CHAPTER 2.5 COMMERCIAL DEVELOPMENT

2.5.1 INTRODUCTION

The purpose of this Chapter is to provide generic guidelines for commercial development. Commercial development can include business, office or retail development, or a combination of the three. Commercial development can come in a range of sizes and scales. Small commercial development could be a shop in a neighbourhood centre like Avoca Beach or Toowoon Bay. Medium sized commercial development could be a stand-alone shopping centre in a local centre like Kincumber or Lake Munmorah. Large commercial development could be a multi storey office building with a café at ground level in a strategic centre like Erina or Tuggerah.

2.5.1.1 Objectives of this Chapter

- To promote quality commercial development that achieves a balance between economic, social, environmental and service functions
- To encourage good design that contributes positively to the streetscape
- To provide new commercial development that responds to its context and is appropriate to its location
- To ensure that pedestrian amenity is considered and provided for in commercial development

2.5.1.2 Land to which this Chapter Applies

This Chapter applies to all land within the Central Coast LGA where commercial development is permissible under the Central Coast Local Environmental Plan (LEP) 2018, unless that land is located in a Centre that is covered by a specific Chapter, in which case the specific chapter for that Centre will apply. Centres that have a specific chapter include Gosford, Wyong, Terrigal and The Entrance. Where matters identified in this chapter are not dealt with in the site specific chapters the provisions of this chapter will apply.

2.5.1.3 Relationship to other Chapters and Policies

This Chapter is to be read in conjunction with other relevant chapters of this DCP, including but not limited to:

- Chapter 2.13: Transport and Parking
- Chapter 2.14: Waste Management
- Chapter 2.15: Signage and Advertising
- Chapter 2.3: Residential Flat Buildings and Shop Top Housing

2.5.2 CHARACTER AND CONTEXT

2.5.2.1 Context Analysis

Context is everything that has a bearing on an area and comprises its key natural and built features. The process of defining the context's setting and scale has direct implications for design quality in larger developments.

OBJECTIVE

To encourage good design in commercial development that responds to and contributes to its context.

REQUIREMENTS

a For new commercial development a Context Analysis must be carried out as the first step in the design process and the outcomes of that analysis must be reflected in the design of the development. A Context Analysis identifies existing conditions in the area that will influence design choices, for example major pedestrian routes, transport nodes, built and urban features, topography.

b For development on sites that are smaller than 3000m^2 in area, the details of the context analysis can be included in the Site Analysis Plan that is required for all new commercial development in Section 2.5.2.2 of this Chapter.

c For development on sites that are 3000m^2 or larger in area, a separate Context Analysis Plan must be submitted in A3 size with the Development Application. The detail of the plan is to be tailored to the size and complexity of the proposed development

d Where a separate Context Analysis Plan is required to be submitted, it must cover sufficient area surrounding the site as appropriate to gaining an understanding of the context. As a guide, a 400 metre radius around the site will capture the surrounding context that is within an easy short walk.

Figure 1 Wider context plan showing a 400 metre walking radius

e The following is an indicative checklist of issues to be addressed in a Context Analysis Plan:

i **Pedestrian Networks:** existing circulation patterns and key destination points;

ii **Public Transport:** location of closest bus stop, train station or ferry wharf;

iii **Public Car Parking:** designated at-grade or multi storey public car parking sites;

iv **Public Open Space:** parks, reserves, and natural open space areas;

v **Loading and Service Access:** laneways, secondary roads, access ways, and public loading parking bays;

vi **Landmarks:** heritage items, significant places, main street precincts in the vicinity;

vii **Adjacent Development of Similar Uses:** for example supermarkets;

viii **Land Use Zones:** are these business, residential, industrial;

2.5.2.2 Site Analysis

OBJECTIVE

To encourage good design that results from a genuine analysis of the site, its character and capacity, and its suitability for the proposed development.

