

# Kaitāia Concept Masterplan

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Eclipse Architecture for Far North  
Holdings Ltd.  
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Rev B

## JASMAX

eclipse) architecture



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# 1 The Project Definition

## Brief, Assumptions, Vision, Objectives



# 1.1 Brief and Assumptions

## Brief

Kaitāia is the northern most town in Aotearoa, New Zealand with a current population of circa 6300. It services and supports a large catchment of rural and coastal settlements in the Far North. Kaitāia currently has many excellent community services including Te Ahu Community Centre, Te Hiku Sports Hub, Kaitāia Hospital, open space and retail amenity.

Currently two large development sites have been made available due to large format retail moving to the newly developed retail area on Donald Rd. In parallel Te Hiku o te Ika working group have developed a masterplan for open space revitalisation and have received funding from the regional growth fund. A retail strategy has been commissioned by the Kaitāia Business Association produced by First Retail.

This document has been developed on behalf of the Kaitāia Business Association and Far North Holdings Ltd to review the existing local and regional context, identify where existing opportunities can be leveraged alongside current and proposed investments and initiatives to produce a proposed spatial framework. The intent of this spatial framework is to provide starting point for further korero to work towards a coordinated approach to investment in Kaitāia’s growth. The document sets out a series of key spatial moves which provide a legible back bone for the consolidation and development of an active, thriving and attractive town centre.

In the development of this document local stakeholders were met with including Far North District Council, Kaitāia Business Association, Northland Regional Council, Far North Holdings Ltd and Kāinga Ora.

The report responds to the findings outlined in First Retails report based on a series of community engagement sessions. Further engagement was undertaken on the 18th of November 2022.

Engagement with mana whenua is paramount to the success of these future investments and will add enduring value to all outcomes.

This document should be read in conjunction with:

- Te Hiku o te Ika Open Spaces Revitalisation Masterplan, April 2020
- Kaitāia Town Centre Retail Strategy, August 2022, First Retail

## Assumptions

- The following report draws from a series of proceeding reports
- No survey information was provided for this study, all content has been developed from LINZ
- A site visit was undertaken on the 19 of July, 2022
- Bulk and locations have been provided by Eclipse Architects Ltd
- No geo-technical, civil, traffic, demographic or market information has been provided. It is recommend that further investigation is required as part of a due diligence study.





1.2 Objectives

The below objectives have been adopted from the First Retail Kaitāia Town Centre report which were developed through engagement with stakeholders.



Heart of the Community

A Town Centre that enables and reflects community aspirations, needs and values delivering connection, amenity and function. Kaitāia as a destination of pride and preference for the local and regional community – attracting people to the Centre on a favoured, regular and habitual basis to connect, spend time, enjoy experiences, provision and replenish.



Safe, Vibrant and Welcoming

An inclusive and uplifting place that people feel confident, comfortable and rewarded in coming to – inspiring the support and goodwill of its community and visitors to the area.



Locally Flavoured and Reflective

Leveraging Kaitāia’s strong cultural heritage, pride and determination to develop a brand and promise for the Town Centre that delivers an enriching and immersive experience reflecting Kaitāia’s unique tri-cultural heritage. Unifying place and people through shared values that set this part of Aotearoa apart - creating advantage through back-story and culturally diverse narrative.



Unlocking Transformational Sites

The former Warehouse and Pak’n’Save sites create potential to secure new, anchor businesses and mixed uses – such as offices, public space, amenity and appropriate residential and/or visitor accommodation, that will attract people back to the Town Centre. Identifying other key sites within the Town Centre that show potential for future opportunity.



Natural Environment & Built Environment

Recognising our place in, and responsibility to the natural environment and embracing a Kaitiaki approach to the care. Management and use of natural resources character. Identifying key strategies to improve the look, feel and function of the Town Centre through façade improvements, greater activation and vibrancy of street fronts and public realm areas and the development of area. Tying together the inter-connectivity between natural and built environments through improved movement pathways.



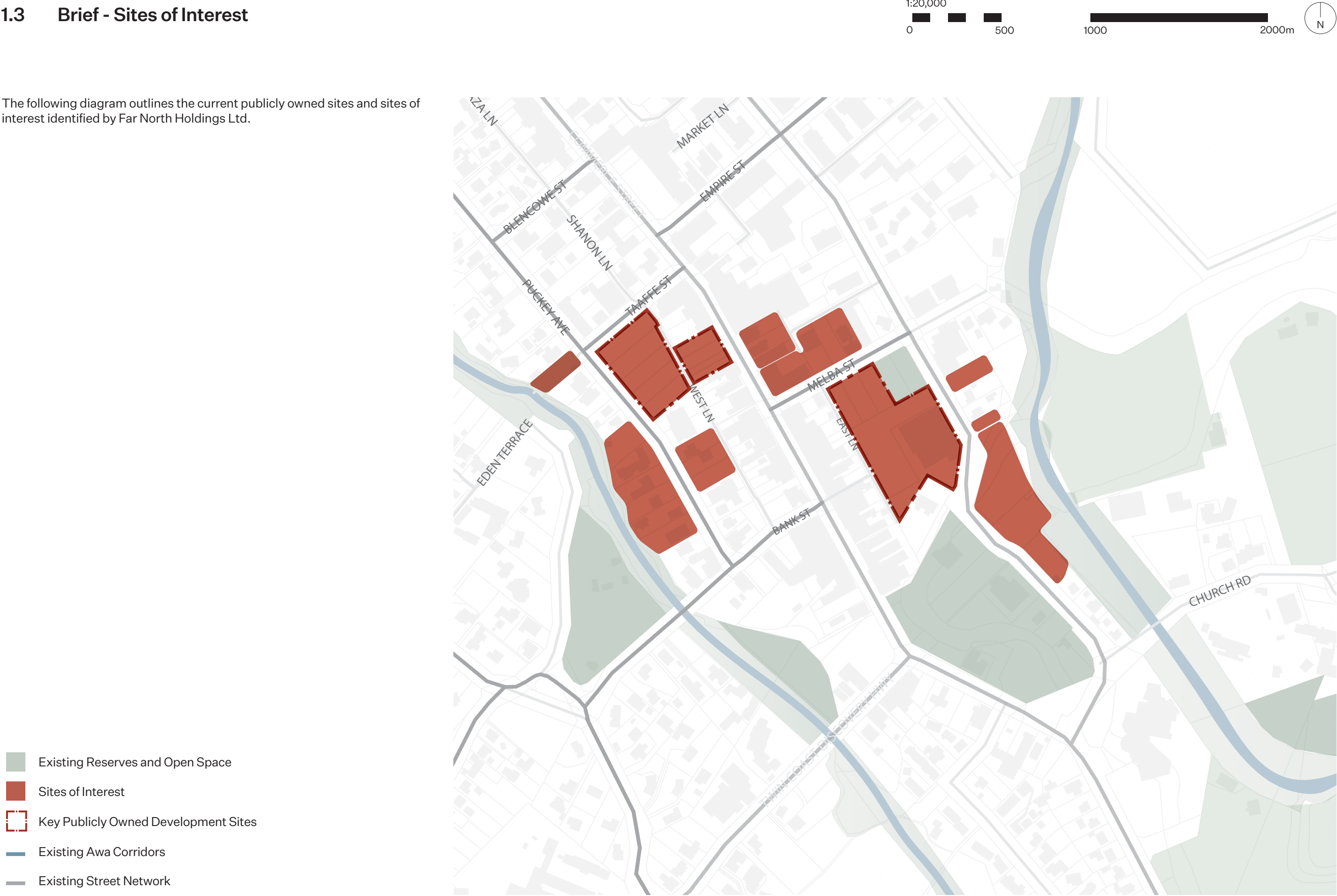
Improving Connectivity

Improve accessibility and connectivity between existing amenities, whilst creating new pedestrian focused pathways between key transformational site to enhance liveability. Establish a road hierarchy within Town Centre and increase access to surrounding natural environment / features.



1.3 Brief - Sites of Interest

The following diagram outlines the current publicly owned sites and sites of interest identified by Far North Holdings Ltd.



# 2 Understanding Context

Historic, Cultural, Social, Physical,  
Environmental, Statutory

## 2.1 Historical Context

### Historic Context

Kaitāia is Aotearoa New Zealand’s northernmost town. The rohe of Kaitāia are the lands of several mana whenua iwi; Ngāti Kahu, Ngāti Kurī, Te Aupouri and Te Rarawa, Te Pātū and Ngāi Takoto. Collectively they are known as Muriwhenua.

Chief Nōpera Panakareao of Te Rarawa gifted land to Rev Joseph Matthews of the Anglican Church to establish a Church Mission Station, 1833. The mission station acted as a central hub in the early colonial settlement, providing the diverse population with a variety of spaces, and facilities that activated place, connection, and community.

Between 1870-1920, the Kauri Gum Digging industry become an engrained part of Kaitāia history. Gum Digging was a source of income for Māori and pākēhā alike. To this day, Kaitāia has strong ties, and deep pride in their Gum Digger ancestry.

During the gum digging years, Colonel Allen Bell purchased land in Kaitāia. He hoped the town would become the city of the future, and made great efforts to promote the region, coining phrases such as ‘The Winterless North’. The land he purchased is where much of the Kaitāia township sits today.



Widening the Awanui River during the drainage of the Kaitāia marsh

## 2.2 Cultural Context

### Cultural Context

Kaitāia translates to place of abundant supplies of food, or simply, ample food. Below the given definitions paint a picture of abundance, insinuating there is ‘more than enough’ for everyone. A closer examination of the place name reveals further richness that can be drawn upon throughout the project. It also unearths questions about expectations, branding and whether a name should be something to ‘live up to’.

#### Other known names

Orongotea - place of bright fame

Tangonge - in reference to the glistening of taro leaves as wind blows over them. Lake Tangonge once occupied the area of present day Kaitāia. A large lake and can be considered the food basket of the north. It gets it’s name from the vast amounts of taro that were grown in the area.

#### Current name

Kaitāia - place of *abundant* supplies of *food*

*Abundant*: plentiful, great, copious, bountiful, expansive, voluminous, ample, rich. Here the words suggest being well provided for; having more than necessary, and even having more than enough to share.

*Food*: nourishment, sustenance, nutrients, provision, aid, support, livelihood. Although food is generally considered a requirement for the body, it can just as easily be applied to the mind, heart, and soul. Food as nourishment for human well-being, and community well-being.

#### Te hiku o te Ika – The tail of the fish.

Kaitāia is deeply connected to the name of their region Te Hiku o Te Ika, which comes from the historical accounts of Maui fishing up Aotearoa. The regional name links them directly to the origin story of Aotearoa and is an important part of their collective identity.

#### Partnering with mana whenua.

The above outline examples of the rich history, meaning and narratives that whakapapa to the Kaitāia community. Mana whenua engagement through wānanga and co-design will be invaluable to achieving enduring outcomes that accurately depict and unify the many peoples of greater Te Hiku o te Ika.

Recently, there is a growing movement that is bringing to life the rich local histories of Te Hiku o te Ika through collaboration as part of the Te Hiku o te Ika Revitalisation masterplan working group and mana whenua.

Significant installations have been unveiled in Kaitāia and surrounding area which promote the identity of Kaitāia and its people.

These histories create and foster a deeper sense of belonging, pride and connection for all that call Kaitāia home.

## 2.3 Statistical Analysis

Total Population - approx. 6310

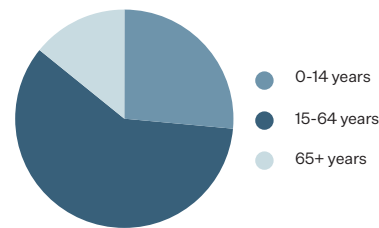
Population Density - 744.3 ppkm<sup>2</sup>

The Far North District is expected to see a population increase of 0.5% per annum. This projects a population of 78,000 by 2043. An increase of 7,000 from 2020. Most of this growth is anticipated to be in urban areas such as; **Kaitāia**, Kaikohe, Kerikeri and Paihia, and the Doubtless Bay area.

This give Kaitāia an aproximate poulation of 7290 in 2050.

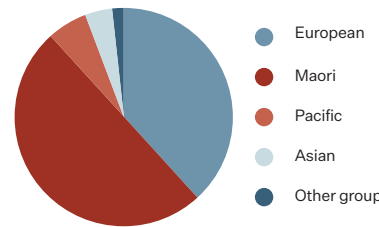
There is a large percentage of Māori descendants who live in Kaitāia this should be taken into consideration during the community consultation and reflect in the outcomes.

Kaitāia has a variety of religious beliefs with the highest percent identifying as non-religious.



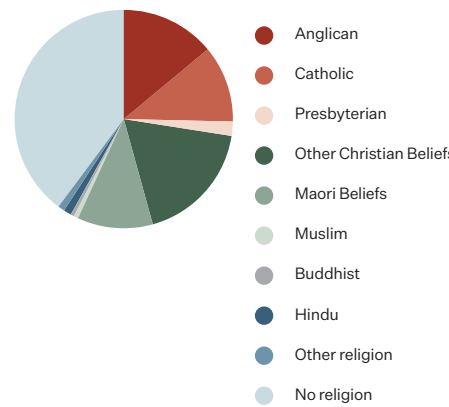
Age Group (E 2021)

0-14 years	26.7%
15-64 years	58.9%
65+ years	14.4%



Ethnic Group (E 2021)

European	38.1%
Maori	50.4%
Pacific	6%
Asian	4%
Other group	1.5%

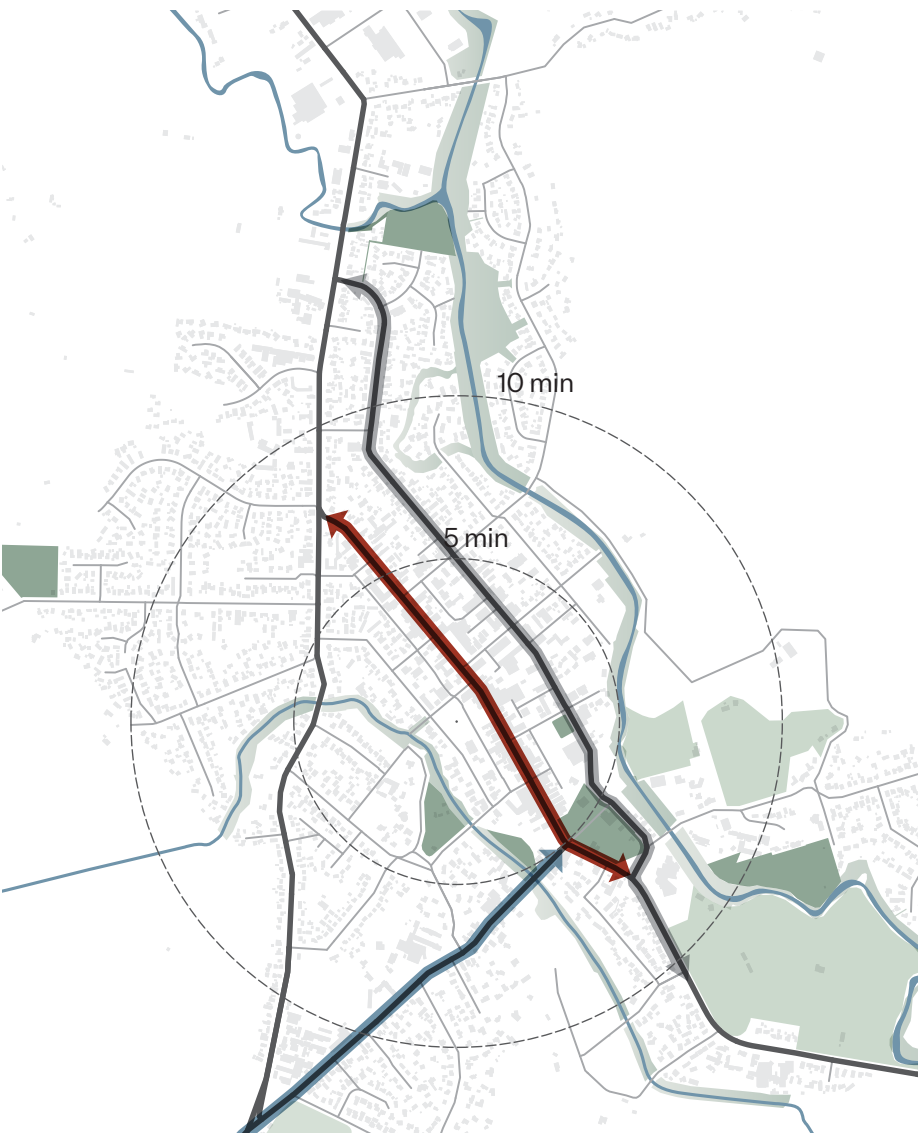


Religious Group (E 2021)

