

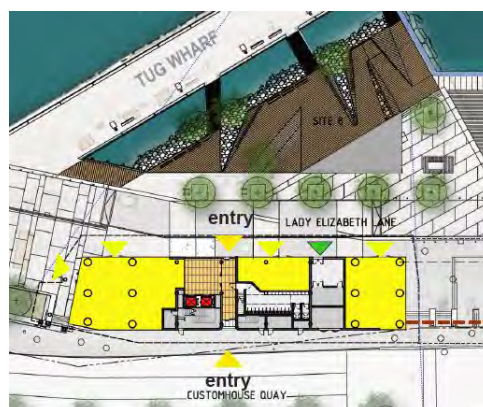
KUMUTOTO SITE 9: CPTED STATEMENT

1. Introduction

- 1.1. This Crime Prevention Through Environmental Design (CPTED) Statement is for the Resource Consent application and AEE prepared by Urban Perspectives Limited, on behalf of Willis Bond Capital Partners No.3 Limited, for a proposed new building on Site 9 within the North Kumutoto area on the Wellington waterfront.
- 1.2. The CPTED Statement relates to:
- external edges of the proposed building
 - landscape works within the Project Area on Site 9; and
 - connections between the landscaping works and the proposed building;
- as described in the Resource Consent Design Report¹.
- 1.3. This CPTED statement is informed by Project Area and precinct visits, consultation with the design team, applicable drawings², reference to Council guidelines³ other CPTED publications⁴ and the design team's pre-application discussions with the Council's Technical Advisory Group (TAG).
- 1.4. Discussions with Wellington Metro Community Police who are familiar with the Waterfront in general and the Project Area in particular, indicate that there is has been little demand for service in relation to the Project Area in its current use as a busy thoroughfare and temporary car park.
- Whilst the design should acknowledge the usual CPTED requirements where there are strong pedestrian flows by day and at night, there are no apparent, existing crime issues requiring mitigation that would call for specific CPTED design responses.

2. CPTED Features of Existing North Kumutoto Precinct.

- 2.1. The main features of the existing Project Area that are significant from the CPTED perspective include:
- the popular pedestrian and cycle routes along the water's edge along the Tug Wharf and Kumutoto Lane (on the eastern edge of the Site) which link and activate the North Kumutoto precinct - from the Railway Station, Bunny Street, Shed



¹ Athfield Architects. "Site 9 Kumutoto Resource Consent Design Report". June 2018.

² Athfield Architects. "Site 9 Kumutoto Resource Consent Architectural Drawings". June 2018.

³ Athfield Architects. "Site 9 Kumutoto Resource Consent Design Report". June 2018.

⁴ Wellington City Council (2005) "Guidelines for Design Against Crime", Wellington City District Plan; Wellington City District Plan (Introduction, s.1.6.1; s.1.6.3); Wellington City Council (2008). "Walking Policy" (Objectives 2 and 3)

⁴ Ministry of Justice (2007). "Crime Prevention Through Environmental Design – Draft New Zealand Guidelines". (part of the New Zealand Urban Design Protocol); Ministry for the Environment (2005). "New Zealand Urban Design Protocol".

21, Site 10, and Whitmore Plaza to the north of the Project Area – and much further southwards in continuation of the waterfront;

- b street lighting and amenity lighting from the surrounding public spaces;
- c redevelopment of Site 8 to the immediate east of the Project Area for:
 - activating the surrounding areas including those in close proximity to Site 9;
 - providing natural supervision;
 - contributing lighting and interest;

- d the former Eastbourne Ferry Terminal building about 75 metres to the north east. This is now the Police Wharf Base. It has clear views of the Project Area and together with marked police vehicles, provides a worthwhile sense of supervision [refer adjoining image of the anticipated view from the police base];



- e cumulative enhancements in the public realm including the new building under construction on Site 10, Whitmore Plaza, and Site 8, as well as the offices, restaurants, bars and associated outdoor curtilage of developments to the south, which the proposed new building would be set amongst. These high quality developments convey a sense of superior urban public place, deserving of respectful use. Such spaces attract what is known as ‘capable guardians’ – being an accumulation of people who care for that setting, deter antisocial behaviour, and would initiate interventions should antisocial behaviour occur; and
- f a rubbish and recycling storage facility on the eastern edge of the present temporary car park has been identified as a personal safety hazard, possible entrapment space, and arson risk, when left open and unlocked - as has occasionally been observed to occur in previous CPTED assessments of the area. This facility and associated risks would be removed as part of the proposed site development.