REQUIREMENTS

a For all new commercial development, a Site Analysis must be carried out as one of the initial steps in the design process and the outcomes of that analysis must be reflected in the design of the development.

b The Site Analysis Plan must identify existing conditions relating to the development site and existing design constraints on adjacent sites, which are likely to influence design choices.

c The site analysis plan is to be submitted in A3 size with any Development Application. The detail of the plan is to be tailored to the size and complexity of the proposed development.

d The following is an indicative checklist of issues to be addressed by the Site Analysis Plan:

i **Orientation:** north point and aspect, consider the movement of the sun, particularly in summer and winter;

ii **Streetscape:** setback patterns, position and form of existing development on surrounding land, overall height and shadows from adjacent buildings;

iii **Topography:** where cut and fill or benching of the site is proposed, slope of the land is to be shown at 0.2 metre intervals with direction of fall, in other instances at 1.0 metre intervals;

iv **Accessibility:** accessible paths of travel and access points around the site.

v **Services:** location of utility services including stormwater drainage lines, electricity poles and kerb crossings;

vi **Vehicle access:** best position for vehicular access driveway(s), proximity to laneways and/or loading zones for service vehicles, suitable locations for off-street parking;

vii **Survey constraints:** surveyed location of any easements, rights of way, or other restrictions;

viii **Security:** any natural surveillance opportunities to and from the site;

ix **Views:** consideration of view corridors to and from the site as well as the impact of development on the views currently enjoyed by adjoining development.

x **Vegetation:** existing trees and vegetation on the land, on adjoining land, and in the street or locality with the true canopy spread within or onto the site;

xi **Privacy:** any windows or private areas of neighbouring developments facing the site;

xii **Prevailing winds:** breezes in summer are an attractive site feature while winter winds are not contributory to the enjoyment of outdoor dining and public open space;

xiii **Existing structures:** including details of existing buildings, fences and retaining walls on site.

xiv **Context Analysis:** for sites smaller than 3000m^2, include any other existing features in the area that will influence design choices as listed in the indicative checklist in Part 2.1 of this Chapter.

Figure 2 Sample Site Analysis Plan

2.5.2.3 Statement of Environmental Effects

A Statement of Environmental Effects (SEE) is a report outlining the likely impacts of the proposal, and the proposed measures that will mitigate these impacts. The SEE includes written information about the proposal that cannot be readily shown on plans and drawings.

OBJECTIVE

To encourage appropriate commercial development that is developed as a result of understanding the local context.

REQUIREMENTS

a A Statement of Environmental Effects (SEE) must be submitted with any Development Application.

b In addition to the standard information required in an SEE, an application for new commercial development must also provide the following justifications:

i **Urban Design:**

- Identify the urban context for the development, that is, what kind of setting is the development located in? E.g. a neighbourhood centre, town centre, strategic centre, bulky goods area, etc;
- Existing built form and scale;
- Demonstrate how the development's built features will contribute positively to the local context on all facades.

ii **Social:**

- Appropriate location in terms of services, transport and facilities;
- Accessibility of the development to all members of the community; for example existing pedestrian networks & accessible paths of travel.
- How the development will maximise positive social impacts (e.g. community, identity, heritage) and minimise negative social impacts (e.g. safety, undesirable activity).

iii **Economic:**

- Potential economic benefits and impacts of the proposal;
- Employment opportunities;
- Impacts of the proposal on existing commercial developments in the catchment (local and/or regional).

c The detail of the information contained in the SEE is to be tailored to the size and complexity of the proposed development.

2.5.3 BUILDING SCALE

2.5.3.1 Building Height

Building height helps shape the desired future character of a place relative to its setting and topography. It defines the proportion and scale of streets and public spaces and has a relationship to the physical and visual amenity of both the public and private realms.

OBJECTIVES

- To ensure an appropriate relationship between new commercial development, street width and surrounding dwellings.
- To allow the height of new commercial development to reflect the desired future scale of the area, while also respecting the existing built fabric, streetscape character, and level of amenity.
- To achieve a pedestrian scale and a consistent built height at the street boundary.

REQUIREMENTS

a The maximum building height of new development is to be in accordance with the height of building maps contained within Central Coast LEP 2018.

b The proposed building height for the new development must ensure that adequate daylight and solar access is maintained to existing apartments, required private open space and common open space of adjoining properties, and significant public open space. Shadow diagrams must be provided for certain development applications in accordance with Section 6.2 Shadow Diagrams.

c In local centres with zero front boundary setbacks, the height of commercial development should be stepped down at the boundary to give the appearance of a two storey wall height to the street.

d Where the site adjoins existing low-scale residential development, the building height must be stepped down near the boundary to a maximum of two storeys.

e All ancillary buildings fronting laneways must have a maximum height of not more than 6 metres.