Anglican	13.9%
Catholic	11.3%
Presbyterian	2.1%
Other Christian Beliefs	18.4%
Maori Beliefs	11.3%
Muslim	0.3%
Buddhist	0.7%
Hindu	1.1%
Other religion	1.2%
No religion	39.7%



2.4 Town Centre Analysis

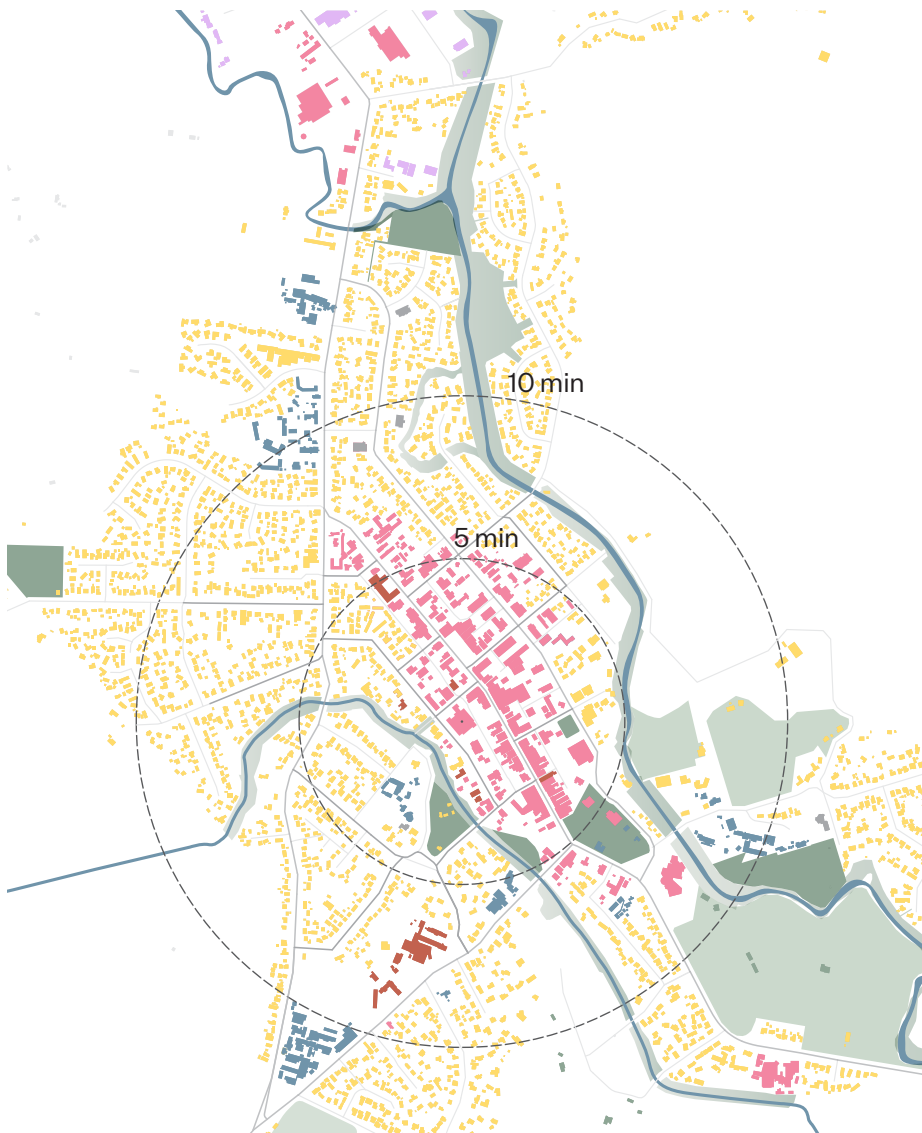


- |                              |                                 |
|------------------------------|---------------------------------|
| Commerce St                  | Primary Roads                   |
| Matthews Ave / SH1           | Secondary Roads                 |
| Twin Coast Discovery Highway | Indicative Pedestrian Catchment |

Movement

Kaitiāia Town Centre is bordered by three primary roads (SH1, Twin Coast Discovery Highway linking to Ahipara and Pukepoto Rd). Commerce Street runs parallel to SH1 and is the main retail street in Kaitiāia. A series of pedestrian and vehicle lane ways link between the Awanui River and Residential catchments to the South West.

Kaitiāia is reasonably compact (in terms of total area not residential density) and thus, many of the residential properties are within a 10 minute walk of the town centre. There is currently one awa walking loop around Te Ahu Centre and Te Hiku Sports Hub.

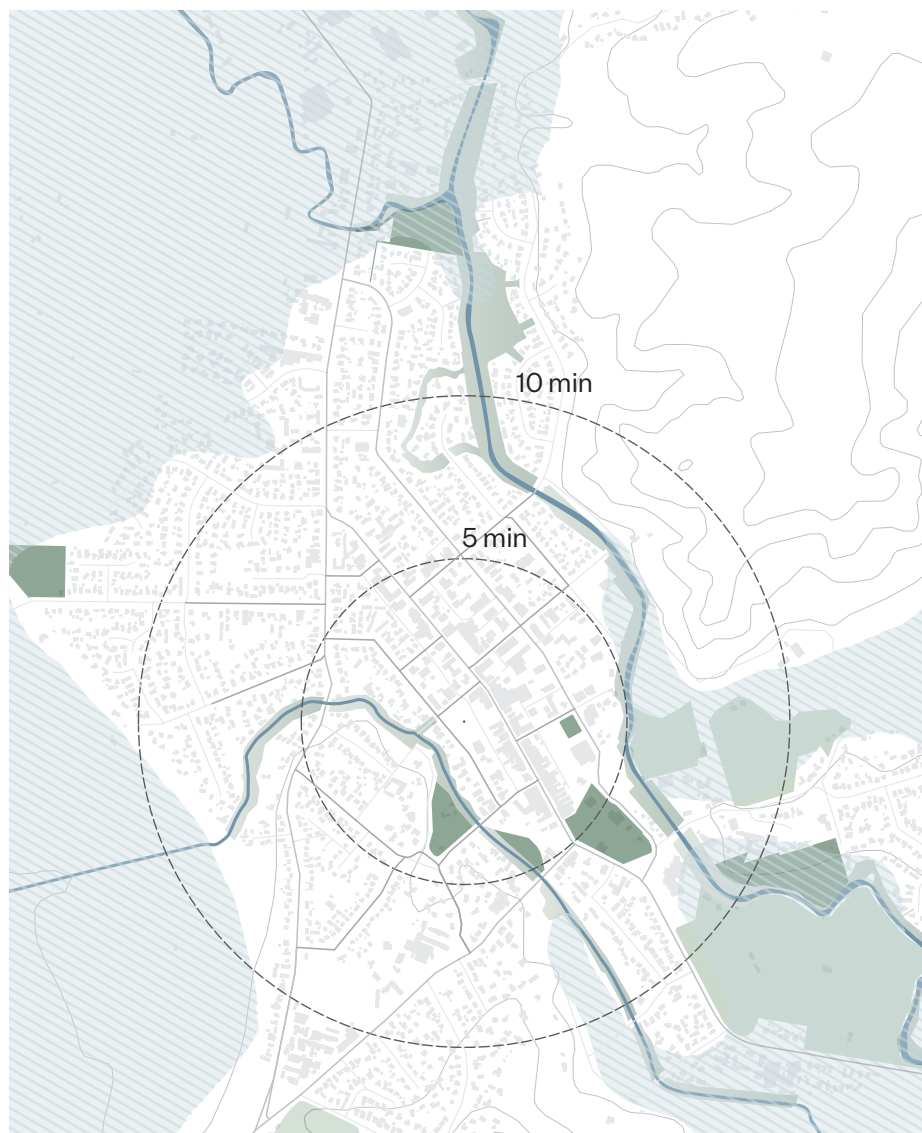


- |                  |                      |                    |
|------------------|----------------------|--------------------|
| Medical Facility | Residential          | Religious Facility |
| Industrial       | Educational Facility |                    |
| Commercial       | Rural Living         |                    |

Built Environment

Kaitiāia town centre is largely zoned commercial under the operative Far North District Plan and is centred around the Commerce St, Puckey Ave and Matthews St. To the south west is the Kaitiāia hospital campus. An area to the north has been zoned as commercial / industrial and has resulted in many large format retailers establishing out of the town centre.

Existing residential development is of single storey, low density and radiates out from the primary road network. Further residential expansion under the operative plan is limited and the existing area is bound by Rural Production or Rural Living zones.



- |                       |                        |
|-----------------------|------------------------|
| Site                  | Waterways              |
| Allocated Sports Area | Flood Susceptible Land |
| Reserves and Parks    |                        |

Environmental

Kaitiāia is situated on a relatively flat plane on the banks of the Awanui River. Because of this it is highly susceptible to flooding. However, the Awanui River is an important land mark due to its rich cultural history (being the primary access route for the surrounding rohe).

The Awanui and Tangonge Drain riparian corridors are in a state of ecological degradation. In recent years Northland Regional Council has undertaken significant work along Awanui River improving the impact suffered by floods.

Kaitiāia has several formal open spaces including Kaitiāia Show-grounds, Centennial Park and Remembrance Park. All are of average condition.



2.5 Site Photos - Movement Routes

Permeability within the town centre is provided for via a series of vehicle and pedestrian access lanes. A CPTED assessment will provide greater information as to the safety and usability of these routes. However, the desktop study indicates that user experience could be improved through a variety of upgrades and design interventions.

Additionally, Sections of Commerce Street could be transformed into shared streets to improve pedestrian experience.

Site imagery sourced from Google Streetview, and may not capture the townships current state.



- 1 Commerce Street looking north
- 2 Thoroughfare to East Lane from Commerce Street
- 3 Thoroughfare to old Pak n' Save from Commerce Street
- 4 West Lane looking south past the old Pak n' Save
- 5 East Lane looking towards Commerce Street (east)
- 6 East Lane looking west towards Commerce Street





## 2.6 Site Photos - Built Form

Kaitiāia was first settled by Maori who travelled by canoe up the Awanui River. In the mid 1800's the a missionary was set up. Following this Kaitiāia was established as a township in the Far North District. Along Commerce Street there are many historical buildings. These are pictured to the right. Some notable mentions are the former BNZ building (1), the former Mangonui County Council Building (3) and the War Memorial (6) . These buildings pose the opportunity to create a historical precinct or walking route.

Site imagery sourced from Google Streetview excluding image (1) and may not capture the townships current state.



- 1 Former BNZ building (1947), 50 Commerce street
- 2 Former BNZ building (current), 50 Commerce street
- 3 Former Mangonui County Council Building (1923), 1 South Road
- 4 NZ Post building, 104 Commerce Street
- 5 Former Chamber building (1924), now Patterson Law/Von Sturmers Surveyors, 131 Commerce Street
- 6 Kaitiāia War Memorial (1960s), 10 Melba Street



2.7 Site Photos - Environment

The Kaitiāia town centre is bordered by the Tangonge Drain and the Awanui River. The Awanui River has significant cultural history as it was used by locals to travel between Kaitiāia and the Rangaunu Harbour. However, the river banks have low ecological biodiversity. Northland Regional Council has improved Awanui River boundaries significantly, this is not captured in the imagery.

The Tangonge Drain carries runoff for agriculture and is likely to be carrying pollutants. Additionally, the drain disconnects large residential catchments from the town centre.

Thus, there is an opportunity to link the two watercourses via a cycle/ walkway building on the existing loop around Te Ahu Center and Te Hiku Sports Hub. This will improve access to the town centre and also provide amenity for locals and visitors alike.



- 1 Awanui River (looking north from Allen Bell Drive)
- 2 Awanui River (looking south from Allen Bell Drive)
- 3 Looking towards Awanui River from SH1
- 4 Tangonge Drain (looking north from Bank Street)
- 5 Potential Tangonge Drain crossing from Taffee Street
- 6 Remembrance park looking towards Commerce Street

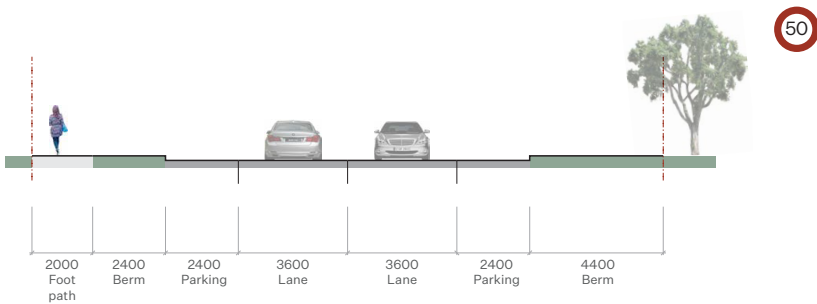




2.8 Existing Street Context



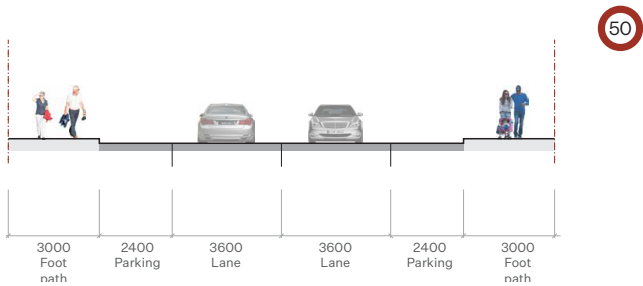
State Highway 1 / Matthews Avenue



- Large berms separating pedestrians and houses from the road
- Marked on street parallel parking
- No footpath on the northern edge of the road



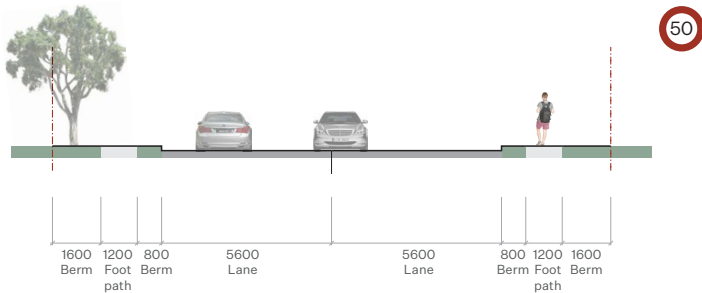
Commerce Street



- Large footpaths to service the retail
- Marked on street parallel parking
- No raised pedestrian crossings



Puckey Avenue



- Large lanes to services unmarked on street parallel parking
- Footpaths are located on both sides of the carriageway



2.9 Kaitiāia Town Centre - Opportunities and Constraints



- Kaitiāia town centre benefits from many existing and proposed amenities and a significant amount of open space including the two awa corridors.
- The quality the open space and amenity is mixed with some spaces performing well and others in need of investment.
- Commerce Street provides an important central retail main street servicing both Kaitiāia and the wider regional catchment.
- Currently it is performing relatively well between Empire Street and the mid block of Bank Street to Redan Road with consistent active frontage to the street and a relatively high level of tenanted buildings.
- Centennial Park provides a mix of active and passive activities. However land ownership is fragmented and access is poor.
- Te Ahu community centre is an important asset to Kaitiāia housing the library, community and youth functions however its connection to the town centre is poor
- Many sites within the broader town centre core as illustrated adjacent are under developed or vacant and provide the opportunity for consolidated investment within the centre.
- The key opportunity within Kaitiāia is to leverage the existing amenity, open space and development opportunities around a consolidated centre core. Focusing investment in a coordinated manner to strengthen its already distinctive and valued attributes.

