the pedestrianised section of Rowe Street, which is the historical east-west shopping spine. Eastwood rail station and bus interchange are</i>

SEPP 65 – Design Quality of Residential Flat Buildings	UDRP Comments
<p>built features of an area, their relationship and the character they create when combined. It also includes social, economic, health and environmental conditions.</p> <p>Responding to context involves identifying the desirable elements of an area's existing or future character. Well-designed buildings respond to and enhance the qualities and identity of the area including the adjacent sites, streetscape and neighbourhood.</p> <p>Consideration of local context is important for all sites, including sites in established areas, those undergoing change or identified for change.</p>	<p><i>approximately 150m to the east. The southern long boundary of the site fronts Rutledge Street. Land to the south, on the opposite side of Rutledge, contains predominantly residential uses and is zoned R2 low density residential.</i></p> <p><i>The subject site occupies the majority of one of the larger blocks in the town centre. A key aspect of the scheme is the extension of The Avenue, a street to the north, as a pedestrian link through the site to provide a direct connection between Rowe and Rutledge Streets. In addition, a parallel pedestrian lane to the east through the site also connects these streets.</i></p> <p><i>In principle, the extension of The Avenue through the site is a positive change to the town centre pedestrian network which the Panel supports. However, the current design is problematic in that:</i></p> <ul style="list-style-type: none"> ▪ <i>large openings providing access and light and air to the supermarket entrance and retail outlets one level below eviscerate the greater part of the connection</i> ▪ <i>the grade change between Rowe and Rutledge is achieved by stairs, escalators and (presumably) a lift for disabled access at the south (Rutledge end)</i> ▪ <i>the residential building at the north-west corner of the site overhangs the connection for about half its width and length.</i> <p><i>The panel recommends that:</i></p> <ul style="list-style-type: none"> ▪ <i>the slots down to the basement level are substantially narrowed to provide greater width for the connection at street level</i> ▪ <i>this link is continuously graded up from Rowe to Rutledge to eliminate the stairs and escalators (estimated gradient would be approximately 1:17)</i> ▪ <i>it is open to the sky for its full width (equal to and aligned with the width of The Avenue) and length.</i> <p><i>The proposed “market place” is supported as a use on the site, however it should be located on Rowe Street, to support the community life of this existing public domain focus, rather than drawing energy away from it. It would also then benefit from sunlight in winter – as proposed it would be cold and overshadowed. A more flexible use of this space would be more beneficial to the town centre. Market</i></p>

SEPP 65 – Design Quality of Residential Flat Buildings	UDRP Comments
	<p><i>uses could be one of many. The adaptability of the space and its structure for a variety of uses should be demonstrated. Particular consideration of how the space is used when not activated is also needed – for example at night or after shopping hours.</i></p> <p><i>The Panel does not support the concept of a “secret garden” covering the market place – it would be overshadowed by the development in winter and present safety and security risks and is therefore unlikely to be sufficiently used. A problem exacerbated by the proposed single point of connection, but not resolved even if additional points of access were provided.</i></p>
<p>Built Form and Scale</p> <p>Good design achieves a scale, bulk and height appropriate to the existing or desired future character of the street and surrounding buildings.</p> <p>Good design also achieves an appropriate built form for a site and the building’s purpose in terms of building alignments, proportions, building type, articulation and the manipulation of building elements.</p> <p>Appropriate built form defines the public domain, contributes to the character of streetscapes and parks, including their views and vistas, and provides internal amenity and outlook.</p>	<p><i>In broad terms the overall height and scale of the proposal is considered acceptable. The provision of new north-south links between Rowe and Rutledge Streets creates a finer public realm grain and a logical basis for separating the proposed building masses and is strongly supported. However, particularly in the absence of a limit on density, any exceedance of the LEP height limits (which occur all across the site in the current scheme), would need to be more carefully considered and would need a strong public benefit justification for Panel support. For example, the extension of the Avenue as a through-site pedestrian spine and the market place, provided they meet the location and design parameters outlined above, may provide such justification.</i></p> <p><i>In order to maximise winter sun to potential communal open space in the centre of the site and maintain an appropriate scale on Rowe Street, buildings here should comply with the LEP height limit. On Rutledge Street, particularly towards the eastern (West Parade) end of the site additional height would be more appropriate for consideration (as currently indicated).</i></p> <p><i>The Z-shaped apartment building is over-scaled in plan and needs to be broken down into three or four separate buildings. All apartment buildings should comply with SEPP65 ADG separation distances.</i></p> <p><i>As noted above, the residential building at the north-west corner of the site needs to be moved westwards so that it does not overhang The Avenue extension. Its floor plate would then require some reconfiguration.</i></p>

SEPP 65 – Design Quality of Residential Flat Buildings	UDRP Comments
<p>Density</p> <p>Good design achieves a high level of amenity for residents and each apartment, resulting in a density appropriate to the site and its context.</p> <p>Appropriate densities are consistent with the area's existing or projected population. Appropriate densities can be sustained by existing or proposed infrastructure, public transport, access to jobs, community facilities and the environment.</p>	<p><i>No FSR limit applies to the site. Under this circumstance, other controls must be appropriately determined and enforced to ensure an acceptable intensity of development on the site.</i></p>
<p>Sustainability</p> <p>Good design combines positive environmental, social and economic outcomes.</p> <p>Good sustainable design includes use of natural cross ventilation and sunlight for the amenity and liveability of residents and passive thermal design for ventilation, heating and cooling reducing reliance on technology and operation costs. Other elements include recycling and reuse of materials and waste, use of sustainable materials and deep soil zones for groundwater recharge and vegetation.</p>	<p><i>Building and open space location and orientation must be carefully considered in the further development of the proposal.</i></p>
<p>Landscape</p> <p>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, resulting in attractive developments with good amenity. A positive image and contextual fit of well-designed developments is achieved by contributing to the landscape character of the streetscape and neighbourhood.</p>	<p><i>The elevated “park” or “secret garden” is not supported. Substantial tree-planting could co-exist with a relocated market place, providing a high level of utility and solar access at grade on Rowe Street. Possible communal open space in the centre of the site may need to be supplemented with one or more rooftop gardens.</i></p>