Figure 3 Retail development relating to existing two storey residential development

2.5.3.1 Ceiling Heights

Ceiling height is measured internally from finished floor level to finished ceiling level. Ground floors of commercial development often need to accommodate a range of uses such as retail, cafes and restaurants. Cafes and restaurants generally require increased ceiling heights to allow for additional servicing requirements.

OBJECTIVE

To ensure appropriate floor to ceiling heights within commercial buildings, and to enable flexibility of uses through higher floor to ceiling heights for ground floor development.

REQUIREMENTS

a Ground floor ceiling heights in commercial development are to be a minimum of 4 metres to allow for servicing and permit flexibility of use.

b First floor level ceiling heights in commercial development are to be a minimum of 3.3 metres to ensure longer term adaptability for other uses.

c The ceiling heights of other storeys are to be appropriate to their use.

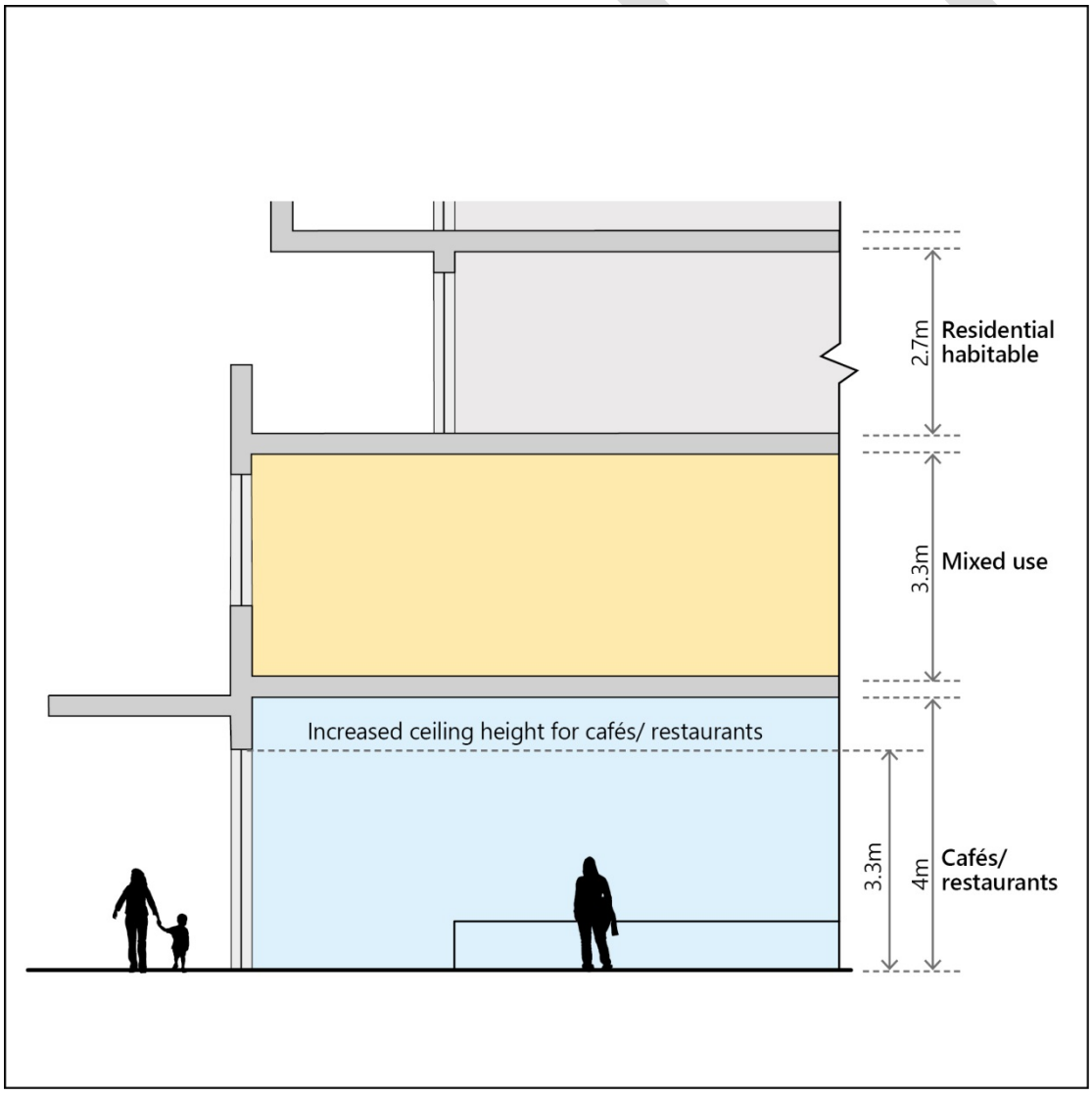

Figure 4 Minimum ceiling heights for commercial development

2.5.4 BUILDING SETBACKS

2.5.4.1 Street Setbacks

Street setbacks establish the alignment of buildings along the street frontage. Together with building height and the road reserve, street setbacks define the scale of the street and contribute to the character of the public domain.

OBJECTIVES

- To maintain existing streetscapes by continuing the established building pattern in commercial centres.
- To provide space that can contribute to the landscape character of the street where desired.
- To promote passive surveillance and outlook to the street.
- To visually soften large commercial development by providing a landscaped transition zone between the street and the development.

REQUIREMENTS

a Zero metre street setbacks are permitted and encouraged for new commercial development in urban centres that are built to the front boundary.

b Corner sites with zero metre street setbacks on 2 sides must provide a splay corner of a minimum 1.5 metre x 1.5 metre at the intersection of two roads. No walls or plantings higher than 0.6 metres are permitted within the splay.

c In other centres, for example some town centres, existing street setbacks of 2 – 3 metres are provided to allow for transition zones between the public footpath and the front building wall. In these cases, front street setbacks should reflect neighbouring development.

d For some sites, larger street setbacks are desirable to provide a buffer that allows for landscaping, for example on a busy main road in an enterprise corridor. In these instances, a minimum street setback of 6 metres is required to allow enough width for a landscaped buffer and deep soil planting.

2.5.4.2 Side and Rear Setbacks

Side and rear setbacks are important as they provide for amenity between neighbouring properties. Side and rear setbacks allow for solar access and privacy, both visual and acoustic. For sites with rear lane access, rear setbacks can provide space for parking, loading and services.

