

110 JERVOIS QUAY, WELLINGTON
CPTED STATEMENT



Prepared for

MFC Development Limited Partnership

by:

STOKS
LIMITED

CPTED • CORPORATE SECURITY • RISK MANAGEMENT

Marlborough, New Zealand

Issue. 17 February 2022

110 Jervois Quay: CPTED Statement

CONTENTS

1. INTRODUCTION	1
2. CPTED ATTRIBUTES of MFC CARPARK as the RECEIVING ENVIRONMENT	1
3. CPTED OBSERVATIONS for PROPOSED SITE DEVELOPMENT	5
4. CHECK AGAINST CPTED PRINCIPLES	10
5. CONCLUSION	11

110 JERVOIS QUAY: CPTED STATEMENT

1. INTRODUCTION

- 1.1. This Crime Prevention Through Environmental Design (CPTED) Statement supports a Resource Consent application and AEE prepared by Urban Perspectives Limited, on behalf of Michael Fowler Centre Development Limited Partnership, for development of a site currently known as the Michael Fowler Centre Car Park located at 110 Jervois Quay (121 Wakefield Street) in the Wellington CBD.
- 1.2. The CPTED Statement relates to:
 - a external edges of the proposed building;
 - b landscape works within the Project Area;
 - c connections between the landscaping works and the proposed building, and
 - d connections between the Project Area and the adjoining street and lane networks, and
 - e general planning as it may affect security and safety, and perceptions thereof
 - f as presented in Athfield Architects' 'Architectural Design Statement'¹.
- 1.3. This CPTED statement is informed by:
 - a. our familiarity with the Project Area and environs (in part due to CPTED considerations for other projects nearby²)
 - b. consultation with the design team
 - c. applicable Resource Consent drawings and reports³
 - d. discussions with the Wellington Community City Police on 30 November 2021
 - e. reference to Council guidelines⁴ and other CPTED publications⁵ and
 - f. the design team's pre-application discussions with the Wellington City Council.

2. CPTED ATTRIBUTES of MFC CARPARK as the RECEIVING ENVIRONMENT

Description

- 2.1. The peninsular site is situated on the corner of Wakefield Street and Jervois Quay, from the immediate southeast of the Michael Fowler Centre to the intersection. "It sits

¹ Athfield Architects. "MFC Precinct Resource Consent. Architectural Design Statement. February 2022.

² CPTED reviews of the Civic Centre, Wellington Waterfront, and Opera House Lane conducted in the past.

³ Athfield Architects. "MFC Precinct. In Progress. Townscape Views". 04.02.2022.

Athfield Architects. "MFC Precinct. Architectural Drawings." 04.02.2022.

Athfield Architects. "MFC Precinct. Urban Design Panel Review Design Presentation. 24.11.2021.

Athfield Architects. "MFC Carpark. In Progress Preliminary Design". 26.11.21.

Wraight + Associates. "MFC Carpark Development. MFC Landscape Design for UDP". WIP 19.11.2021.

Wraight + Associates. "MFC Carpark. Preliminary Landscape Design". WIP. 26.11.21.

Holmes Fire. "Preliminary Fire Engineering Strategy". 29.11.21.

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)

⁵ 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".

at the crossroads of the historic Cuba Street, Wellington's Civic Precinct, and the waterfront; and forms the western end of the Wakefield Street corridor that connects the site to Te Aro, Waitangi Park, Te Papa and the future Convention Centre". Athfield Architects¹ (s.2.1, p.5).

More detail about the site and the development is contained in the Resource Consent application documents, for example, Athfield Architects UDP Presentations^{1,3}.



FIG. 1: Project Area locality map

Receiving Environment Crime Profile

2.2. Information about the existing crime profile of the site and its immediate environs⁶ was obtained from the Wellington Community City Police as well as from Police Crime Data⁷ - both of which help to focus the application of CPTED to the project.

Characteristics of the crime profile for the Project Area and immediate environs are that:

- a. the site accounts for about two thirds of the area of the meshblock (2133100) used to record offence incidents. Incidences of violence 'intended to cause injury' in the last calendar year at 16, (3% of such incidents in the Willis-Cambridge Recording Area) is 'low to medium'; compared with -
- b. the Blair St., Allen St., Courtenay Place meshblock which had a 'high' incidence rate of 103 (~19%); or
- c. the adjoining Waterfront mesh block (from Harris St. north) in the Lambton Recording Area, which had a 'high' occurrence of around 166 reported incidents related to violence;

⁶ Within a radius of approximately 300 metres of the Project Area.