**Existing Amenity**

- Food and Beverage
- Religious Facility
- Playground
- Supermarket
- Local Business
- Skate Park
- Community Centre
- Bowls
- Tennis Court
- Library
- Sports Fields

**Key**

- Existing Roads
- Existing Lanes
- Existing Quality Frontage to Commerce Street
- Opportunity to Improve Frontage to Secondary Streets
- Tertiary Frontage
- Land Susceptible to Flooding
- Awa walkway
- Commercial and Retail Core
- Outdoor Amenities and Recreation
- Key Development Sites
- Proposed Town Centre Boundary





# 3 Design Response

## Spatial Framework

### 3.1 Spatial Framework - Key Moves

Four key moves have been identified to develop a coordinated spatial framework. The four moves outlined below and adjacent seek to consolidate investment and development around Kaitāia’s existing key amenity.

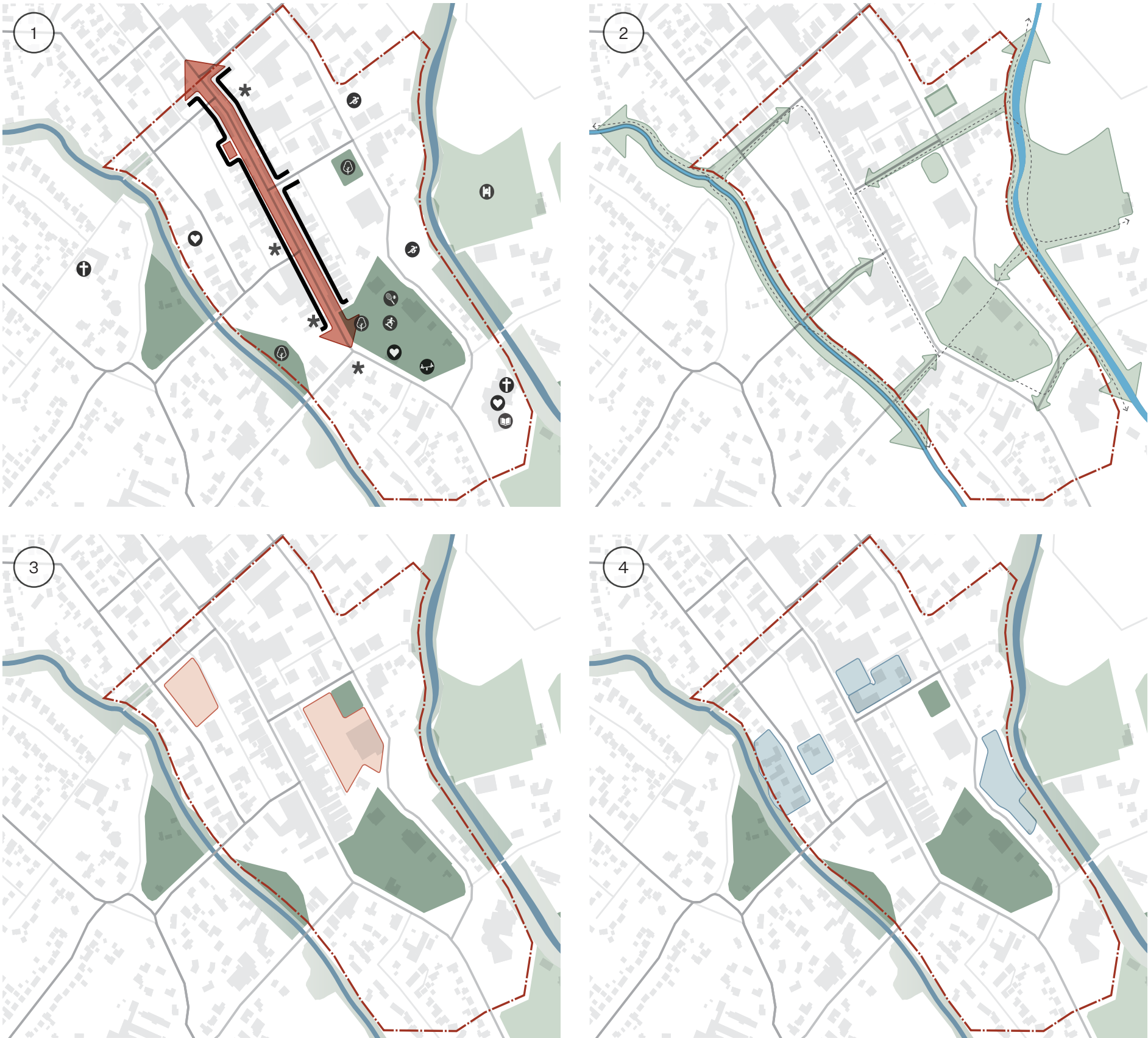
- 1

**Support and invest in Kaitāia’s main street from Empire to Bank Street**
  - Invest in upgrading facades and canopies
  - Investigate parklets to provide amenity and landscape along Commerce Street
  - Partner with local businesses to revive buildings with historic merit - refer 2.6
- 2

**Utilise Kaitāia’s existing open space to establish a green / blue network which connects the towns social and community amenity**
  - Investigate walking and cycling routes along the existing awa corridors. Opportunities to bridge over to link existing open space and amenity
  - Utilise existing streets to connect open space with town centre through street trees and planting
  - Replant riparian edges along awa to improve biodiversity and habitats
  - Work with local land owners to improve Centennial park to enable a high quality “village green”
- 3

**Leverage the two key development sites to catalyse social and economic growth within the town centre**
  - Partner with local businesses to develop strategic landholdings
  - Provide for a mix of uses which will contribute to the activation of the town centre
- 4

**Work with existing landowners to develop large town centre sites to maximise activity within Kaitāia**
  - Identify opportunities for redevelopment of sites within core of town centre
  - Look for opportunity to enable residential development within the town centre to support local amenity and increase activity



### 3.2 Spatial Framework - Outcomes



- Key**

  - Existing Roads
  - Existing Lanes
  - Awa Walkways
  - Proposed Town Centre Boundary
  - Commercial and Retail Core
  - Outdoor amenities and recreation
  - Work with existing landowners to develop large town centre sites to maximise activity within Kaitiāia
  - Leverage the two key development sites to catalyse social and economic growth within the town centre
  - Utilise Kaitiāia's existing open space to establish a green / blue network which connects the towns social and community amenity
  - Support and invest in Kaitiāia's main street from Empire to Bank Street
- Existing Amenity**

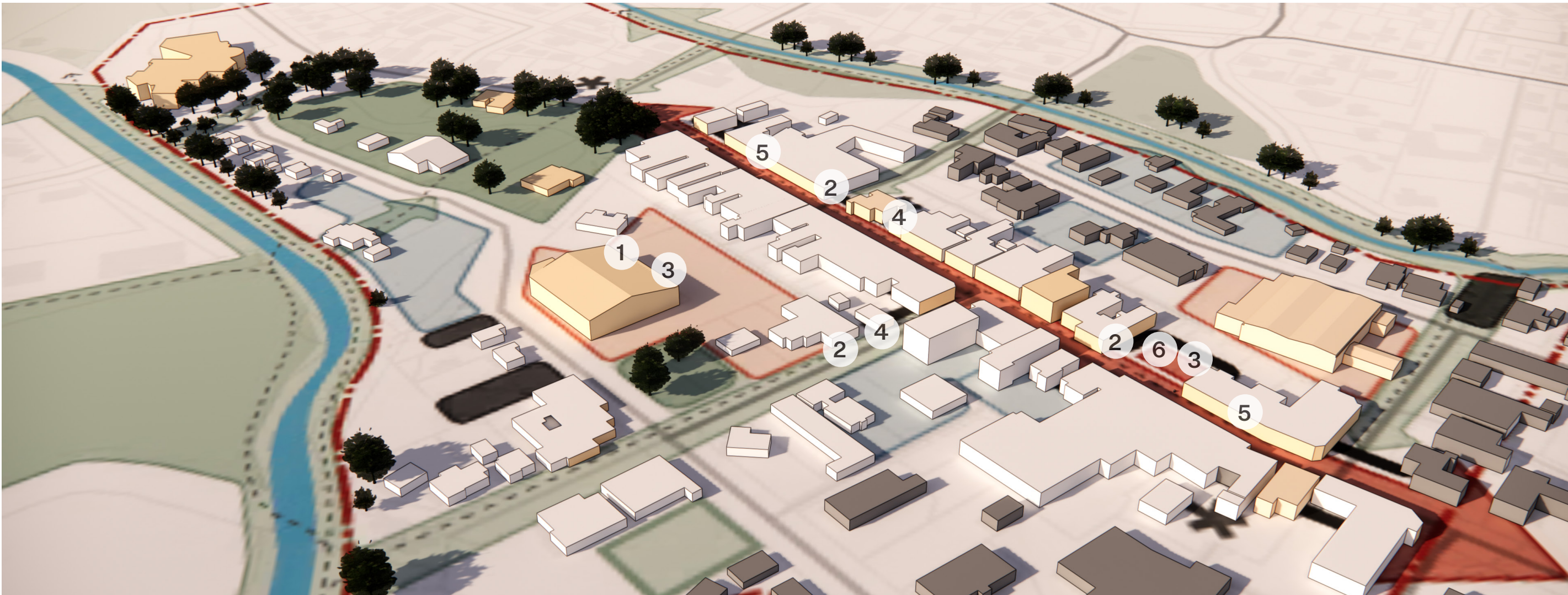
  - Food and Beverage
  - Religious Facility
  - Playground
  - Supermarket
  - Local Business
  - Skate Park
  - Community Centre
  - Bowls
  - Tennis Court
  - Library
  - Sports Fields





3.3 Kaitāia Town Centre - Immediate Opportunities

The immediate opportunities highlight short term goals that will help build momentum for positive tangible change within Kaitāia town center.



**1 Site Activation**  
Connecting with community groups to create lively and active sites that bring people together regularly.



**2 Stencil Art**  
Using locally designed and curated stencil art and colour palette to cohesively enliven the streetscape.



**3 Murals**  
Large scale art to tell stories of the rohe, adding vibrancy and shared narrative that is celebrated by all.



**4 Planting**  
Raised gardens create green, lush surroundings, whilst encouraging bird & bee life to thrive.



**5 Improve Façades**  
Refresh of the Commerce Street façades establishes Kaitāia as a place to invest, explore and enjoy.



**6 Temporary Town Square**  
A fantastic opportunity for community engagement to explore what a town square is in Kaitāia.



### 3.4 Kaitāia Town Centre - 5 year Plan

The 5 year plan looks at short to mid-term goals which act as an economic boost to Commerce Street and surrounds through commercial investment. These will enable further community focused outcomes such as rejuvenated streetscapes, increased commercial choice, care and enhancement of natural surrounds and a new permanent Town Square.



1 Develop Key Sites

Development of key sites will help unlock, and enliven the heart of Kaitāia through community and commerce.



2 Activated Streets & Frontages

Providing cared for and connected shop fronts is key to establishing a people friendly environment.



3 Urban Living Room

The new Town Square will provide a welcoming space for people to gather, relax, play, eat and connect.



4 Road Treatment

Use road treatment to signal the edge of Kaitāia’s inner-city and delineate pedestrian areas. Clear, playful, safe.



5 Inner-city Living

Establish attractive, comfortable and modern housing opportunities for young professionals & families.



6 Co-Lab Development

Develop a contemporary shared-working space for complimentary business initiatives.



3.5 Kaitāia Town Centre - 15+ year Plan

The 15 year plan reinforces the established framework that has been set up. It focuses on continued positive community outcomes through public amenity, investment in the natural vistas, provision of good housing, attention to pedestrian safety measures and ease of access to high-quality retail offerings.



**1 Parklets**  
Kerb extensions and parklet build-outs with painting create welcoming and safe places to dwell and gather.



**2 Melba Street Frontage**  
Improving the frontage along Melba Street to help reinforce Commerce Street developments.



**3 Greenway Planting**  
Investment in biodiverse planting along the Eastern and Western awa levies.



**4 Parking**  
Sites around the town center have been allocated for public parking, including upgrades to Melba Street where angle parking is possible.



**5 Residential Development**  
A riverside housing development allows people to have the best of both the natural environment and easily accessible amenity.



**6 Traffic Calming Measures**  
Applying traffic calming measures to key locations to pedestrian safety.



3.6 Kaitāia Town Centre - 25+ year Plan

The 25 year plan looks to the future of Kaitāia as well-balanced township with great amenity, accessibility, connectivity and opportunity. It equally focuses on the well-being of its people, natural surrounds and flourishing local economy, enabling enduring positive return for those who live here.



**1 Residential Development**  
A mixture of housing typologies will enable the needs of many to be met, whilst living in a lush, welcoming environment.



**2 Village Green**  
Reclaiming Jaycee Park as a focal point of the community to grow around.



**3 Greenways Continued**  
Links between East and West of Commerce street through greenways pull in the natural surrounds.



**4 Mixed-Use Development**  
Mixed-use developments create dynamic areas of growth, weaving together complimentary programmes.



**5 Streetscape Maintained**  
Continued care of garden-beds and streets is required by an agreed entity / group.



**6 Improved Connectivity**  
Focus on improving pedestrian pathways and cycle ways for ease of access to all.



3.7 Kaitāia Town Centre - Cultural Opportunity    Te Puna Oranga - The Wellspring of Life

Expression of and invest in the narratives, whakapapa, taiao and mauri of Kaitāia and its people. Creating a sense of kinship, collective ownership and pride in the shared history of the rohe. Engaging with mana whenua will be critical to achieving successfully curated, meaningful and enduring interventions throughout the town center.



**1 Rākau / Māra -Trees / Gardens**  
Reconnecting people to the natural environment; native planting and biodiverse gardens. Empowering people through shared mārakai.



**2 Ātea - Space for formalities**  
Creating places to gather for community events and formalities.



**3 Te Ara - Paving Opportunities**  
Capturing narratives from the rohe in the streetscape, building identity and place-making.



**4 Tomokanga - Entry Threshold**  
Waharoa and streetscaping to establish thresholds within the town centre.



**5 Pou Whenua - Sculptural Pou**  
Pou to create an identity, aesthetic and way finding system through Kaitāia and connecting greenways.



**6 Wahi whakahira - Expressive Moments**  
Murals, lighting, stencil art used on façades, lane ways and awnings.



### 3.8 Kaitāia Town Centre - Crime Prevention through Environmental Design

### CPTED

Crime Prevention through Environment Design (CPTED) is a National Guideline document. The document is targeted at Local Government to assist in their role in promoting the social, economic, cultural and environmental well-being of their communities. In addition to assisting with crime prevention, the other benefits of the CPTED approach are: better designed public spaces, well maintained public environments and economic benefits of less damage. For specific CPTED studies on key sites refer to the appendices.



**1 Access**  
Safe movement and connections.



**2 Surveillance and Sight lines**  
See and be seen.



**3 & 4 Layout & Activity Mix**  
Clear and logical orientation & eyes on the street.



**5 Sense of Ownership**  
Showing a space is cared for.



**6 Quality Environment**  
Well designed, managed and maintained environments.



**7 Physical Protection**  
Using active security measures.



# 4 Key Moves

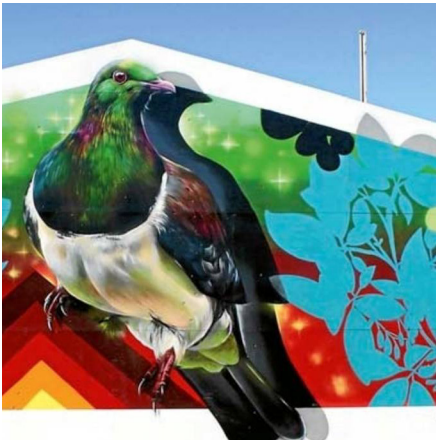
## Spatial Studies



4.1 Kaitāia Town Centre - Town Square Immediate Opportunities

Tactical Urbanism

With the redevelopment of the Pak’n’Save site there is an immediate opportunity to deliver a new town square on Commerce Street. The use of a tactical urbanism approach enables quick results, flexibility and the opportunity to engage with the local community, iwi and stakeholders to co-design the long term vision for this pivotal public space.