OBJECTIVES

- To ensure new development does not detrimentally affect the amenity of adjoining residential development.
- To manage a transition between sites or areas with different development controls such as height and land use.
- To ensure that those parts of new development fronting a rear lane have a bulk and scale secondary to those parts fronting the main street, and that is appropriate to the width of the lane.

REQUIREMENTS

a For sites with side boundaries adjoining land in a business zone, a zero metre building setback is permitted for new development that is non-residential.

b New commercial development must have side and rear setbacks that will ensure the development does not significantly impact upon the existing or future amenity of any adjoining land upon which residential development is permitted, with respect to overshadowing, privacy or visual impact.

c For sites with rear boundaries adjoining land in a residential zone, new development must be setback a minimum of 6 metres from the rear boundary, and a landscaped buffer must be provided.

d All new development fronting a rear lane must have a bulk and scale secondary to the development on the site fronting the main street.

2.5.5 BUILT FORM AND ARTICULATION

2.5.5.1 Construction and Appearance

OBJECTIVES

- To encourage new commercial development with building form that is appropriate to its location.
- To provide new commercial development that creates well-defined streets, street corners and public spaces.
- To ensure that new commercial development on corner sites is appropriately articulated considering the highly visible position.

REQUIREMENTS

a All commercial development should address the main and secondary street frontages through the appropriate location of activities, building form, and building entrances.

b Mixed use buildings should be arranged to maximise passive surveillance of the street by locating:

  i Retail activities on the ground floor to activate the street, maximise merchandise display opportunities, and provide visual interest and safety for pedestrians;

  ii Commercial office activities on the first floor; and

  iii Residential development on the floors above.

c Corner buildings must address both streets and provide some architectural distinction on the corner.

Figure 5 Example of building form addressing the corner at a street intersection

d Where appropriate in the urban context, buildings located on intersections should provide an address to the corner with additional floors or façade treatments to accentuate the importance of street corners as places of pedestrian interaction and to provide visual landmarks for pedestrians.

e For sites with rear lane access, new development must have a 1 metre minimum setback from the rear boundary. This includes ancillary development and car parking structures (e.g. hardstand car space areas), loading manoeuvring areas, and waste management areas.