⁷ <https://www.police.govt.nz/about-us/publications-statistics/data-and-statistics/policedatanz/victimisation-time-and-place> for the last twelve months, involving five mesh blocks including and surrounding the Project Area.

- d. notably, there were 61 (proportionately ~11%) of such incidents involving violence in the meshblock across the road from the site centred on Opera House Lane – also deemed ‘high’;
 - e. four motor vehicle related thefts;
 - f. around 19 thefts;
 - g. vandalism and disorder offences were not available from this source;
 - h. victimisation in Wellington CBD generally, trended down over the last twelve months after experiencing a peak last February (2021); and
 - i. violence and assaults occur most frequently between about 11pm on Saturday nights through to 3am or 4am on Sunday morning, and are believed to be associated with the late-night economy and patrons of bars nearby.
- 2.3. The Police confirmed that offending and calls for service in this area are low and former car park offences have reduced since the site has been occupied by the ballet school. The Waterfront and urban public places in the CBD generally, have been susceptible to occupancy by people living rough. Not that people living rough are offenders, but their obvious opportunistic presence, often inadvertently facilitated by building and landscape design, can be seen as potentially intimidating by the public and create avoidance behaviours disadvantageous to enjoyment of the public realm.
- 2.4. Some of this rough living, vandalism and disorder mentioned by the Police⁸ has occurred in the pedestrian overbridge from the hotel and car park, and under the covered stairs down to the MFC car park – both of which will be removed. [ref. AAL. Draft PD. Demolition Plan. A0.11. 26.11.21].
- 2.5. I am also aware through my involvement with other office towers in the CBD, of ‘stair dancers’ operating – often on weekends, and in the early evening while there are still staff in the office levels of the building. These are opportunist offenders who gain access to and shelter in the stairwells, and create issues with the toilets and risks for staff when the toilets are accessed off the ‘semi-public’ / common area stairs instead of directly from the tenanted floor. They are also known to wait for staff before and after normal business hours so as to coat-tail on staff using the toilets, onto floors – thus bypassing the usual access controls on stair doors.

Other CPTED related features of receiving environment

- 2.6. Other features of the existing Project Area that may also be significant from the CPTED perspective include:
- a. The peninsular site forms a ‘landing’ or ‘steppingstone’ for pedestrians on the pathway between the CBD and the waterfront. In terms of the strong pedestrian demand lines between the CBD and the Waterfront, the Site is somewhat marooned between heavy traffic on Jervois Quay, and lighter but significant traffic on Wakefield Street⁹, such that -
 - b. maintaining these briefed connections and desire lines, and mutual activators for the success of the CBD and Waterfront respectively, relies upon:

⁸ Discussion with the Wellington Community City Police on 30 November 2021.

⁹ Wraight + Associates. UDP. 19.11.21. (p.12).

- i. end-to-end overall and formalised pathways for facilitating pedestrian and cycle movement between the Waterfront and the CBD;
- ii. safe, convenient, and legible crossings over Jervois Quay and Wakefield Street;
- iii. suitable safe, convenient, legible, and permeable routes for connectivity around and through the Site;
- iv. alignment with connectors to the Waterfront and the CBD, e.g., Opera House Lane to the south, and to Te Whanganui-Tara along the eastern side of Wharepo Lagoon –

where FIGs. **2A – 2C** (below) show:

- v. the existing poor permeability of the site (**FIG. 2A**) due to the Jervois Quay edge;
- vi. proposed improved permeability supporting formal cross links (**FIG. 2B**);
- vii. and **FIG. 2C** shows the proposed through-site connections in a diagram taken from a 2014 Design Brief prepared for Wellington Waterfront/WCC which has also been used to guide this project.

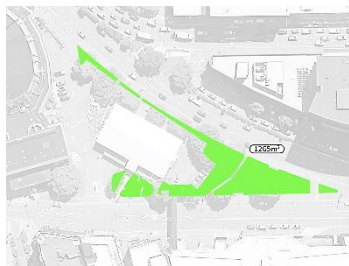


FIG 2A Existing Permeability (Wraight³ 26.11.21).