1 Place-Making Murals

Through community engagement locally-flavoured murals add vibrancy.



2 Food & Beverage

Opportunity to make use of pop-up container food and beverage offerings from local vendors.



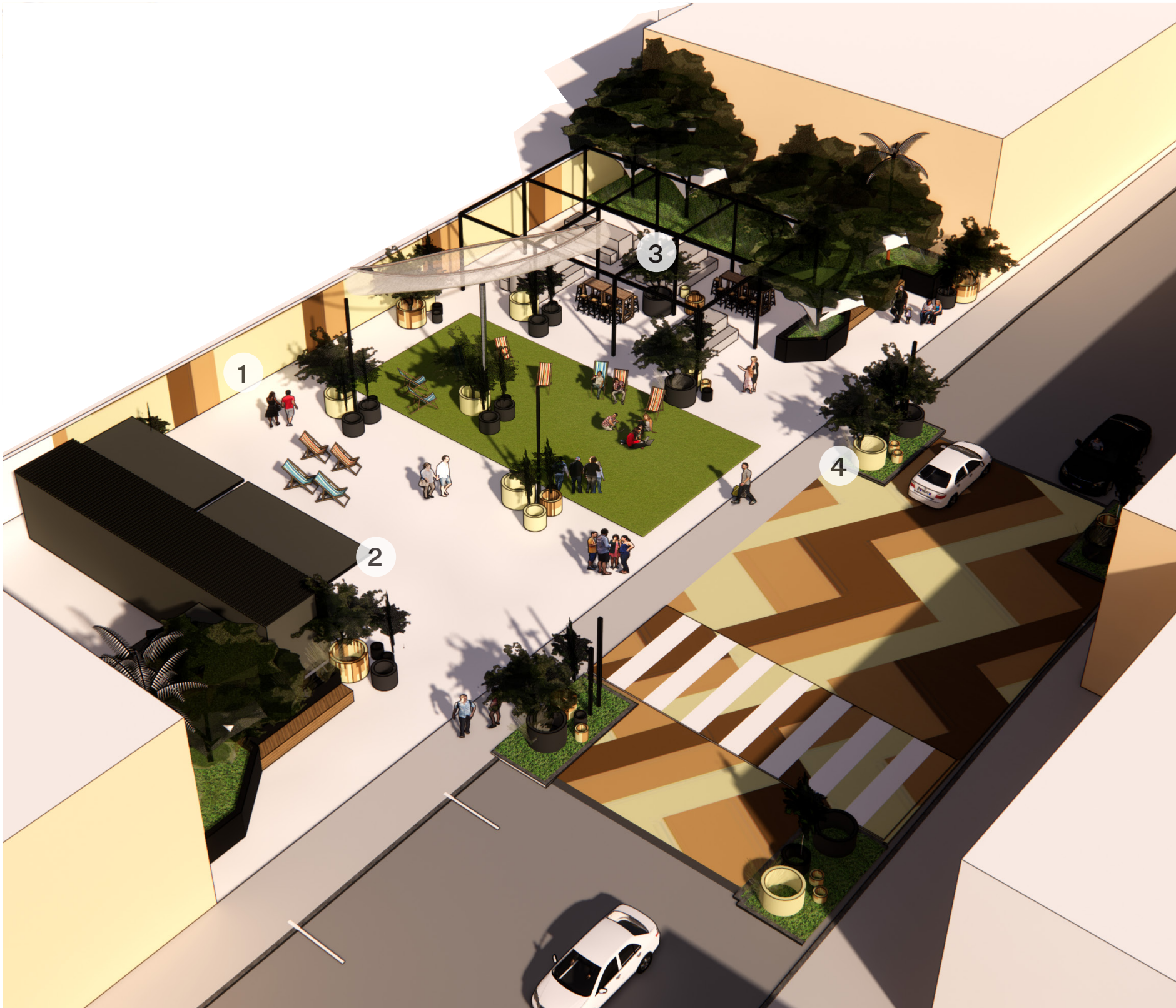
3 Shelter & Seating

Installation of a simple and attractive shelter & seating provides the community with a place to gather and connect.



4 Parklets & Planting

Parklets built out with new planting define the space for future kerb build outs and extend the public realm.





4.2 Kaitāia Town Centre - Town Square

5 -10 year Plan

Utilising the full width and depth of the existing site allows for the development of an appropriately sized public space that is activated through curated development on the west and south sides. Introducing a pedestrian crossing, raised road treatment and planting on Commerce Street extends the public space to interact with the retail on the eastern edge and provide a visible gateway into Kaitāia town centre from the north.



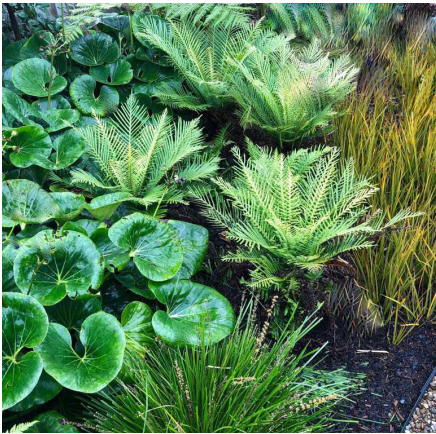
1 Site Development

Curated food and beverage offerings will activate the Town Square creating an urban dining room to be enjoyed by all. There is opportunity to also provide community facilities such as a space for local youth.



2 Central Arcade

The central arcade with active edges engages people providing a safe pedestrian route to Puckey Ave during the day. By night the arcade can be closed off giving retailers a sense of security to the



3 Planting

Well designed gardens of local flora encourage bird and bee life, add biodiversity and extend the public realm along Commerce Street.



4 Traffic Calming Measures

A raised road treatment with pedestrian crossing provides the community with safe and attractive connectivity from east to west across Commerce Street.

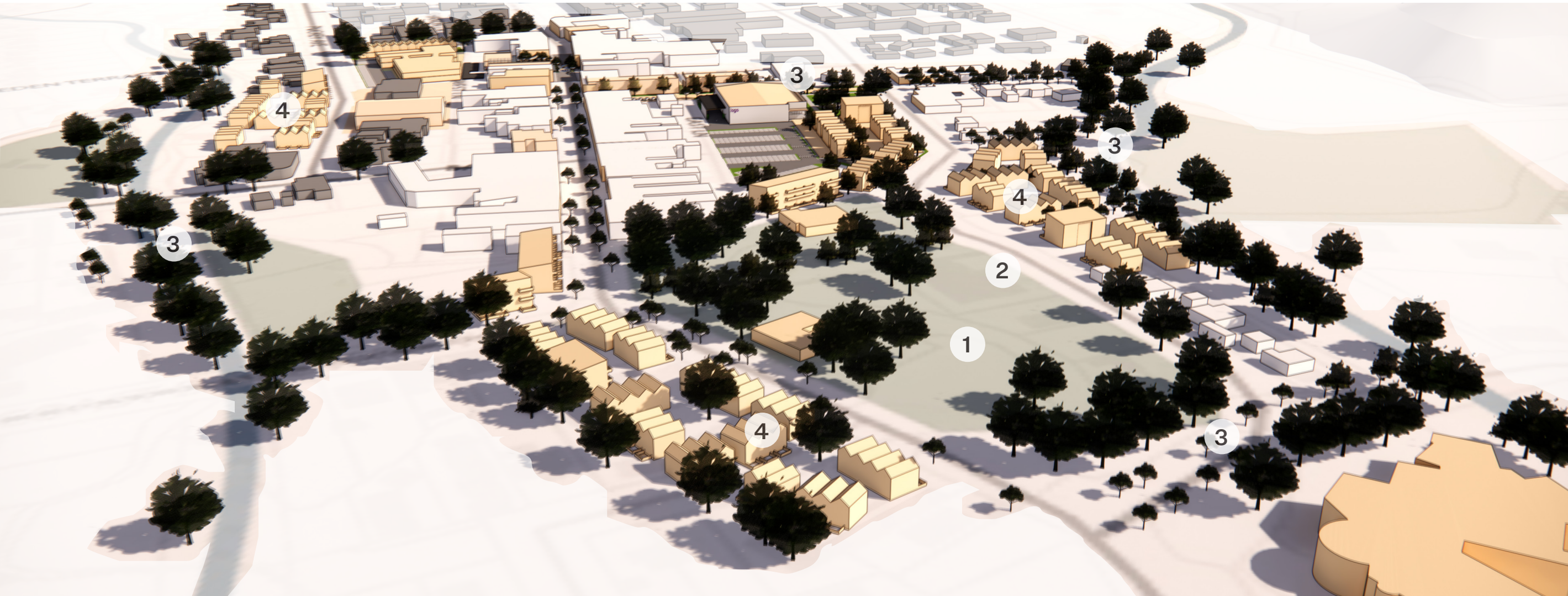




4.3 Kaitāia Town Centre - Village Green

Heart of the Community

Jaycee Park provides much of Kaitāia’s existing community amenity including its adjacency to Te Ahu. By focussing investment on the park and working with existing landowners the leafy open space could develop as the heart of the Kaitāia community, linked by green walking and cycling networks to the awa and the main street. Overtime introducing residential development to support the existing and future amenity.



1 Enhance the Existing

Continue to invest in Jaycee Park facilities and spaces, lift the tree line creating better visibility.



2 Relocate Businesses

In time look to relocate business’ to more appropriate areas allowing the park to be a committed public space.



3 Improve Connectivity

Extend the existing awa walking loop by Te Ahu to include a full loop of the town, include cycle ways.



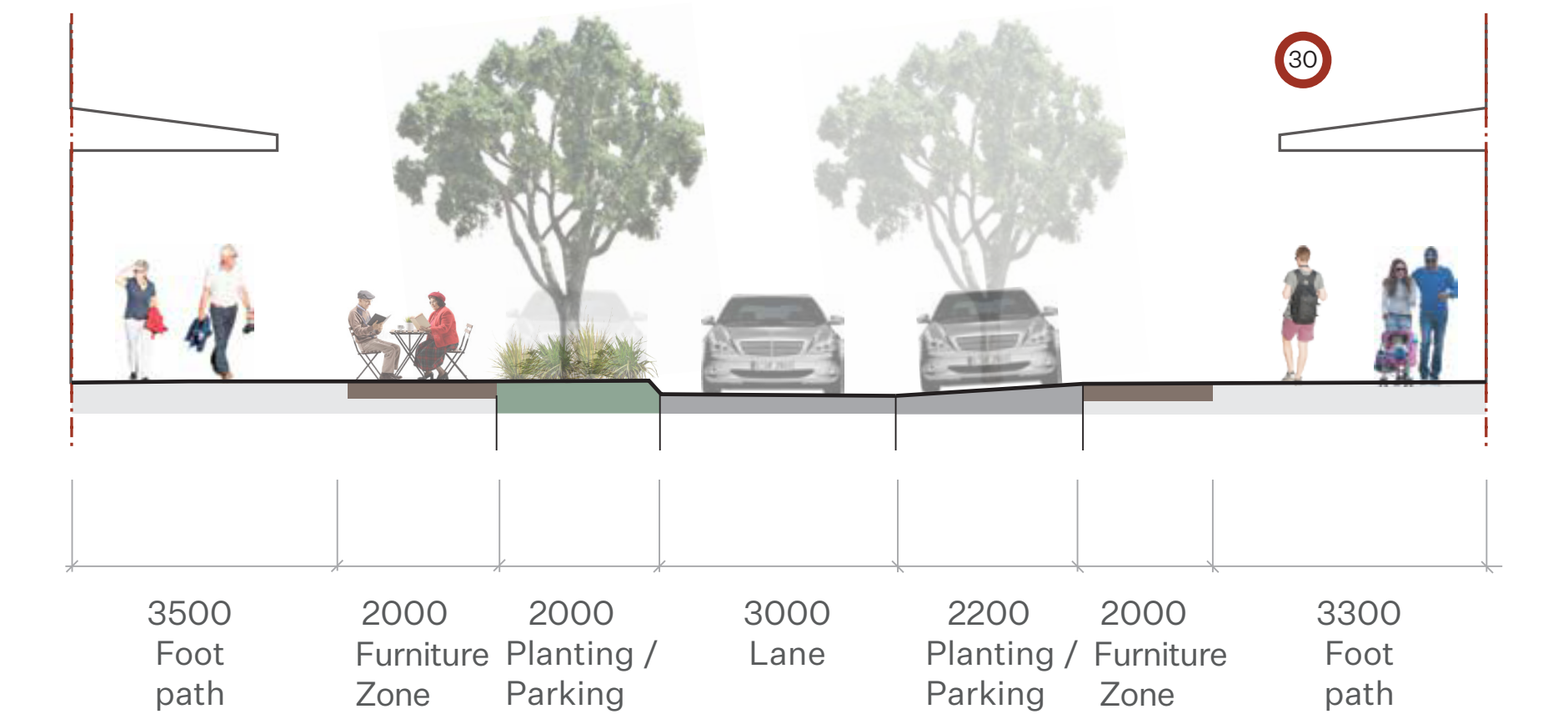
4 Residential Development

Future residential developments will be beneficial to the local economy and can be developed to suit the needs of the community.

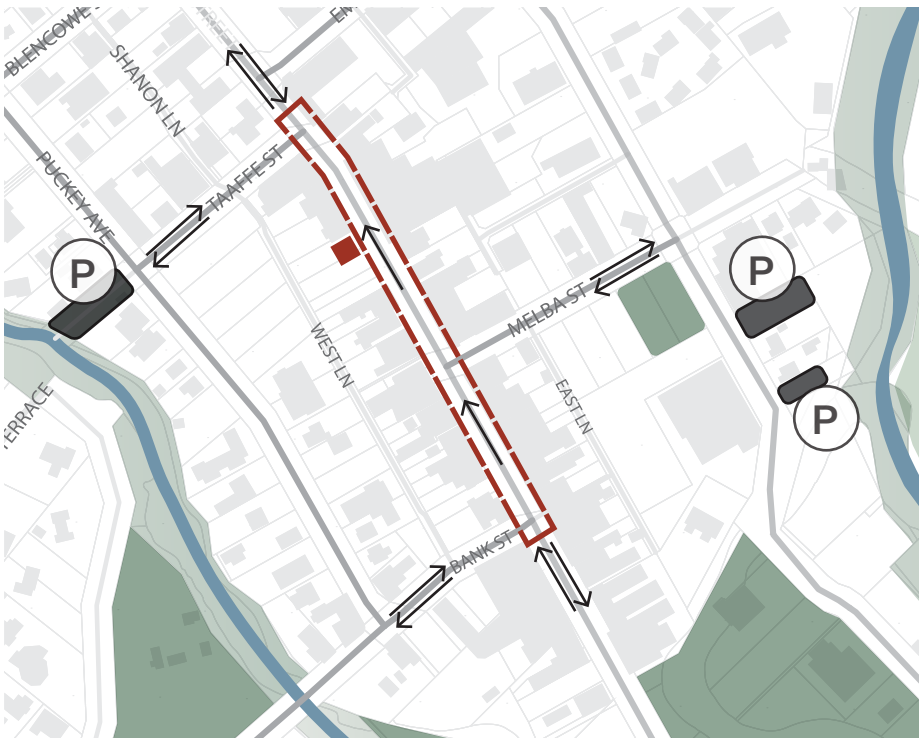
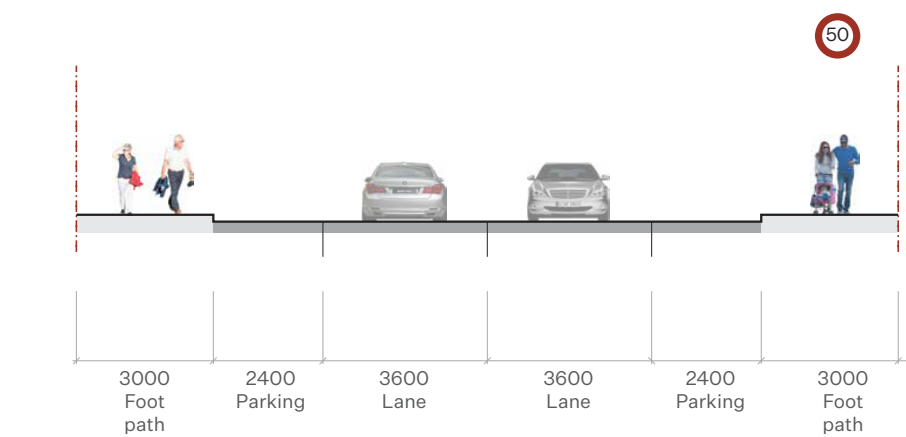


# 4.4 Street improvements - Commerce Street

Potential Future Street Sections - One-way and Kerb Extensions



Existing Section



Commerce Streets’ existing width and relatively strong retail frontage provides a fantastic long term opportunity to reallocate areas of the corridor to prioritise walking, cycling and occupying Kaitiāia’s main street. Sections of the main street could be reduced to one way, directing traffic down the existing side street network to allow for outdoor dining, trees and vegetation. Parking could also be accommodated where appropriate and supplemented by consolidated carpark lots on the edge of the town centre.