2.5.5.2 Active Frontages

Active frontages display a variety of land uses or building elements which are visible and attractive to pedestrians. Active frontages at street level include building entrances or lobbies, and premises with substantial display windows such as business premises, food and drink premises, and shops. Active frontages on the second storey include residential balconies or windows, and premises that accommodate substantial numbers of customers, e.g. outdoor areas associated with clubs or restaurants.

Active street frontages are a vital contributing factor to the economic viability and vitality of a commercial centre. An active street frontage enables passive surveillance which enhances public security and encourages pedestrian activity. Retail spaces directly benefit from this foot traffic, and the commercial centre becomes more attractive to business as a result.

Figure 6 Active frontages orientated towards the street

OBJECTIVES

- To achieve a well-designed streetscape that engages and activates the commercial centre and contributes to its economic viability.
- To encourage active uses and pedestrian orientated development at ground level in commercial development.
- To optimise social interaction and economic development through a focus on urban environments which encourage pedestrian activity.
- To identify activities or building elements that would interrupt or compromise desired levels of pedestrian activity.

REQUIREMENTS

a Active frontages are to be provided at street level along footpaths and public open space, in accordance with the following:

i New commercial development facing public open space must have active frontages for at least 75% of the length of the facade;

ii New commercial development facing significant streets within a commercial centre must have active frontages for at least 50% of the length of the facade; and

iii New commercial development facing minor streets or laneways are not required to have active frontages, but are encouraged to provide some opportunities for passive surveillance of the area through windows or balconies.

b Elements which interrupt the continuity and effectiveness of active frontages should not be located along significant streets and public open space within a commercial centre:

i Vehicle access driveways, unless no alternative is available;

ii Service areas and delivery docks, unless no alternative is available;

iii At-grade or multi-storey car parking that is not screened or appropriately landscaped; and

iv "Big box" retailers and entertainment facilities that are enclosed by blank walls.

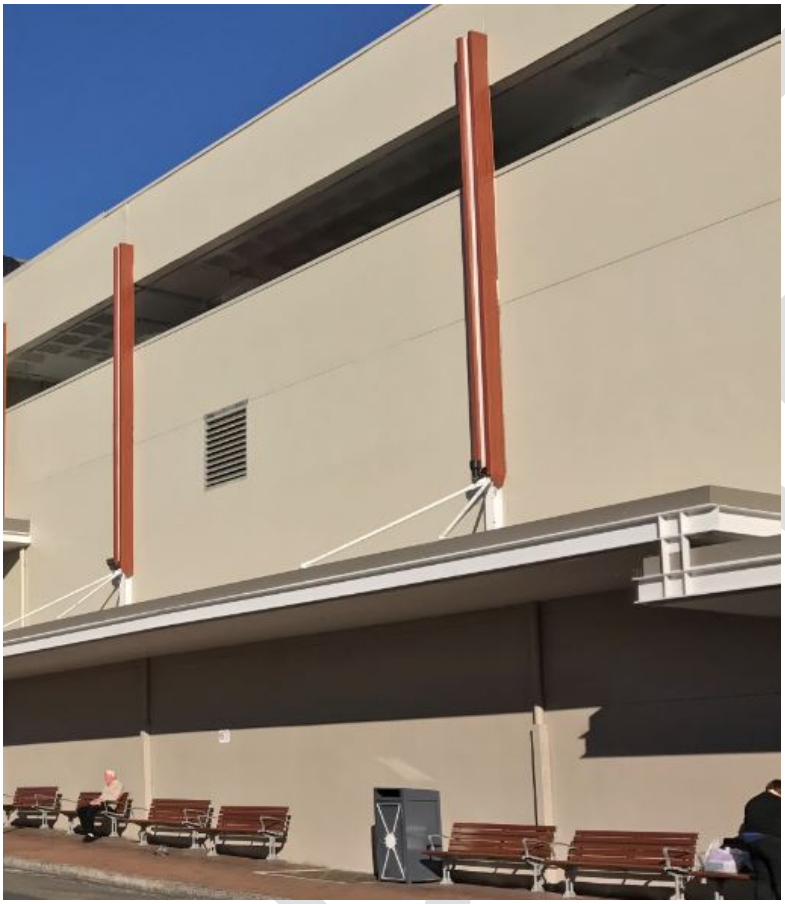

Figure 7 Example of an undesirable building façade that is not an active frontage

c Large retail or commercial floor spaces not requiring continuous and direct connection to the street (e.g. supermarkets) should be "wrapped" by smaller commercial buildings to avoid blank walls and create an active street frontage.

d Internal retail arcades detract from pedestrian activity on streets in commercial centres and are not encouraged unless otherwise identified in a site specific Chapter as part of a major pedestrian linkage.

e Doors must not encroach over the footpath when open. Pivot, stacking or bi-fold doors and windows are encouraged.

f Where security shutters are necessary on main streets, they should be visually permeable (75% permeability) to allow viewing of windows and allow light to spill out onto the footpath.