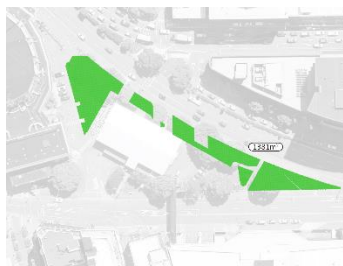


FIG 2B Project Permeability (Wraight³ 26.11.21).



FIG 2C WWC Design Brief (in Athfield³ UDP 19.11.21.p.10)

- c. the strong pedestrian feeder from the CBD via Cuba Street, which is currently, and will remain, the primary pedestrian route activating the site (Wraight+ Associates³. UDP Landscape. 19.11.21. p.12) ;
- d. Opera House Lane which has not enjoyed a good reputation for safety and security due to hidden rear yards, lack of natural surveillance, (in my view) a somewhat dystopian presentation, and regular antisocial occupancy and behaviours¹⁰.
- e. Personally I am not overly optimistic that Opera House Lane will become a well-used link from Courtenay Place to the MFC Building and the Waterfront as envisaged within the Brief provided for the Project. I believe certain intrinsic features of the Lane are difficult to mitigate for sufficient improvements to perceived safety and for activation.
- f. Lighting around the site appears to be adequate for pedestrian safety around the site – largely supported by existing road lighting for busy streets and intersections.

¹⁰ Opinion based on two CPTED reviews by Stoks Limited and involvement with WCC in limited prior safety upgrades and discussions with Police.

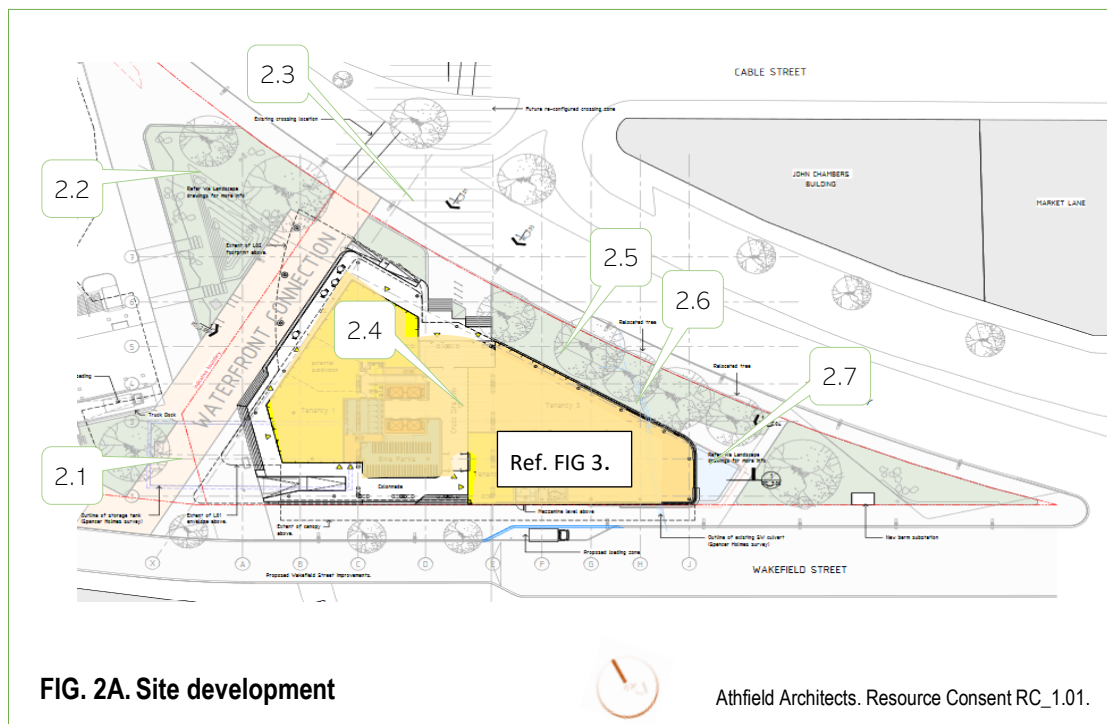
2.7. How these existing CPTED-related features are taken account of is explained below, as part of the description of the CPTED considerations for the proposed development.

3. CPTED OBSERVATIONS for PROPOSED SITE DEVELOPMENT

3.1. The main CPTED features of the proposed building and site development are described with reference to the following diagrams.