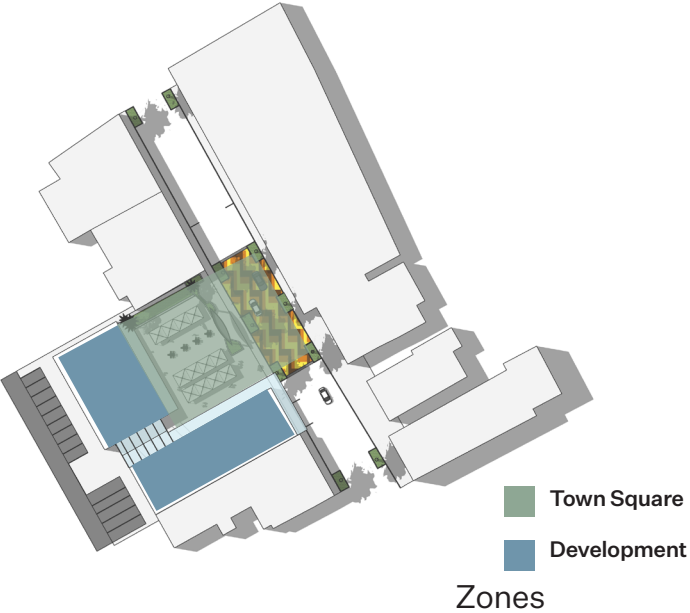
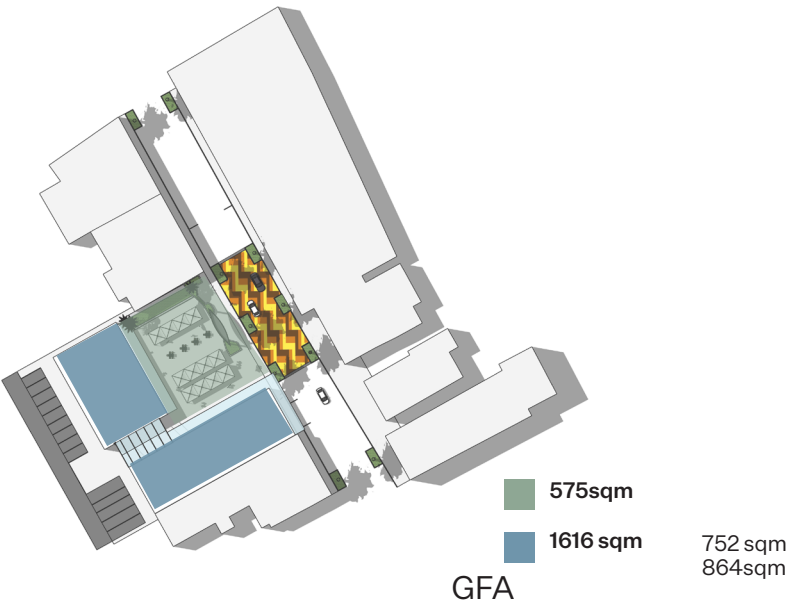
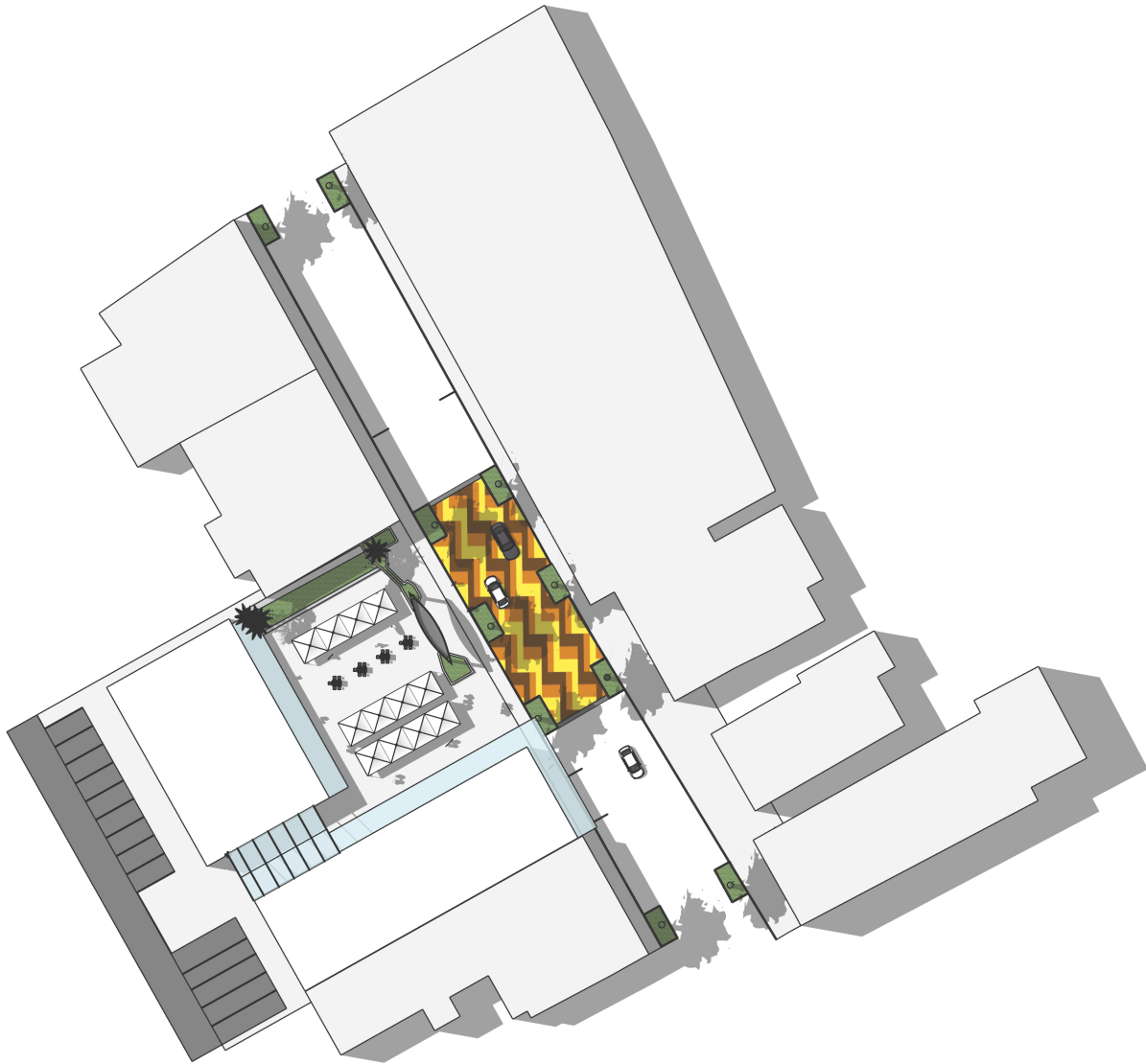




# 5 Appendices

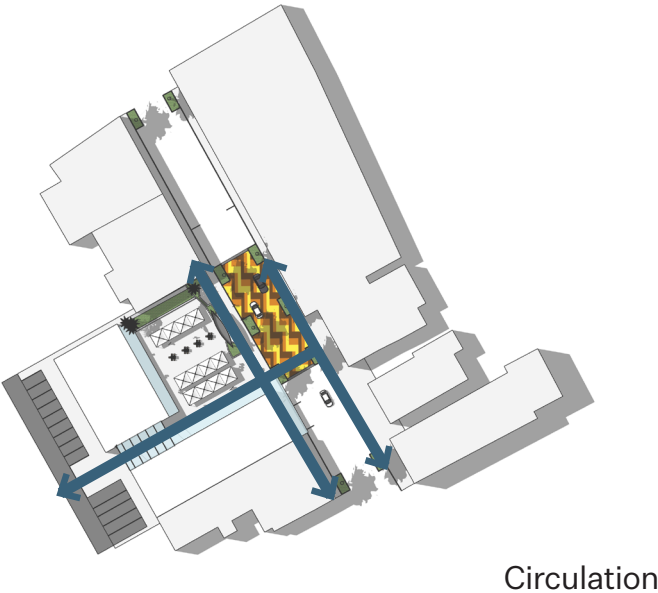
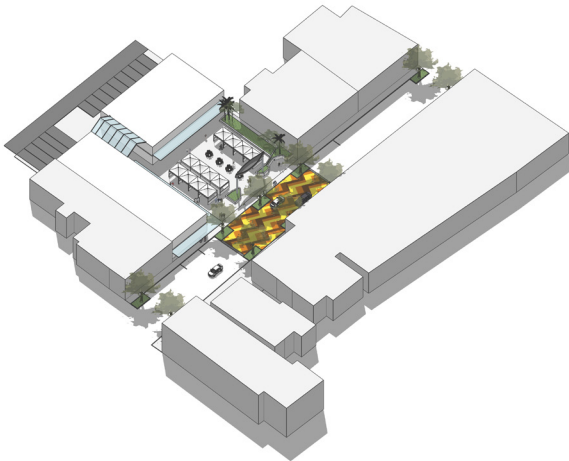
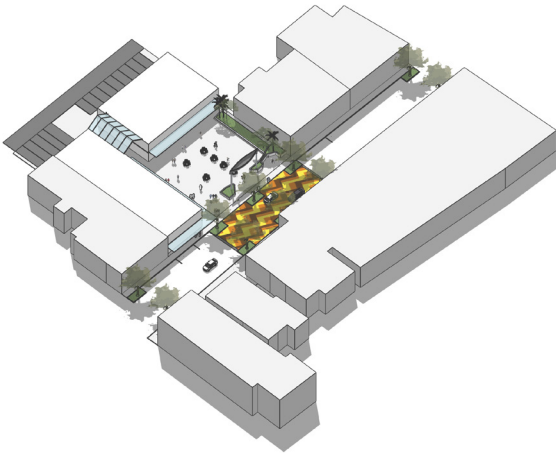


Appendix A - Kaitāia Town Centre - Town Square - Immediate Opportunity



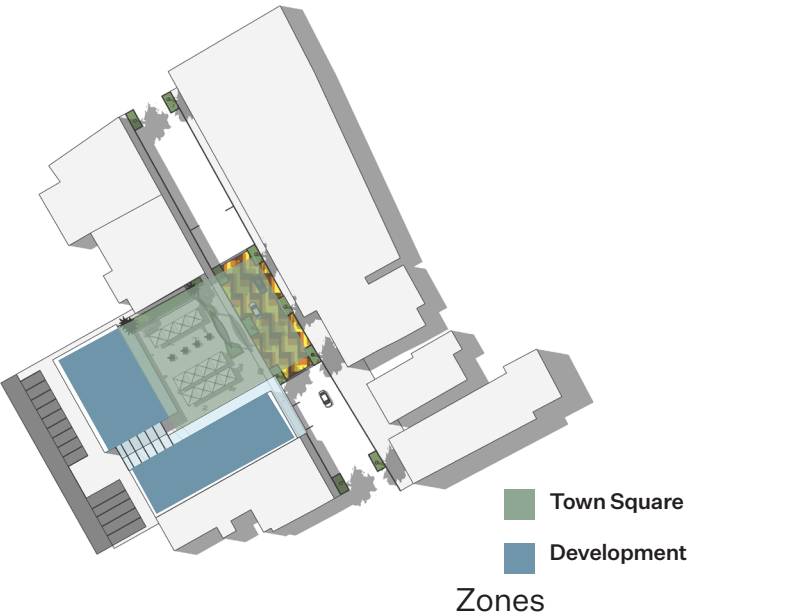
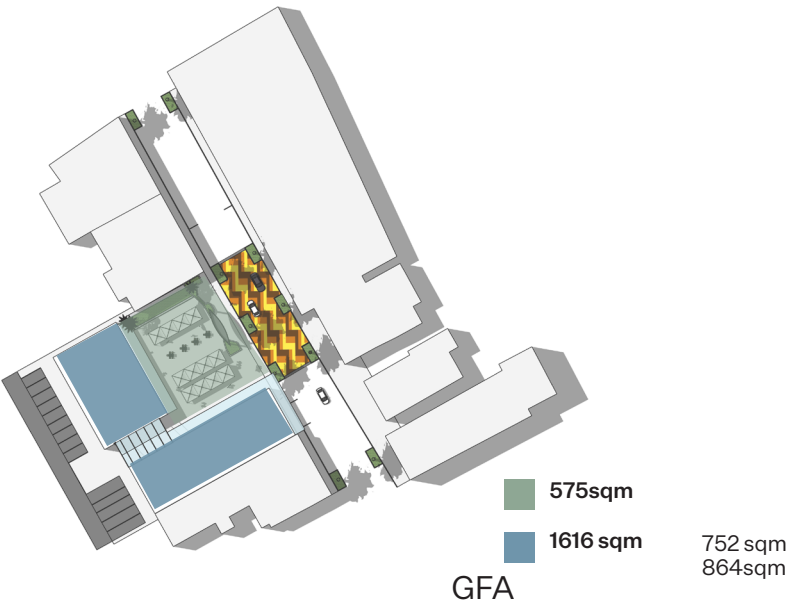
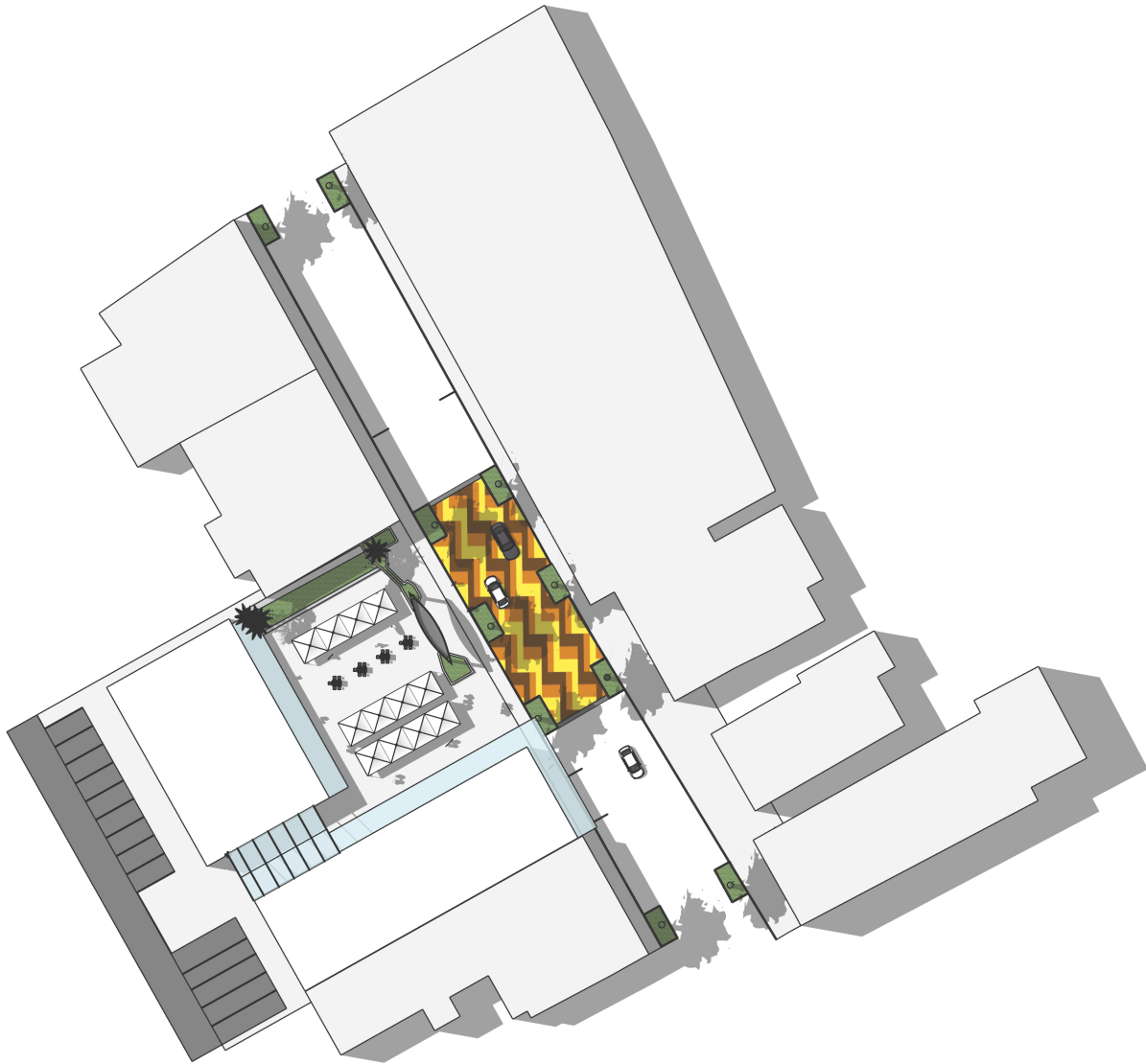
Town Square Option 3 - Weekday