2.5.5.3 Facades

The design of facades contributes greatly to the visual interest of a building and the character of the local area. Facades that face the street have an impact on the public domain, while side and rear facades influence the amenity of neighbouring buildings and communal and private open space.

Façade articulation provides character and human scale to commercial buildings. The placement of windows, doors, and awnings, and the treatment of blank walls allow vertical and horizontal proportions to be obvious or subtly incorporated into the façade. Design techniques can reduce a building's visual impact and provide visual interest.

The composition and detailing of a façade is not only important to the appearance of the building, it also influences its perceived scale. The pattern and repetitions of the façade, the proportions and articulation of external walls and the detailed design of façade elements are all important considerations.

Figure 8 Varied facades provide an interesting streetscape

OBJECTIVES

- To encourage building facades which provide visual interest along the street while respecting the character of the local area.
- To provide legible design where building functions are expressed by the façade.
- To encourage a 'fine grain' character in building facades where appropriate to local centres.
- To ensure that corner buildings respond to the characteristics of the two streets they address.

REQUIREMENTS

a Provide high quality facades in commercial development that are a balanced composition of building elements, textures, materials and colour selections.

b Deliver legibly designed buildings where the functions are expressed in the facade:

i Building entries are clearly defined;

ii Separate and differentiated entries for different users are provided in mixed use buildings;

iii Parts of the site fronting street corners are given special treatment, e.g. change in articulation, materials, colour, roof expression, height; and

iv Retail or commercial parts of the development are expressed differently to residential parts.

c For large commercial development the treatment of the façade should be designed to provide character, visual legibility and human scale and to delineate the distinct uses.

d Materials and finishes chosen for the façade must be compatible with the public nature of commercial development. The following materials and finishes are considered incompatible:

i Curtain glass walls;

ii Highly reflective or mirror glass;

iii Surfaces that are easily damaged or vandalised, and not easily cleaned;

iv Large areas of highly reflective materials; and

v Rendered or bagged finishes that are not highly durable.

e Public entrances to large buildings should be clearly expressed in the façade.

f Special attention should be given to heritage buildings through careful design of the facades of development that adjoins them.