CPTED in the surrounding Landscape

3.2. With regard to the CPTED features and considerations for the outdoor areas surrounding the building, my preliminary observations are subject to proposed further development by Wraight + Associates. Refer **FIG. 2A**.



- ✓ Building location allows for generous direct (on-desire line) promenade [2.1] from Cuba St to the Waterfront, with mutual engagement and activation.
- ✓ Proposed open coastal garden to maintain open views and no loitering places. **FIG. 2B** below. [Wraight + Associates. p.7, p.14.]



FIG. 2B Indicative “coastal planting”



FIG 2C Permeable Jervois Quay frontage

- ✓ Legible broad crossing of Jervois Quay connecting the Promenade [2.1], the building main entrance and cross-link [2.4] to the waterfront.
- ✓ Planting and trees [2.5] along the Jervois Quay frontage to be opened up and simplified to improve visibility and permeability. **FIG. 2C** (previous page).
- ✓ Secondary inset pathway offset from the building. Keeps a clear zone between trees and building edge – rather than planting up to, and swallowing up the building face.

CPTED considerations at Ground Level.

3.3. The main CPTED features of the proposed building at Ground Level are described with reference to **FIG. 3** below.

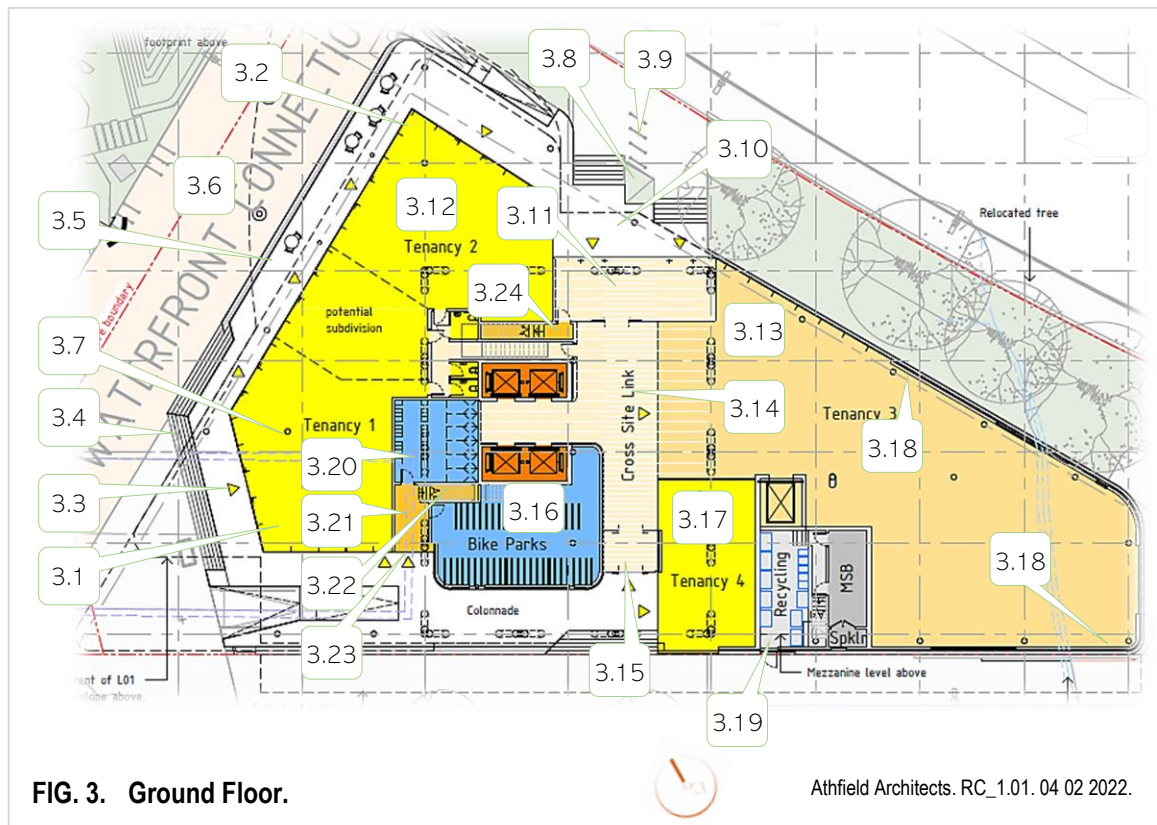
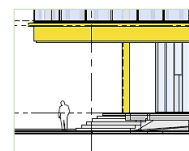


FIG. 3. Ground Floor.