Town Square Option 3 - Market Day - Approx. 12 stalls

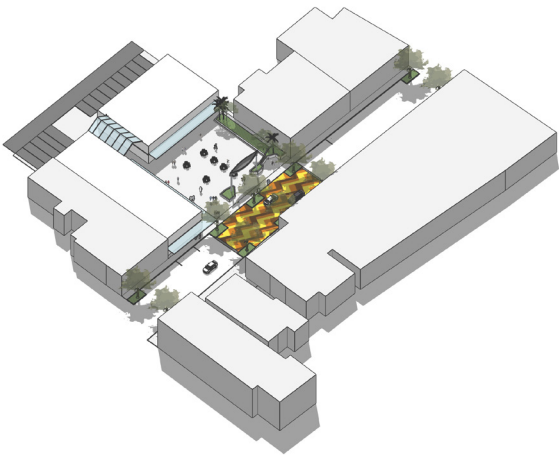




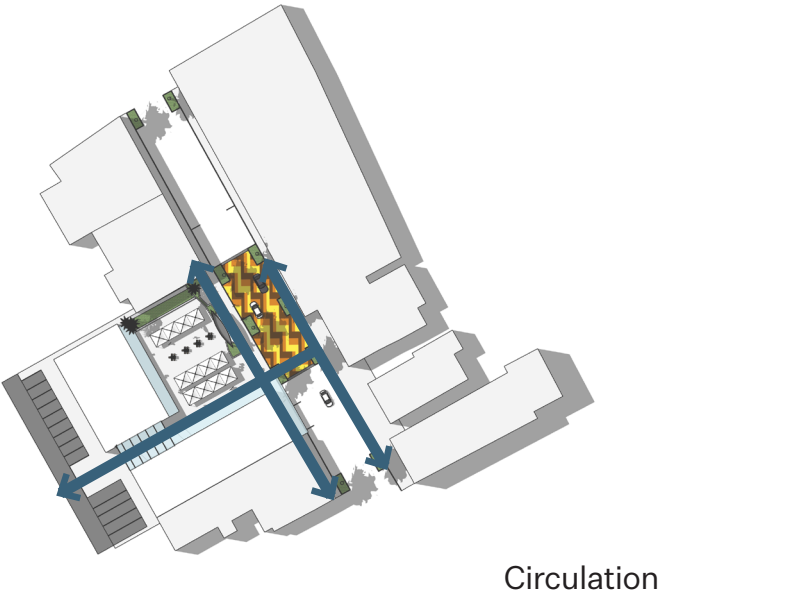
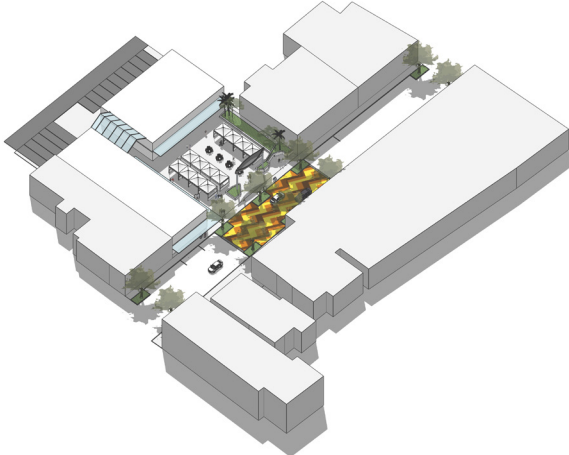
Appendix B - Kaitāia Town Centre - Town Square Option 1 - (575sqm)



Town Square Option 3 - Weekday

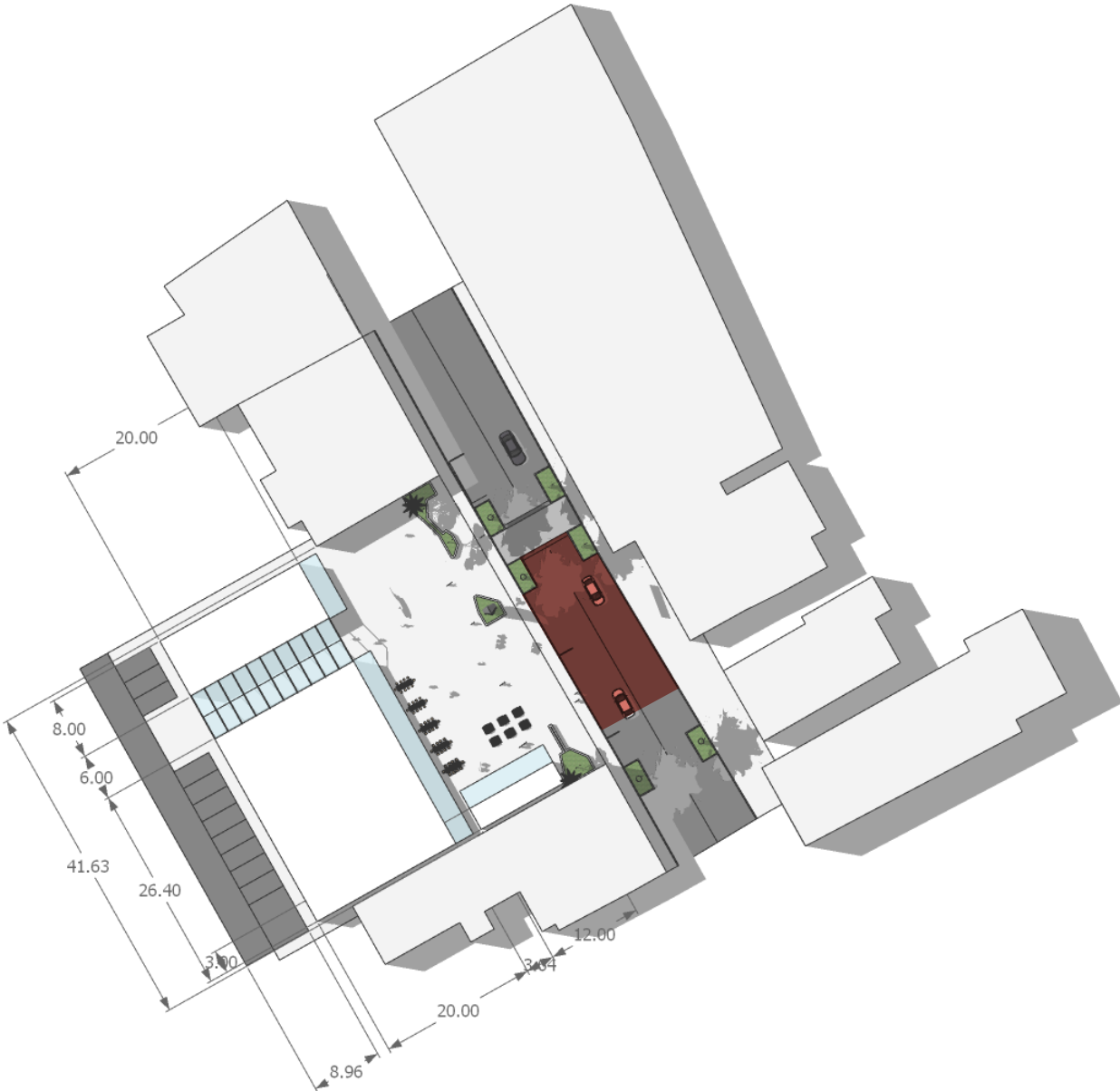


Town Square Option 3 - Market Day - Approx. 12 stalls

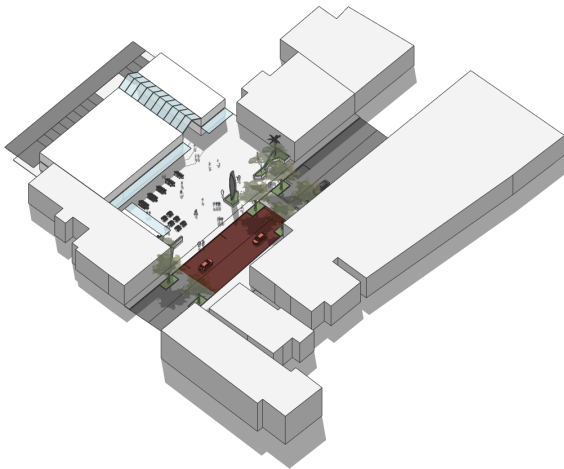




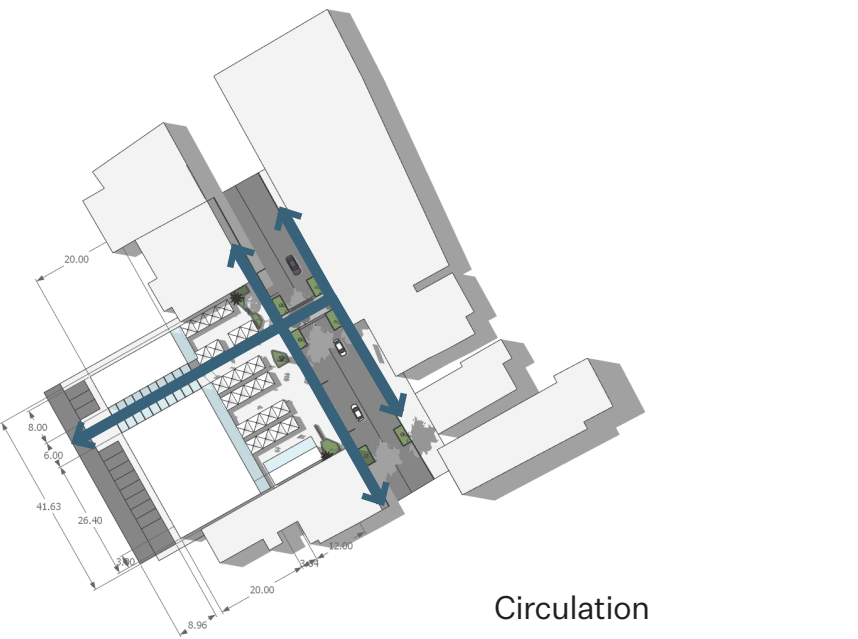
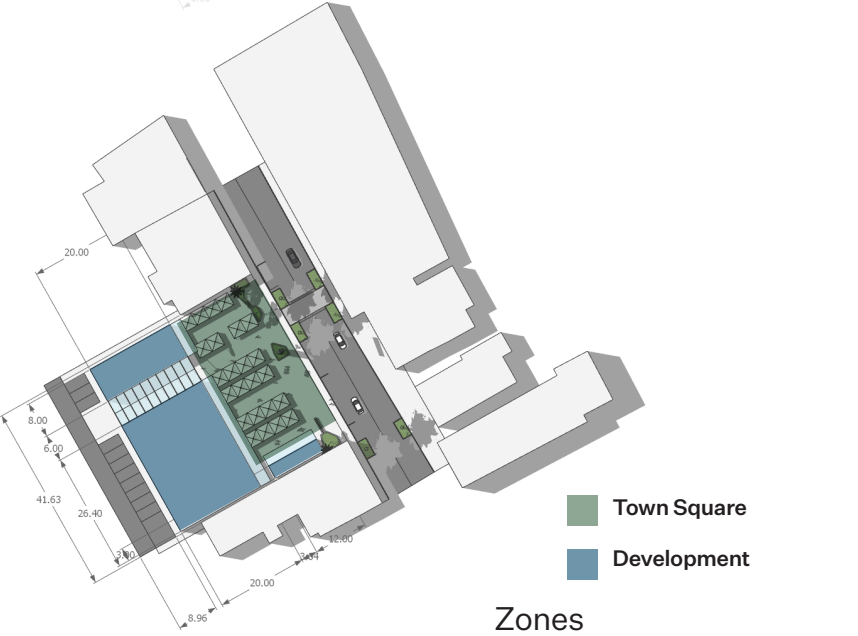
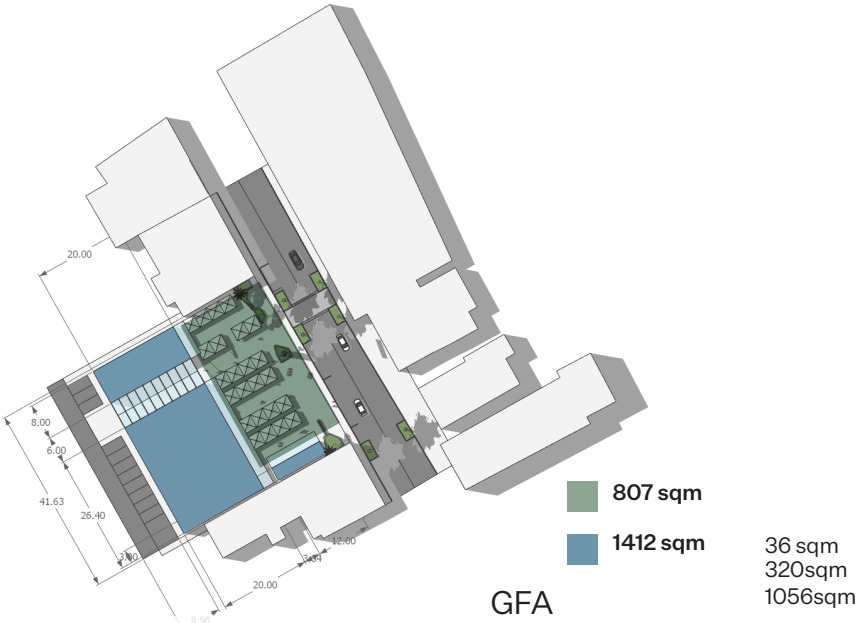
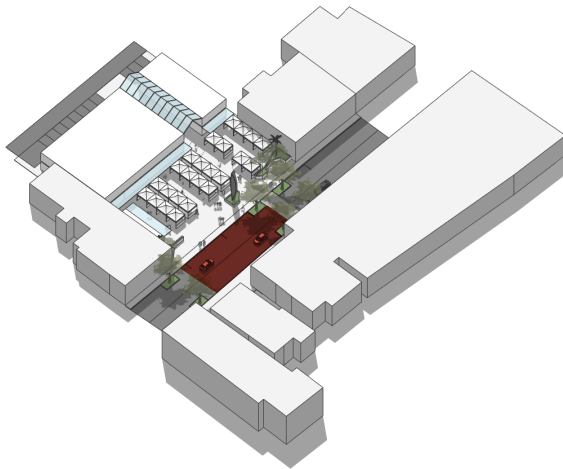
Appendix C - Kaitāia Town Centre - Town Square Option 2 - (807 sqm)