- 2.2. How these existing features are retained and reinforced is explained below together with a CPTED assessment of the main features of the proposed development.

Proposed Site 9 Building

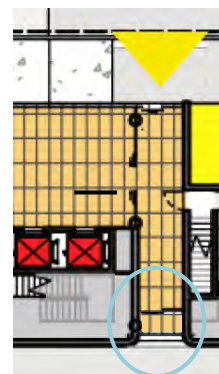
- 2.3. This CPTED assessment deals with the proposed Site 9 Building only to the extent of its integration with and effects on the public realm.
- 2.4. The main CPTED features of the proposed Site 9 Building are that:
- a *“Reviving a tired and windswept [temporary] car park with new and engaging structures, spaces and activities that draw on and extend the layers of the area’s history.”...[which]...“can also activate, shelter and define the waterfront lanes and plazas around Whitmore, and complete Kumutoto as the vibrant northern hub of the waterfront”. s.2. (p.4) Design Report⁵.*

⁵ Athfield Architects. “Site 9 Kumutoto Resource Consent Design Report”. June 2018.

In general this helps to improve the quality and attractiveness, and therefore safety of the waterfront in this precinct, subject to the proposed development not introducing any new safety and security concerns;

- b eliminating the potential safety and security risks associated with the temporary rubbish and recycling store in the temporary car park;
- c creating a perceptibly safer, more legible and consistent extension of Kumutoto Lane which is currently disturbed by the temporary carpark – achieved by:
 - extension of the landscaping and paving materiality from Shed 13 north to Whitmore Plaza alongside Site 9;
 - the activated edges of the proposed Site 9 building;
 - sheltered overhangs that encourage walking in inclement weather;
 - contribution of lighting from the building;
 - improved clarity of function and use compared with the previous conflicts that were created by the temporary car park, driveway and pedestrian/cyclist thoroughfare;
- d creating CPTED synergies between the Site 8 development and the proposed Site 9 building through reciprocal oversight, activation and shareable amenity;
- e introducing passive natural supervision by virtue of the occupancies at ground floor – such as likely café's - and by virtue of the appealing views into and across the public realm for the benefit of amenity and crime prevention, which are aided by the extensively glazed exterior. Also, exterior activation encouraged by outdoor seating associated with the ground floor occupancies and adjoining landscaping elements that are not part of but immediately surround the proposed building;
- f providing visual permeability of the building at the ground floor, particularly at the ends, which avoids blind corners ahead of travel;
- g having external faces of the ground floor that are more or less flush in terms of avoiding ledges and recesses (all but one – see below). With the exception of a small portion of the west facade enclosing service areas, the external face of the ground floor is fully glazed. This external treatment:
 - helps to activate all the edges of the building and provide interest and natural supervision;
 - contributes additional lighting through light spill from inside;
 - eliminates the risks of lurking and entrapment;
 - discourages sleeping rough against the building (which can be intimidating for some people);
 - minimises the risk of soiling associated with the late night economy.

There is one external recess at the west entrance to the main lobby which may have had the potential to be risky⁶ - but for certain CPTED treatments embedded in the design. The intention is to render a would-be recessed, porch-like space outside of the Customhouse Quay entry door, to what will instead be perceived as a barely interrupted part of a much larger contiguous internal space. That space having a sense of quality, scale and function very different from typically smaller, enclosed external recesses often favoured for antisocial behaviour. This is achieved by:



- use of glass in the entry door, which together with Tenancy 2's glazing, preserves the view through the lobby to the waterfront, to reinforce the scale, quality and transparency of the space;
 - seamlessly carrying through the high quality materiality from inside the lobby to the exterior side of the entry door;
 - ensuring light levels inside and outside of the line of the entry door are strong and equal, including during the daytime. This prevents creating reflections which can visually redefine the entry as a smaller exterior alcove;
- h servicing of the building and temporary storage of incoming goods and outgoing waste is currently under consideration - the options, depending on the nature of the tenancies - being direct access into and storage within the tenancies, and/or use of the enclosed recycling area on the ground floor. This eliminates adhoc external storage and the need for additional screened enclosures outside the building. Such enclosures are often insufficient, obstructive and unpleasant, and impact upon public perceptions of safety and security.