SEPP 65 – Design Quality of Residential Flat Buildings	UDRP Comments
<p>Good landscape design enhances the development's environmental performance by retaining positive natural features which contribute to the local context, coordinating water and soil management, solar access, micro-climate, tree canopy, habitat values and preserving green networks.</p> <p>Good landscape design optimises useability, privacy and opportunities for social interaction, equitable access, respect for neighbours' amenity and provides for practical establishment and long term management.</p>	
<p>Amenity</p> <p>Good design positively influences internal and external amenity for residents and neighbours. Achieving good amenity contributes to positive living environments and resident well-being.</p> <p>Good amenity combines appropriate room dimensions and shapes, access to sunlight, natural ventilation, outlook, visual and acoustic privacy, storage, indoor and outdoor space, efficient layouts and service areas and ease of access for all age groups and degrees of mobility.</p>	<p><i>Given the need to reconsider the location and massing of the apartment buildings, detailed assessment of amenity is not warranted at this stage. Compliance with the relevant parts of the ADG should be achieved.</i></p> <p><i>For residential entries to work along the two pedestrian links through the site, these links need to be visually open, well-lit, overlooked by adjacent residential uses and publically inviting to provide a clear sense of address and safety. This means the links need to be perceived as part of the town centre not part of the shopping centre.</i></p>
<p>Safety</p> <p>Good design optimises safety and security within the development and the public domain. It provides for quality public and private spaces that are clearly defined and fit for the intended purpose. Opportunities to maximise</p>	<p><i>Safety concerns related to the elevated "secret garden" and residential entries are noted above.</i></p>

SEPP 65 – Design Quality of Residential Flat Buildings	UDRP Comments
<p>passive surveillance of public and communal areas promote safety.</p> <p>A positive relationship between public and private spaces is achieved through clearly defined secure access points and well lit and visible areas that are easily maintained and appropriate to the location and purpose.</p>	
<p>Housing Diversity and Social Interaction</p> <p>Good design achieves a mix of apartment sizes, providing housing choice for different demographics, living needs and household budgets.</p> <p>Well-designed apartment developments respond to social context by providing housing and facilities to suit the existing and future social mix.</p> <p>Good design involves practical and flexible features, including different types of communal spaces for a broad range of people and providing opportunities for social interaction among residents.</p>	<p><i>The proposal has great potential to add significantly to the activation of the town centre, particularly at night.</i></p>
<p>Aesthetics</p> <p>Good design achieves a built form that has good proportions and a balanced composition of elements, reflecting the internal layout and structure. Good design uses a variety of materials, colours and textures.</p> <p>The visual appearance of a well-designed apartment development responds to the existing or future local context, particularly desirable elements and repetitions of the streetscape.</p>	<p><i>The conceptual approach to vertical articulation of the facades and the material change from external to internal spaces is supported. The translation of this concept into the proposed elevations is not evident with the facades appearing more monolithic in detail and materiality. The approach to the architecture lacks an authentic approach to a finer grain articulation and scale implied in the concept.</i></p> <p><i>To be addressed further as the scheme is developed.</i></p>

SEPP 65 – Design Quality of Residential Flat Buildings	UDRP Comments
Further Comments & Outcome	
Recommendation	
<i>The Panel recommends reworking of the aspects of the design noted above and needs to subsequently review the scheme again.</i>	

COUNCIL OFFICERS COMMENTS

Further to the above, an assessment of the submitted documents reveals that the proposal is at a very conceptual stage and therefore lacks details to enable a full assessment against the controls contained in *Ryde Local Environmental Plan 2014 (LEP 2014)* and *Ryde Development Control Plan 2014 (DCP2014)*. However it is noted that the proposal significantly exceeds the maximum permissible height of building development standard. Council's Urban Design Review Panel has not supported the non-compliance to the height of building development standard.

Whilst the site is already benefitted by not having any FSR controls, compliance with the height of building development standard is considered necessary to achieve the desired density of the Eastwood Town Centre and the overall population density of Ryde Local Government Area.

Council understands that you wish to lodge a written request under Clause 4.6 of the Ryde LEP with any development application to vary the height of building development standard. It has been strongly pointed out at the meeting that any request under Clause 4.6 would not be supported by Council's Assessment Officers. Any such request of varying the height of building control should be the subject of a Planning Proposal.

End of Advice

Sydney

Tower 2, Level 23, Darling Park
201 Sussex Street Sydney, NSW 2000
t +02 8233 9900
f +02 8233 9966

Melbourne

Level 12, 120 Collins Street
Melbourne, VIC 3000
t +03 8663 4888
f +03 8663 4999

Brisbane

Level 7, 123 Albert Street
Brisbane, QLD 4000
t +07 3007 3800
f +07 3007 3811

Perth

Level 1, 55 St Georges Terrace
Perth, WA 6000
t +08 9346 0500
f +08 9221 1779

Australia • Asia • Middle East
w urbis.com.au **e** info@urbis.com.au