Athfield Architects. RC_1.01. 04 02 2022.

- ✓ Clear views through and around the west and north corners [3.1], [3.2] of the building.
- ✓ Slim columns [3.3] eliminate concealed lurking.
- ✓ Designed to sit on, pause by, and activate steps [3.4] and plinth edge [3.5], encouraged by promenading on the waterfront connection [3.6] and the nature of the occupancy in Tenancy 1 – particularly if there is



food and beverage. North facing aspect with canopy above also helps promote amenity and activation.

- ✓ Good supervision from inside Tenancy 1 [3.7] and potential activation via fully glazed façade.
- ✓ Two sets of generous stairs [3.8] help to provide entry/exit choices and maintain separation from people pausing on them.
- ✓ Public cycle rack [3.9] in clear view for natural supervision.
- ✓ Simple, legible, and wide entrance-way [3.10] with supervision from wind lobby [3.11], Tenancy 2 [3.12], and Tenancy 3 [3.13] – discourages soiling and unwanted occupancy/rough living associated with smaller entry/exit recesses.
- ✓ On the northern side, the wide steps and wind lobby knit well into, and align with the proposed crossing zone over Jervois Quay to link with the Waterfront. The entry matches the crossing zone and naturally channels the public through the building’s “cross-site link” [3.14] towards the important Opera House Lane link.
- ✓ The southern entrance [3.15] to the through-building cross-site link matches its northern counterpart. Both the colonnade and the curved wall from the cycle park [3.16] help to articulate the entrance. As with the northern entrance, there is potential for natural supervision from the active edges of Tenancy 4 [3.17].
- ✓ The northern and southern entrances will be access-controlled afterhours.
- ✓ It is anticipated that suitable lighting [200 lux] of the main entrances from within their respective wind lobbies will assist with wayfinding and legibility, and deter undesirable uses.
- ✓ It is anticipated that the four lifts will be card access controlled, and that the doors at the base of each of the fire stairs e.g. [3.22] and from the fire stairs onto each floor, will be card access-controlled as well.
- ✓ Glazed curtain walling around perimeter of all tenancies (e.g. [3.18]) extends to the ground without any horizontal transoms that invite informal seating, which can lead to unwanted informal occupancy and consequential damage.
- ✓ The secure external door to the recycling space and MSB door [3.19] is located at the building edge to avoid a recess.
- ✓ Access to the recycling and MSB areas are self-contained and do not provide access to the building core and circulation –
- ✓ similarly the End-of-Trip [3.20] and Bike Parks area [3.16] are self-contained and do not provide direct access to the core or main lift lobby [3.21].