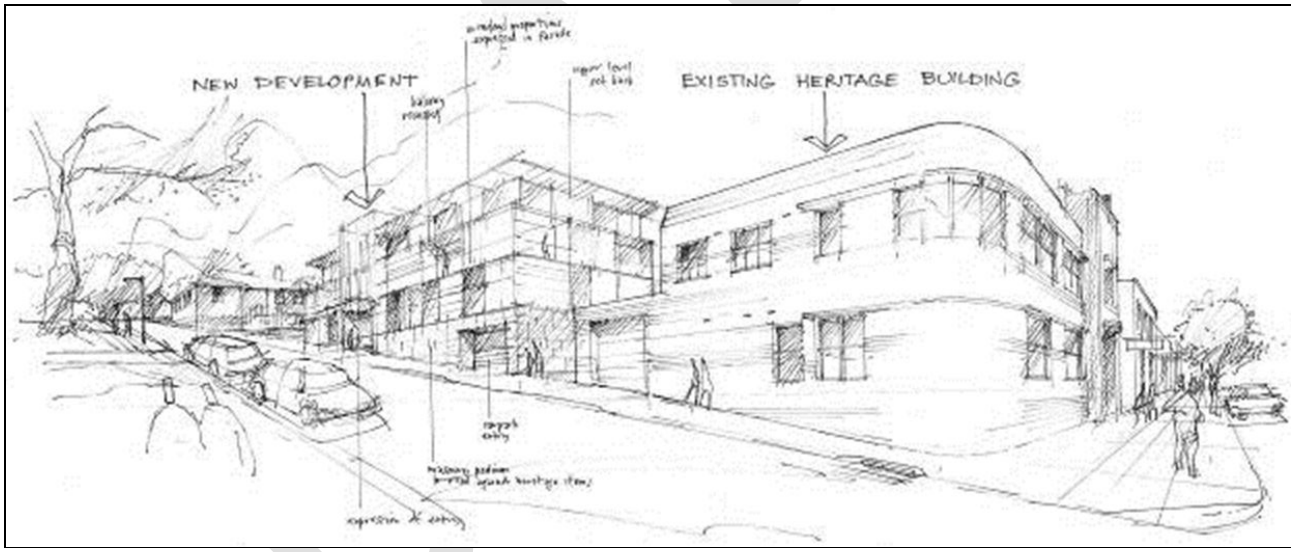

Figure 9 The character of a heritage building is respected in the adjoining development

g Where new commercial development is located on a site with two street frontages, each façade treatment must be articulated and respond to the buildings in those streets.

h Shopfronts on corner sites should be extended to the side street frontage to enhance the commercial potential of the space and minimise blank walls to the street front.

i Design shopfronts, including entries and windows, to reinforce any prevalent character in the local area.

j Use of one colour over a whole building is discouraged. Colour should be used to express features, define storeys and relate to adjacent buildings and places.

2.5.5.4 Awnings

Awnings are prominent streetscape elements in commercial development. Continuous awnings encourage pedestrian activity, and in conjunction with active frontages, support and enhance the vitality of the local area. Combined with building entries, awnings provide a public address which contributes to the identity of the development.

OBJECTIVES

- To provide shelter and amenity for pedestrians on public streets.
- To provide continuity in the streetscape.

REQUIREMENTS

a Awnings should be provided on all building frontages facing public open space, streets, footpaths, and circulation areas.

b Generally awnings should be a minimum of 3 metres deep and setback a minimum of 0.6 metres from the kerb, to allow for street signage, lighting and street tree planting.

c The design of new awnings is to be integrated with the overall building design. Awnings should provide a human scale to larger commercial developments.

d Design new awnings to be complementary with their neighbours and in keeping with the general alignment of existing awnings in the street.

e Provide under awning lighting to improve public safety.

f Ensure all awnings are structurally sound and safe and comply with relevant building codes.

Figure 10 Continuous awnings provided along a main street

2.5.5.5 Roof Elements

Parapets and roofs are important elements in the overall composition of commercial development. Quality roofs and parapets provide a positive addition to the character of an area and form an important part of the skyline. Roofs and parapets can also provide opportunities for private open space, sustainable design features, and concealment of services.

OBJECTIVES

- To ensure the roof form contributes to the overall design and performance of the building.
- To reinforce existing parapet features in neighbourhood centres.
- To ensure that roof plant and service areas are incorporated into the roof design and not visible from adjoining public roads or private property.
- To provide attractive views of commercial development when seen from surrounding vantage points.

REQUIREMENTS

a In locations where parapet forms are prevalent, for example along main streets, commercial development should include parapets that reflect the rhythm, scale and detailing of existing parapets.

b Design roof forms to generate a visually interesting skyline, while minimising apparent bulk and potential for unnecessary overshadowing.

c Relate roof forms to the size and scale of the building, the building elevation, and the three dimensional building form.

d Minimise the visual intrusiveness of service elements by integrating them into the design of the roof. These elements could include lift overruns, service plant, ventilation stacks, gutters, and signage.

2.5.6 PUBLIC DOMAIN

2.5.6.1 Public Domain

The public domain includes public areas such as parks, streets, footpaths and also privately owned areas accessible to the public like building forecourts, arcades, shopping centres and car parks. Future commercial development must create gathering places that enhance and connect with those already existing. Shared public areas should be accessible to all community members and visitors. As a setting for community life they need to be attractive, safe, interesting, comfortable, well defined and easily accessible.

Figure 11 Attractive pedestrian friendly street plaza

OBJECTIVES

- To provide a safe walkable environment around commercial development, with visual interest, pedestrian amenity, and opportunities for social interaction.
- To promote commercial development that is well connected to the street and contributes to the functionality of the public domain.
- To ensure that commercial development is accessible to all members of the community.