Town Square Option 1 - Weekday

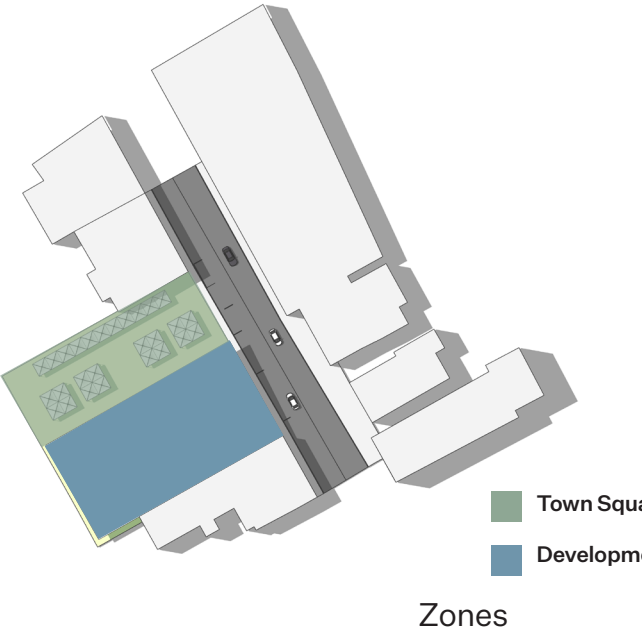
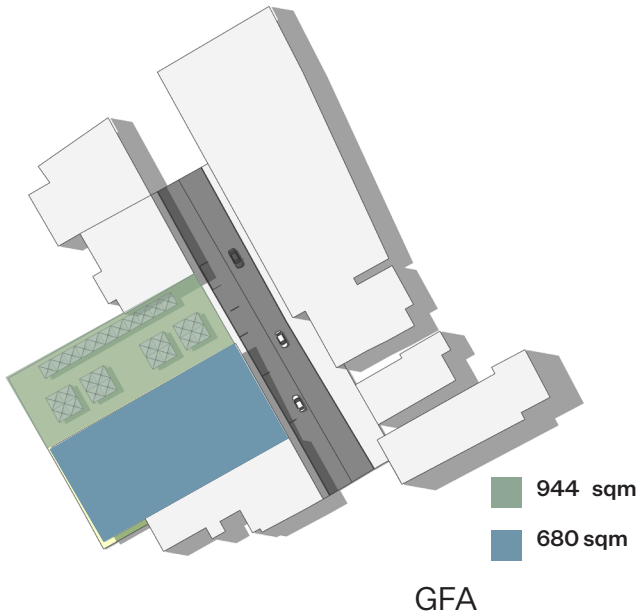
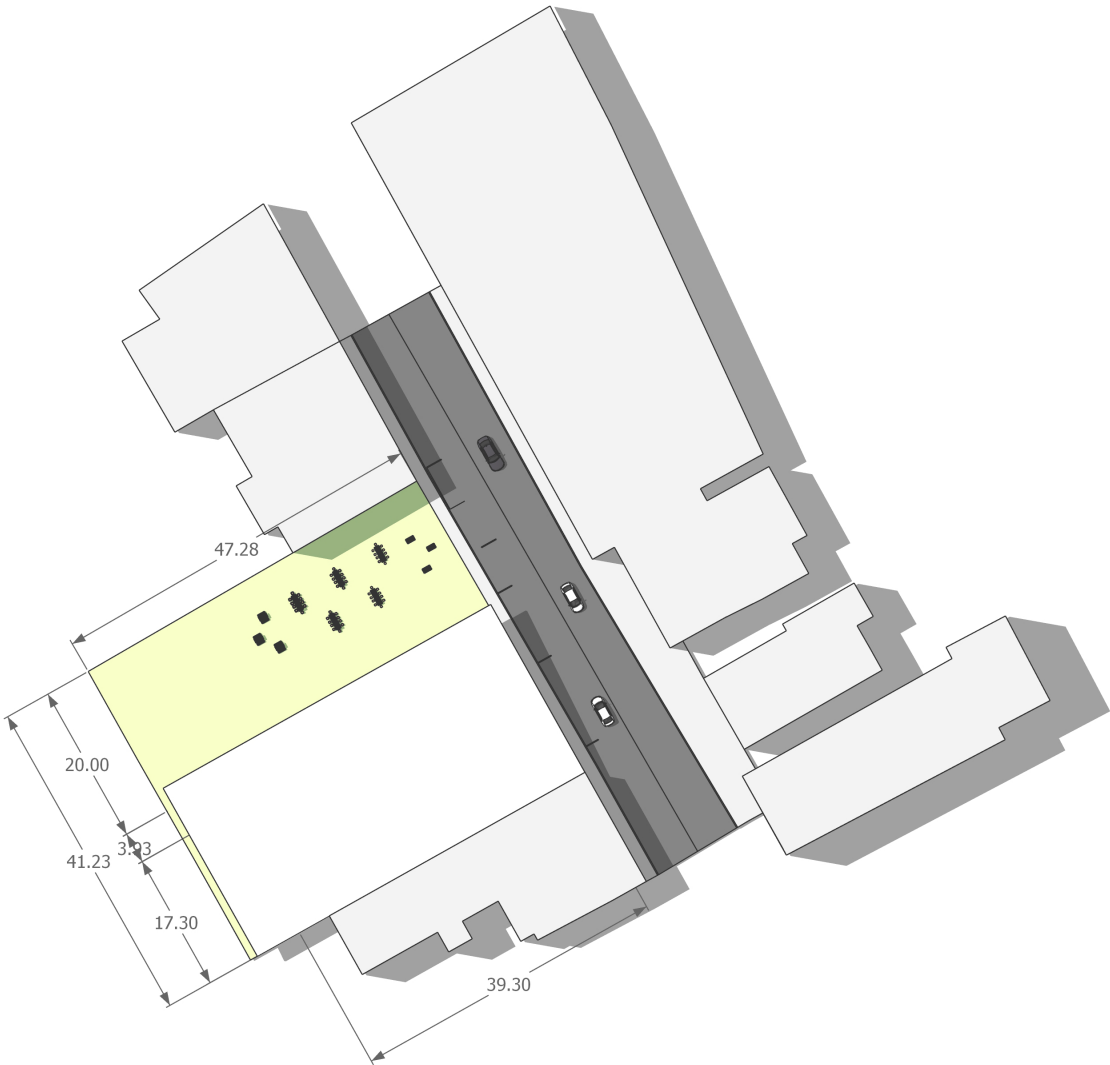


Town Square Option 1 - Market Day -Approx. 24 stalls



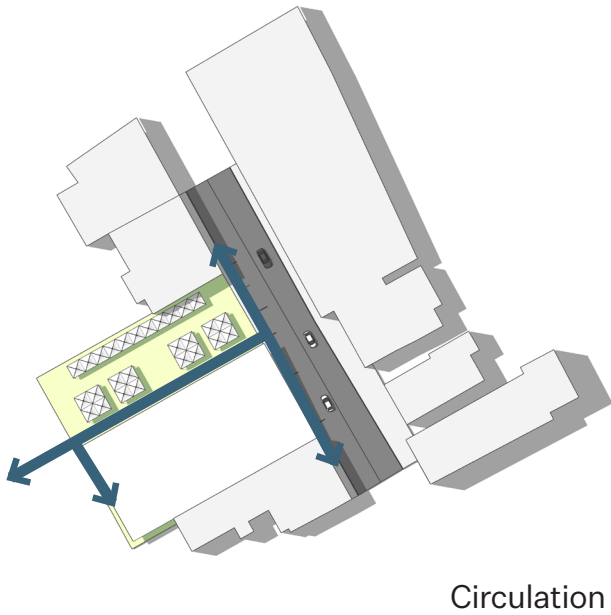
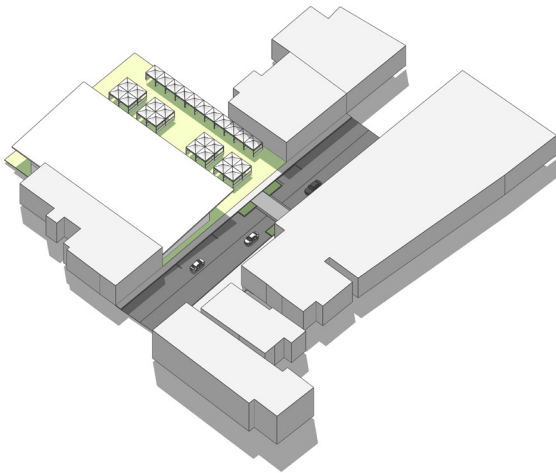
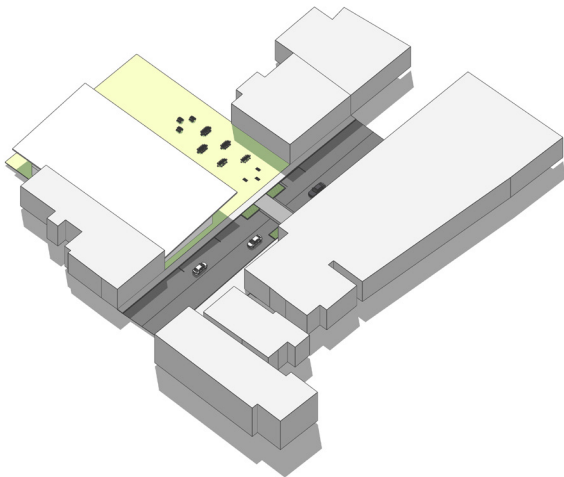


Appendix D -Kaitāia Town Centre - Town Square Option 3 - (944 sqm)



Town Square Option 1 - Weekday

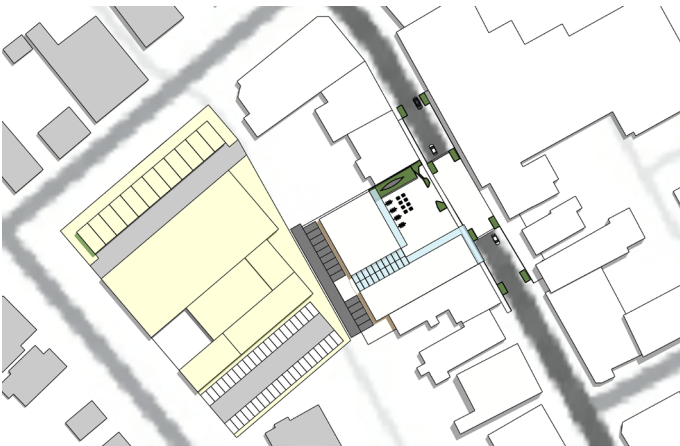
Town Square Option 1 - Market Day - Approx. 27 stalls