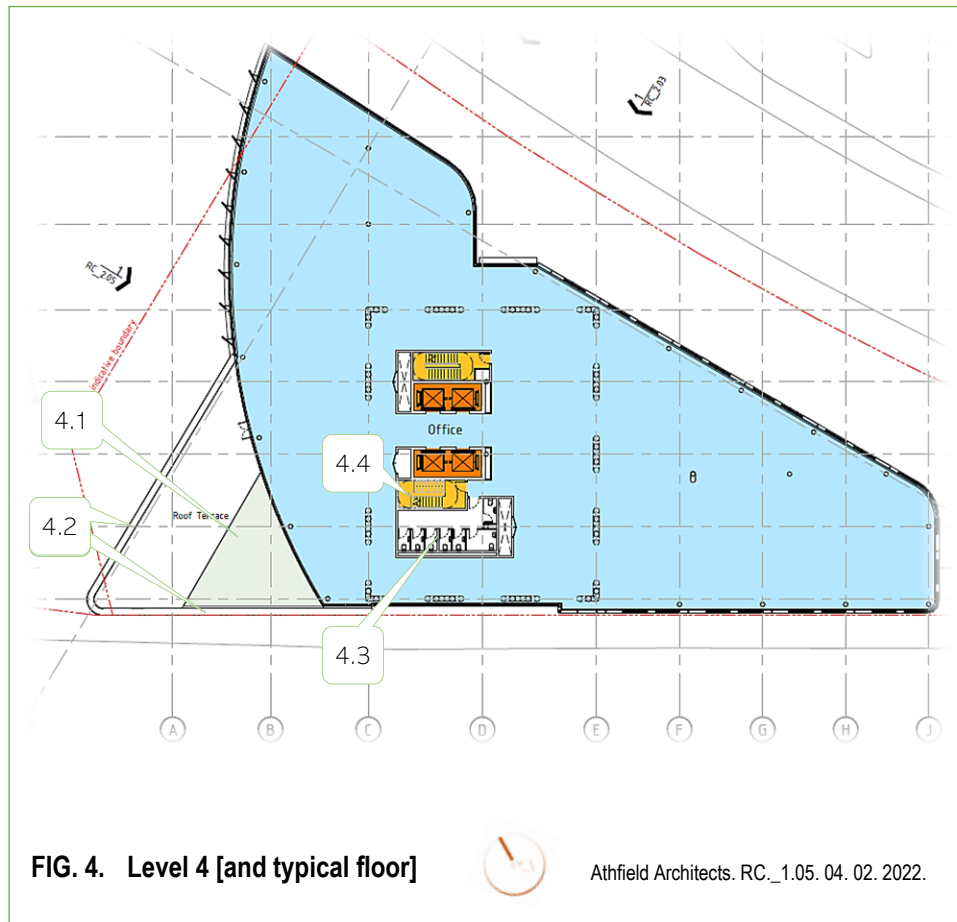
Considerations for Detail Design - Ground Floor

- R It is recommended that an external, access controllable door onto Wakefield St (at [3.23]) be provided for the lobby serving the EOT [3.20], Bike Parks [3.16] and the south stair [3.22]. This is advisable in order to:
 - secure what would otherwise be a potential entrapment space presenting a risk to personal safety; and prevent unwanted occupancy (including rough sleeping), and soiling;

- importantly also, maintain access security for the entire south stair core albeit it would be preferable if there was an access-controlled door at or close to the commencement of the stair as is achieved with the north stair [3.24].

CPTED considerations for typical floor

- 3.4. The main CPTED features of the proposed building for typical [office] floors are described with reference to **FIG. 4** below.



- ✓ Noted roof terrace and roof garden [4.1] enhances amenity and assists with general observation and natural supervision over the adjoining public realm.
- ✓ Toilets [4.7] accessed directly off the tenancy area and not from the fire stair.

Considerations for Detail Design - Typical Floor

- R** In relation to the outdoor terraces and gardens – a reminder to protect against falling from height, per Building Code as a *minimum* and with due consideration of any FFE and landscape development around the edges [4.2] etc. that might increase the safety from falling/jumping risk.
- R** Access control on the door between the south stairwell and the plantroom on Level 8. This is to prevent unauthorised access to the plant room from the

publicly accessible stair and especially the roof – to mitigate another jumping risk.

Other Considerations for Detailed Design.

Lighting

- 3.5. Detailed design for lighting will occur in the next stage of design development. CPTED-related principles recommended for the lighting plan could include consideration of:
- a Lighting to applicable codes¹¹, low maintenance.
 - b Lighting inside the entrance lobbies and cross-site link to remain on and deter unwanted occupation of both the entrances once the cross-site link is closed afterhours.
 - c Glare free white light, high CR/CQS where CCTV coverage occurs.
 - d Use of indirect lighting to provide illumination by showcasing architectural and landscape elements.
 - e Make building entrances obvious with sufficient light also to use any intercoms, access control equipment, etc.

Technical Security Systems.

- 3.6. Proposed technical security systems in support of planning for safety and security are:
- a Electronic card access control:
 - Ground floor outer doors into the fire stairs at ground floor: ‘normally secure’ (24 x7);
 - north and south main entry doors; and outer lift lobby door: card control during business hours¹².
 - lifts: securable as required to suit tenant’s requirements¹².
 - doors from fire stairs into tenancies on each floor, including L.8: ‘normally secure’ (24 x7);
 - doors (3) into EOT, Bike Park, and Services/Recycle/Loading Dock area from Wakefield St: ‘normally secure’ (24 x7);
 - roller shutter to dock. Normally secure. Card control from inside dock.
 - door from lift lobby into south stair: ‘normally secure’ (24 x7)
 - toilet suite entry doors – card control if accessed from south fire stair.
 - b Recorded CCTV coverage of key areas;
 - Main entrances
 - Cross-site link
 - Main lift lobby at Ground
 - Bike Park.