REQUIREMENTS

a Buildings, street furniture and landscaping are to contribute to the definition and amenity of the area.

b Landscaped areas shall be integrated within the overall design to soften dominance of buildings and to provide shade, meeting places, resting areas and playgrounds.

c Benches and other forms of seating should be provided both inside and outside buildings to provide places for passive enjoyment of the space.

d Street furniture and paving shall take into account the needs of people with a disability or decreased mobility (e.g. seats to have arms and not be too low, slip resistant paving should be utilised).

e Pedestrian routes are to be clear, safe, well-lit and legible to all. Particular attention should be given to linking areas of the public domain and to improve safety at potential conflict points between different transport modes.

f Pedestrian and vehicle access ways are to be separated and clearly distinguishable.

g Pedestrian areas should minimise any changes in levels where possible.

h Pedestrian areas surrounding commercial development should allow for wheelchair, scooter or pram access from public areas and car parking to any retail areas, including at the threshold of shops.

2.5.6.2 Shadow Diagrams

REQUIREMENTS

a New commercial development that is 2 storeys in height or greater, and that is adjacent to public open space, existing residential development, or residential zones, must provide shadow diagrams in accordance with the following:

i Based on a survey of the site and adjoining development;

iv Showing shadows cast at 9am, 12 noon and 3pm on June 21 (winter solstice);

v Showing shadows at these times resulting from the proposed development, any ancillary structures, any cut and fill;

vi Showing the impact of shadowing on adjoining properties or public open space.

In assessing the impact of shadow on adjoining properties or public open space, Council shall have regard for the standards stated in Sections 2.5.3 Building Scale, 2.5.4 Building Setbacks, and 2.5.6 Public Domain.

Note: The results of a shadow study should inform the design (including the height, massing and setbacks) of new development adjacent to public open space or residential areas.

2.5.6.3 Lighting

REQUIREMENTS

a New commercial development must provide external lighting so that the surrounding public domain appears safe and inviting at night.

b Under-awning lighting must be provided in accordance with relevant building codes and standards.

c Lighting in larger commercial developments should:

i Accentuate entrances, both vehicular and pedestrian;

ii Highlight special features or elements;

iii Assist navigation around the development at night; and

iv Contribute to activation of the area after hours.

d Where residential development is located above or adjoins commercial development, proponents must provide the location and design details demonstrating that lighting is directed away from residences.

2.5.7 SERVICES

Servicing of commercial buildings is essential for the delivery of goods and the removal of waste as well as providing discrete access for employees and service personnel. How the design of a building incorporates servicing can influence its ease of public and private use and have a significant impact upon public amenity and safety.

REQUIREMENTS

a Waste areas and loading or servicing bays should be grouped and located underneath or behind buildings. Ideally, they should not be visible from public streets, parks or other public spaces, and should either be enclosed or screened with building elements or landscaping.

b Access to service areas shall be routed away from main streets to protect pedestrian amenity and safety, and reduce friction from vehicular traffic.

Figure 12 Example of service areas provided off laneways and not visible from the main street

c The location and design of service areas must have regard for neighbours in terms of noise, light spill, odour, hours of operation and deliveries, especially when adjacent to residential development.

d Design for waste collection and recycling is to be in accordance with Chapter 2.14: Waste Management.

e Building services, such as drainage pipes, should be integrated and coordinated with the overall façade and balcony design.

2.5.8 DESIGN FOR SAFETY AND SECURITY

Good design optimises safety and security, both internal to the development and for the public domain. This is achieved by maximising overlooking of public and communal spaces, avoiding dark and non-visible areas, maximising activity on streets, providing clear, safe access points, providing quality public spaces that cater for desired recreational uses, providing lighting appropriate to the location and desired activities, and clear definition between public and private spaces.

OBJECTIVES

- To ensure that the design of new commercial development is safe and secure;
- To provide new commercial development that contributes to the safety of the public domain;
- To create an environment that is undesirable to people seeking to engage in criminal activity.

REQUIREMENTS

a New commercial development must be designed in accordance with the principles of Crime Prevention Through Environmental Design (CPTED). Refer to the NSW Government's publication *'Crime Prevention and the Assessment of Development Applications.*

b A formal Crime Risk Assessment (Safer by Design evaluation) involving NSW Police may be required for larger development which in Council's opinion could create a crime risk. Examples could include a new or refurbished shopping centre, or the development or re-development of a mall or other public place, including the installation of new street furniture.