

NORTH KUMUTOTO LANDSCAPE REDEVELOPMENT: CPTED STATEMENT

1. Introduction

- 1.1. This Crime Prevention Through Environmental Design (CPTED) Statement has been prepared in support of Wellington City Council's proposed redevelopment of the North Kumutoto area on the Wellington waterfront.
- 1.2. The CPTED Statement relates to the landscape works within the Project Area including the edges and connections between the landscaping works and the proposed building on Site 10. It does not include the Site 10 building itself.
- 1.3. This CPTED statement references site and precinct visits, consultation with the design team, applicable drawings, Council guidelines¹ and other CPTED publications².
- 1.4. Discussions with Wellington Police indicate the Waterfront in general and the Project Area in particular are not known as crime 'hotspots' - to the contrary, it appears to be a low crime area. There are occasional minor disorder offences, breaches of the liquor ban along the waterfront and there have been a small number of vehicle related offences associated with the car parks and the motorhome park. There are no apparent existing crime issues that would point to specific design considerations for the redeveloped sites.

2. CPTED Features of Existing North Kumutoto Site

- 2.1. The main features of the existing Project Area that are significant from the CPTED perspective include:
 - a Waterloo on Quay Apartment Building, Shed 21, for:
 - the sheltered walkway along the Waterloo Quay edge which helps pedestrians keep the route between Bunny Street and the waterfront to the south active;
 - providing natural supervision from the various, especially residential occupancies within the building;
 - contributing lighting to the surrounding public spaces.

¹ 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)

² 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".

- b The motorhome park for:
 - helping to activate this section of the waterfront;
 - providing supervision when there is an attendant;
 - contributing lighting to the adjoining pedestrian routes.

A small number of campervan break-ins have occurred in the past. This is attributable to an ambiguity between 'free public space' and protected space for campervans caused by weak boundaries - such that prospective offenders who are seemingly pedestrians on the waterfront, are insufficiently conspicuous or deterred from being in the motorhome park.

Discussions are underway to identify an alternative location to make way for the proposed Kumutoto Site 10 building.

- c Former Eastbourne Ferry Terminal building for providing a sense of supervision due to its use as the base for Wharf Police and the marked police vehicles that are parked there.
- d Immediately south of the motorhome park and the Police base is an open, tarmacked and lane-marked, shared point of convergence where pedestrians and vehicles exit the waterfront onto Waterloo Quay, Jervois Quay and Whitmore Street. It is also the pedestrian entry point to the greater waterfront promenade and to the adjoining car park - the southern edge of which connects to Kumutoto Lane. This pedestrian-vehicle junction is a legible, open area, free of any apparent CPTED issues. There is no shelter from weather for pedestrians at this point.
- e The southern end of the Project Area between Whitmore Street and Ballance Street is presently occupied by the above-mentioned car park. There are no apparent CPTED issues with the car park even though it presently doesn't have the higher quality, waterfront aesthetic of the adjoining already-redeveloped promenade and plazas. The quality of the latter imbues respect and is therefore beneficial for crime prevention.

- 2.2. How these existing features are retained, reinforced or mitigated is explained below together with a CPTED assessment of the main features of the proposed landscape redevelopment.

Waterloo on Quay Apartment Building

- 2.3. Landscape redevelopment works around the Waterloo on Quay Apartment Building are mainly confined to footpath upgrades on the north and east

sides. The new footpath is significantly widened and interspersed with new specimen trees, low planting, timber seating and upgraded paving - the materiality and alignment of which maintains good connectivity and legibility with the entire waterfront promenade.

- 2.4. The red Falcon Shoal Buoy at the northern end serves as a useful wayfinding marker - part of a family and continuum of other markers along Kumutoto Lane and the waterfront - such as the gantry on the outer Kumutoto bridge, the lighthouse play structure in Frank Kitts Park, Kupe statue, Hikitea floating crane, and the bascule bridge at the end of the Taranaki Street Wharf.

Wool Store Plaza

- 2.5. Between the Waterloo on Quay Apartment building and the proposed new Site 10 Building, the Wool Store Plaza is a wide, paved shared space which provides service access to the ends of both buildings whilst allowing unobstructed view shafts and pedestrian access from the Waterloo Quay to the waterfront.
- 2.6. Building edges do not contain unsafe recesses. The entrance to Site 10's basement car park entry ramp off the plaza is intended to be secured with a normally-closed overhead roller door.
- The edge of the Site 10 building is glazed and expected to be activated.