Lighting

- 2.5. Detailed lighting design for the building would occur in the next stage of design development. The design, installation and subsequent maintenance of lighting affecting the public realm will be in accordance with the resource consent granted to Wellington City Council in November 2015⁷ and otherwise with Wellington City Council's lighting strategy and guidelines. These documents also deal with required levels of illuminance and light quality such as light pollution and avoiding glare to satisfy CPTED, IPTED⁸ and Accessibility objectives.

CPTED in Detail

- 2.6. Subject to resource consent, it is the Applicant's intention that CPTED principles will continue to be embedded at increasing levels of detail in subsequent stages of the design process as required.

⁶ in relation to the antisocial risks just mentioned (in s.2.3 g)) on the previous page.

⁷ SR No: 320128, relating to the construction of public open space within Site 8 and immediate surrounds

⁸ Injury Protection Through Environmental Design – conceptually linked to the [NZ] "Injury Prevention Strategy". [ACC 2003].

3. CONCLUSION

CPTED Statement

- 3.1. Having visited the Project Area, discussed the proposed redevelopment with Athfield Architects, and reviewed associated reports and drawings for the purposes of preparing this CPTED Statement, it is Stoks Limited's view that:
- a the proposed Site 9 Building does not appear to introduce any CPTED related safety and security concerns to Site 9 and the North Kumutoto Precinct;
 - b the development would be 'no less safe'⁹ than the present site;
 - c the design of the building in relation to its integration into the public realm, has both taken into account and achieved an appropriate level of CPTED commensurate with the level of detail reached for Resource Consent;
 - d the design for the proposed Site 9 Building appears to respond to the following principal mandates for CPTED:
 - i. New Zealand Urban Design Protocol.
Design quality – ensuring design is environmentally sustainable, safe and healthy.
 - ii. WCC Public Space Design Policy.
Objective 7. for high quality spaces; for the enhancement of safety by incorporating CPTED principles and methods, plus joint use of space by vehicles and pedestrians safely [IPTED] and efficiently
 - iii. Wellington District Plan. Qualities and Values, Q3 "*Healthy/Safe City*" – *enabling people to feel safe as well as comfortable. and "Guidelines for Design Against Crime".*
 - iv. WCC Footpath Management Policy.
 - v. WCC "Walking Policy"
Objective 2; Policy 2.3.
 - vi. Ministry of Justice (2007). The seven qualities of safer spaces set out in the "*Crime Prevention Through Environmental Design – Draft New Zealand Guidelines*".

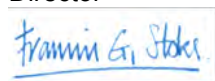
Conclusion

- 3.2. From the CPTED perspective, the proposed Site 9 development is considered to be a significant contribution to the safety, activation, appearance, success and vibrancy of the Kumutoto Precinct. Development of Site 9 would allow Kumutoto Precinct to be finished. Site 9 and the extension of Kumutoto Lane (outside of this application, but practically enabled by this project) would also round out a suite of completed, and imminently completed developments within the precinct that are individually and collectively expected to create a safe and successful part of the waterfront.

⁹ Risk management terminology.

STOKS LIMITED

Director

A handwritten signature in blue ink that reads "Frank G. Stoks", enclosed within a thin blue rectangular border.

Frank G. Stoks

Date. 11 June 2018.

C P T E D C O R P O R A T E S E C U R I T Y R I S K M A N A G E M E N T

M (64) 0274 439 991 Office and Mobile

Double Cove [Marlborough](#) PO Box 233 Picton 7250 New Zealand