¹¹ Wellington City Council’s lighting strategy and guidelines. Required levels of illuminance and light quality such as light pollution and avoiding glare to satisfy CPTED, IPTED and Accessibility objectives.

¹² including ‘double badging’ for out-of-hours functions and lockdown capability.

- 3.7. 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.

4. CHECK AGAINST CPTED PRINCIPLES

- 4.1. How the Project addresses the receiving environment and how the embedded CPTED design features work with reference to good practice CPTED principles¹³ and the seven qualities of safe spaces, is summarised by way of a check, in Table 1 below.

Table 1: CPTED principles to be addressed.

CPTED principle	How principle is addressed.
a. Informal and formal surveillance, pedestrian sightlines – see and be seen, active (occupied) edges, appropriate lighting, minimisation of concealment opportunities, vegetation clear of walkways.	Informal surveillance from public and building occupants via external activated spaces and occupancies particularly on the west, north and eastern sides of the building. Plus external terraces. All of which are promoted by compelling external views, including the interest of ‘promenading’. Clear sightlines [landscape] and lighting as discussed above. CCTV coverage.
b. Safe movement and connections – avoidance of entrapment spaces and cul-de-sacs, elimination of long pedestrian movement predictors without frequent exit choices.	Avoidance of building recesses and entrapment spaces. Cul de sacs and isolated pathways eliminated. Exit choices available on pathways. Access control to potentially risky unsupervised areas achieved, pending remaining access control of south stair lobby. Restricted access to cross-link afterhours.
c. Clear and logical layout – legible and uncluttered space for pedestrians (enhancing perception of safety) with easy way-finding, logical and obvious entrances and exits, and clarity of purpose between adjoining spaces having different intended uses.	All satisfied by specific design features. Legibility and clarity of purpose maintained. Most entries and exits and functions of spaces are obvious by specific design.
d. Activity mix, ‘eyes on the street’ – good use of public spaces and a mix of compatible uses appropriate to the location with extended hours of activity to maximise natural supervision and sense of safety in numbers.	Mixed use commercial occupancy. Encouragement of and extensive provision for the use and overview of outdoor spaces both adjacent to and part of the building exterior. Designed to be both day-centric and night-centric to maximise legitimate use.

¹³ Ministry of Justice (2007). *Crime Prevention Through Environmental Design – Draft New Zealand Guidelines*. (Part of the New Zealand Urban Design Protocol).

<p>e. Sense of ownership - showing spaces are cared for through clear indications of what is public, communal, semi-private or private space, plus expressions of key stakeholder involvement;</p>	<p>Clear demarcations between public, semi-public, common and private space by design, materiality, lighting.</p> <p>Aided by access control between the cross-link and the adjoining more tenant-related spaces on the ground floor.</p>
<p>f. Quality environments - well designed, managed, and maintained environments necessary to sustain high standards of presentation and minimise vandalism and graffiti which engender a sense of risk; provision of a 'quality' environment designed with management and maintenance in mind;</p>	<p>Considerable care has been taken in the design overall, along with the use of materials and finishes that are of a high quality and have good appearance retention qualities imbuing respect and stewardship.</p> <p>Maintainability and appearance retention will continue to be considered in the next design stages.</p> <p>Ongoing facility maintenance, security systems monitoring, servicing, and cleansing to sustain quality, amenity, security, and safety.</p>
<p>g. Physical protection – use of basic, active security measures such as access control and security lighting</p>	<p>Technical security proposed includes card access control, vehicle access control, recorded CCTV, and lighting.</p>

5. CONCLUSION

- 5.1. From the Table above and the preceding detailed review it can be concluded that prudent CPTED measures have been embedded and refined during the design process, and to a level commensurate with a Resource Consent application.
- 5.2. I consider the design addresses the relevant principal mandates for CPTED:
- a Wellington City District Plan (Introduction, s.1.6.1; s.1.6.3);
 - b Wellington City Council (2005) “Guidelines for Design Against Crime”, Wellington City District Plan;
 - c Wellington City Council (2008). “Walking Policy” (Objectives 2 and 3)
 - d 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).
 - e “New Zealand Urban Design Protocol”.

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9 February 2022.