Proposed Site 10 Building

- 2.7. The proposed Site 10 Building is part of this CPTED assessment only to the extent of its integration with and effects on the proposed landscape redevelopment.
- 2.8. The main CPTED features of the proposed Site 10 building are that:
- a It results in the motorhome park being relocated, which:
 - allows the promenade to be widened and continued in a manner which is more legible and consistent (in terms of quality and materiality) with the southern redeveloped sections of the waterfront promenade;
 - eliminates the minor CPTED issues previously experienced with the motorhome park.
 - b The external faces of the building are mainly shopfronts that would suit creative business units, office tenancies and retail. The edges are more or less flush and fully glazed which:

- helps to activate all the edges of the building and provide interest and natural supervision;
 - contributes additional lighting;
 - eliminates the risks of lurking and entrapment; and
 - minimises the risk of soiling associated with the late night economy.
- c Servicing of the building and temporary storage of incoming goods and outgoing waste is understood to occur via the normally-closed truck dock on the east side. This eliminates the need for screened enclosures outside the building. Such enclosures are often insufficient and unpleasant and are known to impact upon public perceptions of safety and security.
- d The diagonal Harbour Wharf Link and entrance lobby is generous, clear and legible without recesses and points for unsociable occupation. Its glazed edges would create a greater sense of spaciousness.
- e On a grander scale, the paving from Whitmore Plaza is extended into the entire southern section of the building. Bringing key landscape elements inside, together with the glazed building edges and sheltering overhang of the floors above, strongly integrates the building with Whitmore Plaza. This is expected to encourage the occupants of this part of the building - most suitable for a café or such - to exercise significant supervision and guardianship over the wider plaza.
- f The proposed café or such with outdoor tables blending into the southern end of the building will also help to activate Whitmore Plaza itself.

Waterfront Promenade Extension.

- 2.9. The waterfront promenade extension showcases the former Eastbourne ferry building. The extension also includes a timber deck with two levels providing edges to sit on and engage with the water. Both of these features help to activate the waterfront.
- 2.10. Possibly the only CPTED issue concerns the means by which access to the jetty beyond the old ferry building is controlled. A gate under a portico preserves views and partly secures access to the jetty. Some additional measures for controlling access to the jetty are likely to be

required between the northern edge and the jetty's edge. Care needs to be taken that the devices used to achieve this are integrated into the design, and not left to be added informally at a later date.

Whitmore Plaza

- 2.11. Whitmore Plaza provides a generous open space with flexible use possibilities and opportunities for activation. The thresholds at the Jervois/Customhouse Quay edge with their restored waterfront entrance gates and specimen trees, signal strong connections with the City and terminus to Whitmore Street.
- 2.12. Whitmore Plaza forms a significant orientation node along the waterfront as one of a few key points to access, and be accessed, from the City - well supported with pedestrian crossings and shelters.
- 2.13. Superior materials and finishes with good appearance-retention qualities are consistent with other eminent spaces on the waterfront, Civic Centre and in the City - which tend to promote positive responses and to minimise antisocial behaviour.
- 2.14. Subject to resource consent, the next more detailed level of design development would benefit from additional CPTED considerations, i.e.:
 - a provision of suitable and sufficient street furniture, especially rubbish bins;
 - b illuminated wayfinding signage;
 - c provision of access to power and fresh water supplies;
 - d uplighting to showcase the restored gates and gateposts which does not blind pedestrians.
- 2.15. A Toll Booth relocated from Queen's Wharf will provide a temporary 'pavilion' and shelter at the south end of Whitmore Plaza pending the redevelopment of Building Site 9. It holds and helps activate the south edge of the plaza. Depending on its occupancy and purpose the pavilion may encourage a worthwhile sense of proprietorship and supervision.

Building Sites 8 & 9.

- 2.16. The main elements in the redevelopment of Sites 8 & 9 are the extension of Kumutoto Lane and integration with Kumutoto Plaza, extensive timber decking down to the water's edge (Site 8) with bridges to the Tug Wharf, additional seating on the Tug Wharf, a new shelter, and a temporary car park (Site 9).

- 2.17. The extension of Kumutoto Lane through the area provides the continuation through Whitmore Plaza and to Bunny Street at the northern end of the Project Area. The same materiality and design language is used which improves the legibility of this shared waterfront route. It also provides an alternative pedestrian route to the promenade which is closer to the City and may well be perceived as a better pathway at night.
- 2.18. The extensive timber decking (on Site 8) is designed as a generous pause space and activity node. There are bleachers to sit on and tables to use. The slopes are gentle making the seawater edge accessible. Somewhere to sit, obtain shelter, get food and drink, access a toilet, change a baby, leave rubbish, and be entertained (by others and the view) - with sufficient space to engage or to distance oneself from others as desired - are all good ingredients for activation, safety and security - good supporting collateral for CPTED.
- 2.19. There are excellent views into and out of the timber decked area from the lane, plaza, and the promenade on Tug Wharf - all of which provide natural supervision.
- 2.20. The abutments under the two bridges to Tug Wharf on shore side, which under normal circumstances could encourage sleeping rough, antisocial behaviour, soiling and littering, will be filled in.
- 2.21. It is understood consideration is being given to habitat creation and interpretation of marine wildlife. Small tidal pools and marine aquatic planting may also be considered to provide added interest and activity at the water's edge.
- 2.22. There are no negative CPTED issues anticipated with the proposed new shelter which is more for shade than rain and strong wind. Open sides maximise supervision and provide useful views through it.
- 2.23. It is recognised the temporary car park will remain until Site 9 is redeveloped. New paving and simple planting will improve its appearance. From the CPTED point of view an ideal permanent car park would not encourage pedestrians through, who have not parked their cars there - the motorhome car park problem.
- 2.24. Other than shared pathways through the car park, and assuming good lighting, there does not appear to be any other intrinsic safety and security issues with the temporary car park.

Lighting

- 2.25. The Project Area will undergo a detailed lighting design in the next stage of design development. At that point it is anticipated the design, installation and subsequent maintenance of lighting in the Project Area will be in accordance with Waterfront 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, IPTED³ and Accessibility objectives.
- 2.26. The luminaires used within the Project Area for different purposes such as to signal entrances to the promenade, edges, main sections of the promenade, emergency ladders, life-rings, water (under jetties) and the like, are expected to be consistent with the better luminaires already on the waterfront.

Wayfinding

- 2.27. Wayfinding is an important CPTED factor mostly for visitors and tourists to the City. It is expected the same types of signs that have already been established throughout the completed sections of the waterfront would be used within the Project Area to maintain continuity and legibility.
- 2.28. As noted in s.2.4 above certain key obelisks along the waterfront also help with wayfinding and orientation.
- 2.29. Subject to resource consent, it is Waterfront Wellington's intention that CPTED principles will continue to be embedded at increasing levels of detail corresponding to all subsequent stages of the design process, construction, and fine tuning upon completion.

3. CONCLUSION

CPTED Statement

- 3.1. The proposed landscape redevelopment does not appear to have any intrinsic safety and security weaknesses. Moreover the substantial improvement in the quality of the North Kumutoto environment together with the above-mentioned measures for improving occupancy levels are expected to make for a safe and successful environment and 'no less safe'⁴ than it is at present.

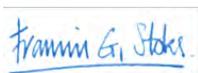
³ Injury Protection Through Environmental Design – conceptually linked to the [NZ] "Injury Prevention Strategy". [ACC 2003].

⁴ To adopt pure risk management terms

- 3.2. Having visited the Project Area, discussed the proposed redevelopment with Isthmus Limited and Athfield Architects⁵, and reviewed Isthmus drawings⁶ for the purposes of preparing this CPTED Statement, it is Stoks Limited's view the proposed design for the landscape redevelopment for North Kumutoto has both taken into account and achieved an appropriate level of CPTED commensurate with the level of detail reached for Resource Consent.
- 3.3. The North Kumutoto landscape redevelopment design appears to respond to the following principal mandates for CPTED:
- a New Zealand Urban Design Protocol.
Design quality - ensuring design is environmentally sustainable, safe and healthy.
 - b 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
 - c 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".
 - d WCC Footpath Management Policy.
 - e WCC "Walking Policy"
Objective 2; Policy 2.3.
 - f Ministry of Justice (2007). The seven qualities of safer spaces set out in the "Crime Prevention Through Environmental Design - Draft New Zealand Guidelines".

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⁵ Only to the extent the landscape redevelopment may effect or be affected by the building.

⁶ At 12 September 2104