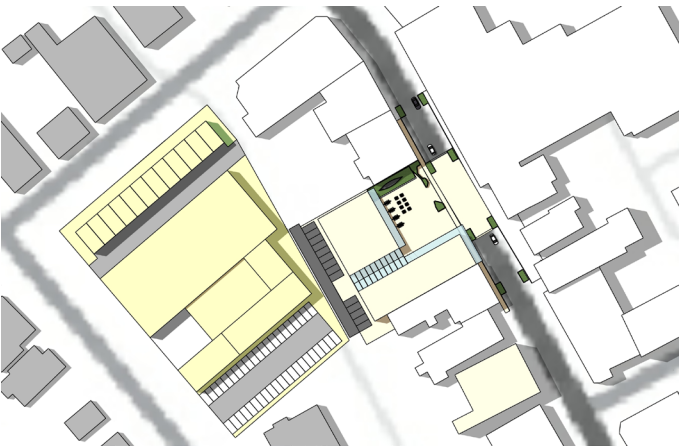




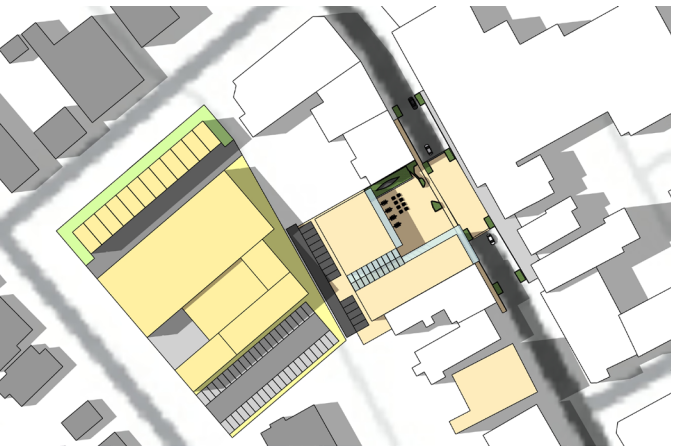
Summer solstice 9am



Summer solstice noon



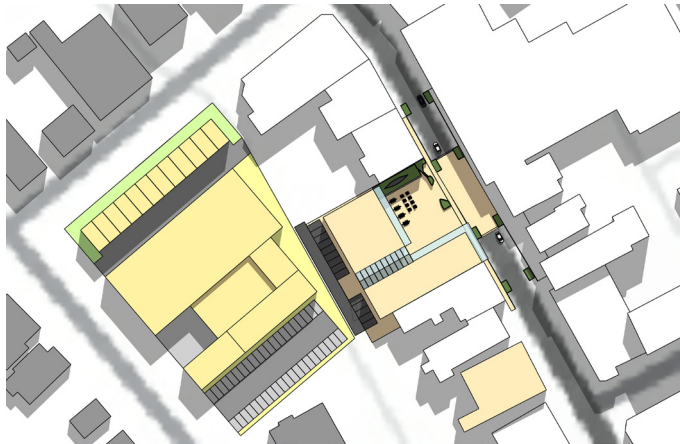
Summer solstice 3pm



Summer solstice 5pm



Winter solstice 9am



Winter solstice noon



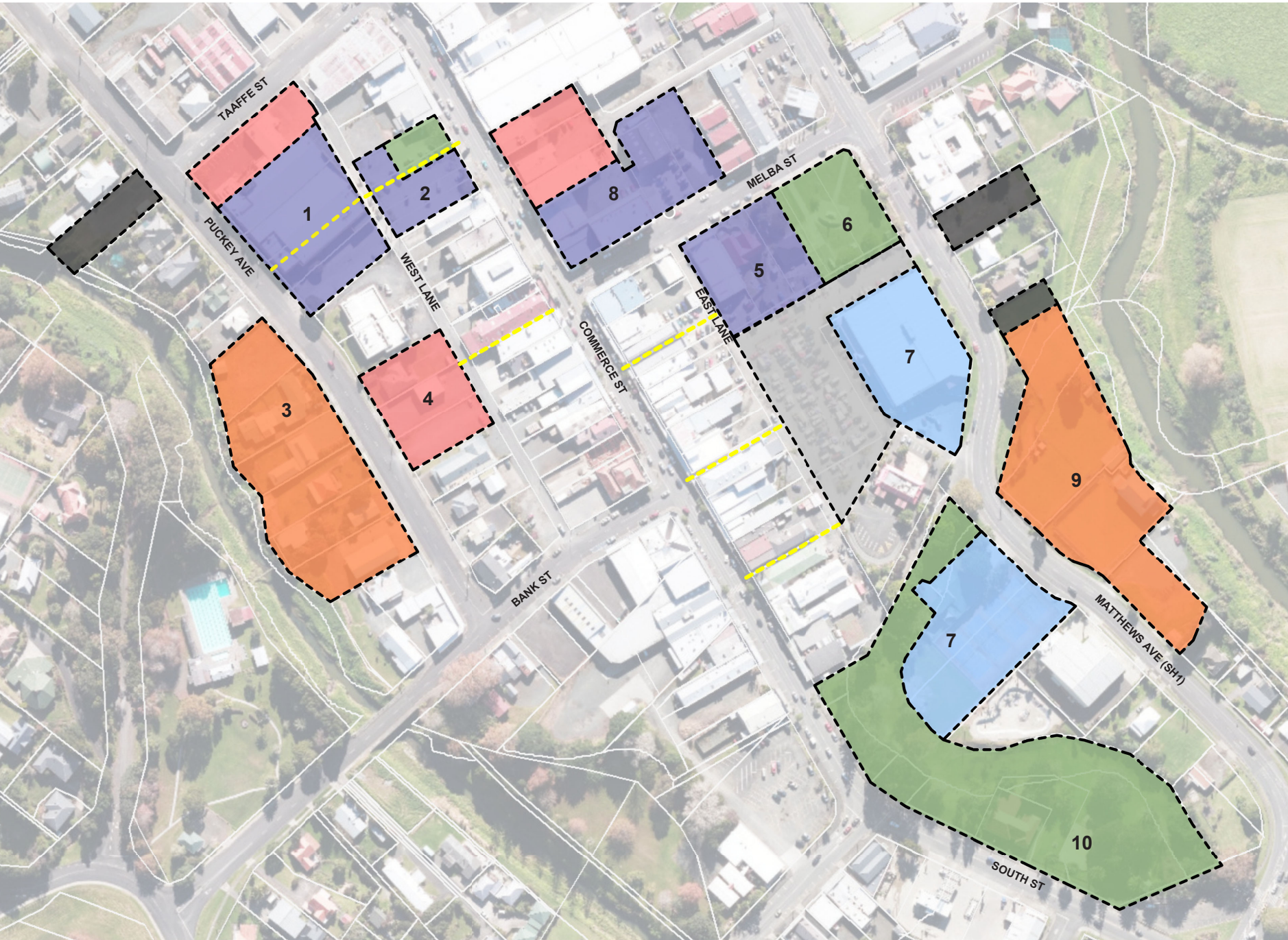
Winter solstice 3pm



Winter solstice 5pm



Appendix I - Key Site Masterplan



**LEGEND:**

- PUBLIC REALM
- COMMERCIAL DEVELOPMENT AREA
- MIXED USE AREA
- RESIDENTIAL DEVELOPMENT AREA
- RECREATION AREA
- PUBLIC PARKING AREA
- PRIVATE/PUBLIC PARKING AREA
- ACCESSWAY

**SITE LEGEND:**

No.	SITE DESCRIPTION	USE
1	OLD PAKNSAVE SITE	COMMERCIAL/ MIXED USE
2	TOWN SQUARE (CENTRAL)	PUBLIC REALM/ ACTIVATED RETAIL
3	PUCKEY AVE HOUSING	RESIDENTIAL
4	MIXED USE SITE	MIXED USE
5	COUNTDOWN SITE	COMMERCIAL
6	REMEMBRANCE PARK	PUBLIC REALM
7	EXISTING RECREATION AREA	RECREATION
8	EMPIRE MART SITE	COMMERCIAL/ MIXED USE
9	MATTHEWS AVE HOUSING	RESIDENTIAL
10	TOWN SQUARE (SOUTHERN)	PUBLIC REALM



Appendix I - Indicative Parking Strategy

The adjacent diagram shows the indicative walking distance from the centre of Commerce Street in relation to opportunities for consolidated parking. The darker red area donates 5 minutes walk from the centre of Melba Street and Bank Street intersections. The lighter donates 10 minutes walk.

Key

Existing Roads

Existing Lanes

Centre of Calcuated Walk Area

10 Minute Walk from Commerce Street

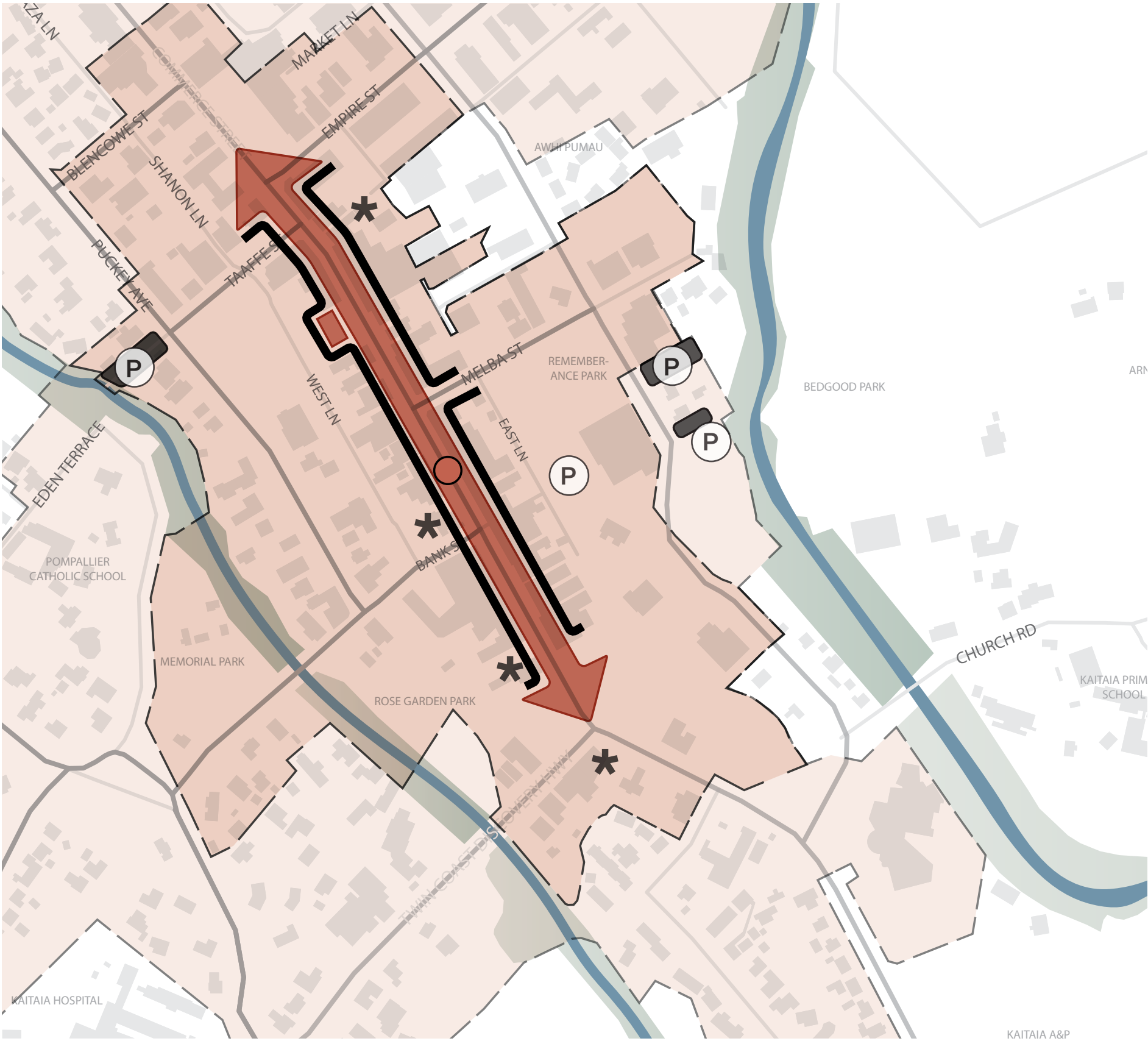
10 Minute Walk from Commerce Street

Consolidated Parking Opportunity

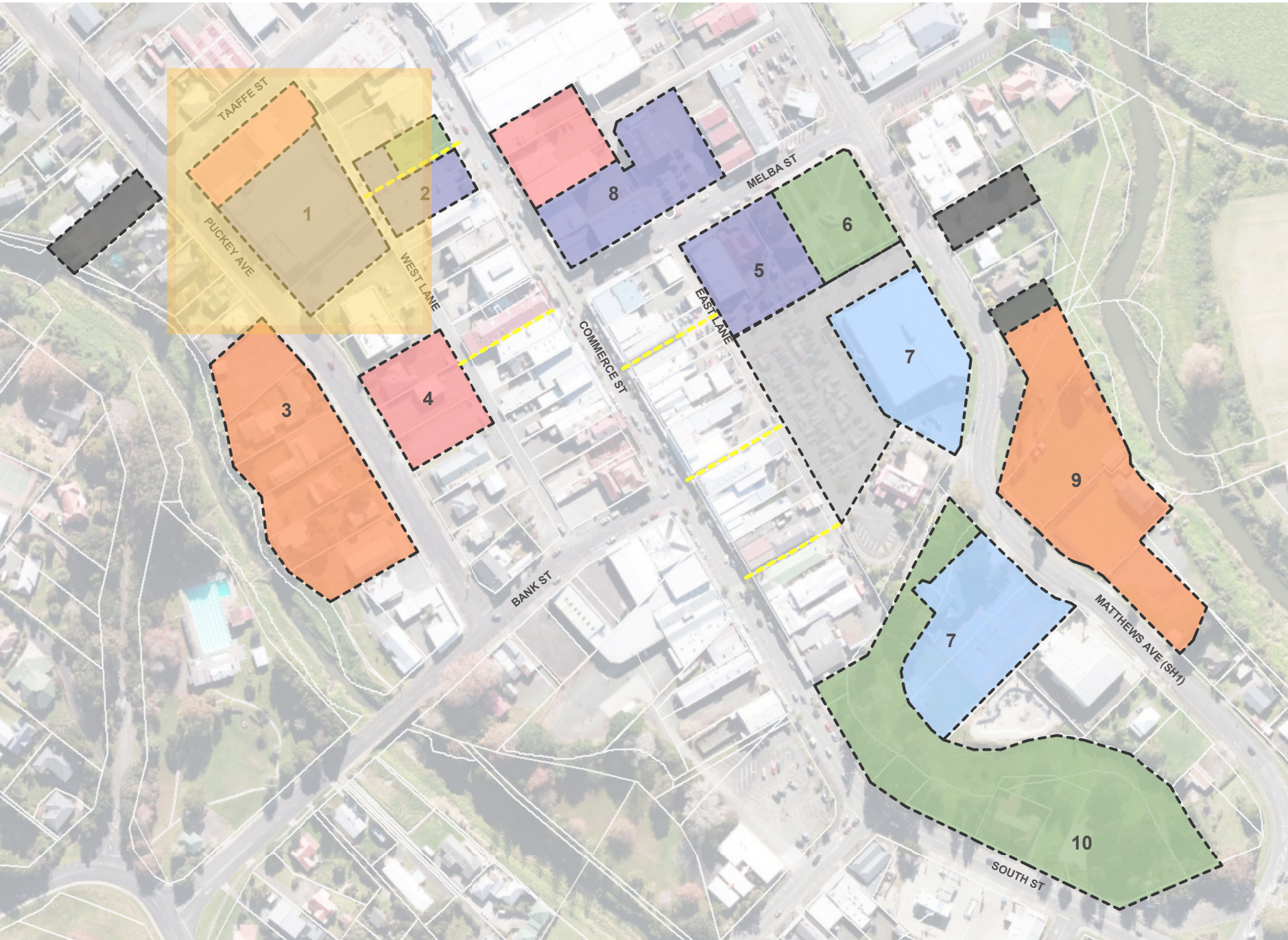
P

Consolidated Parking Opportunity

Commerce Street Focus Area







AREA SCHEDULE

Site Area **5870m<sup>2</sup>**  
Mixed Use development comprising: residential, commercial offices, parking

SCHEDULE OF RESIDENTIAL ACCOMMODATION

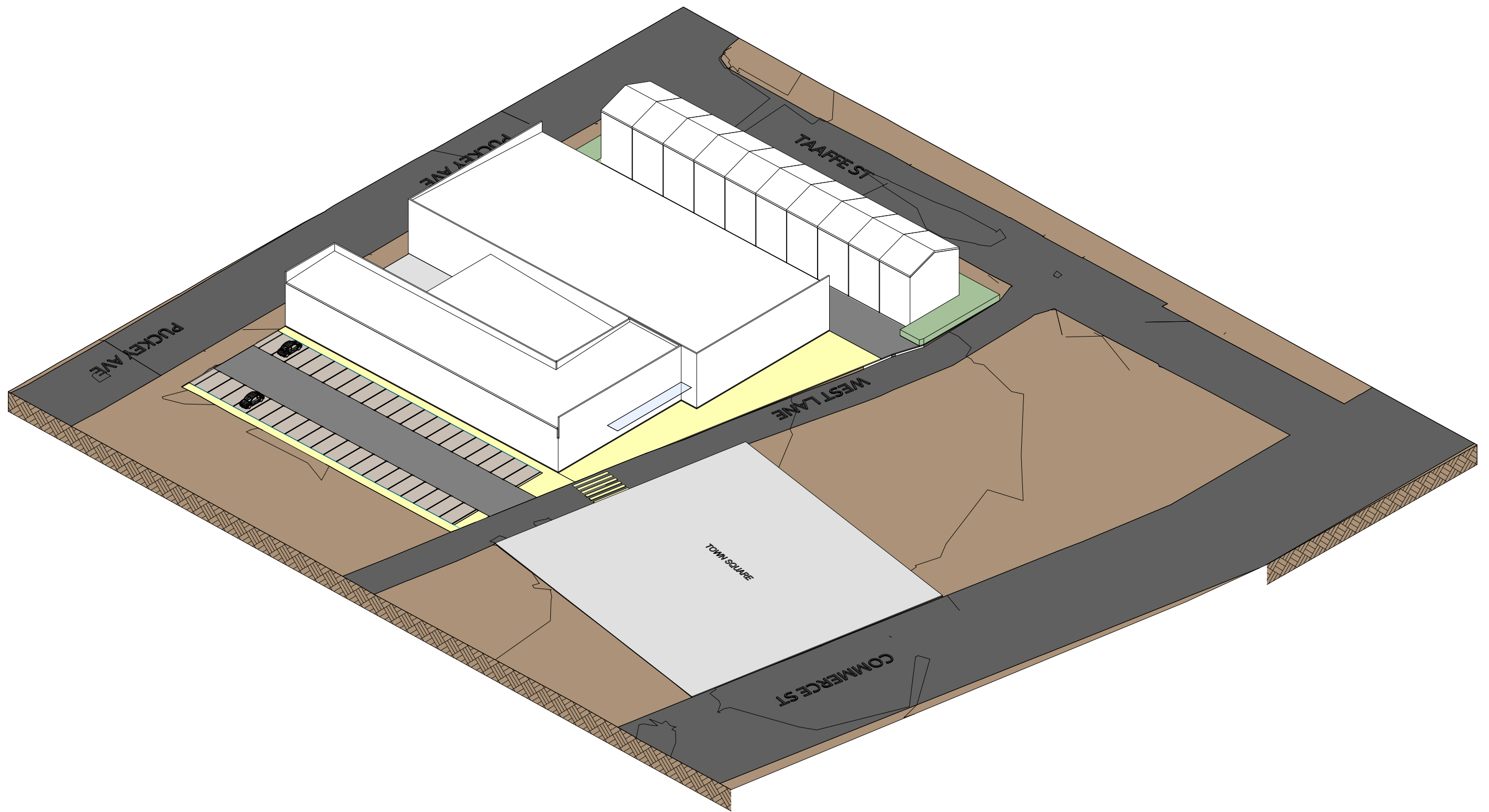
3 storey units with double garaging at ground floor level  
Unit Area = 180m<sup>2</sup> / 60m<sup>2</sup> per floor  
Total units 10  
Total carparking 18 (covered)

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED) COMMENT

Site bounded by two street frontages, service lane and fenced utility operation. Residential development is against northern boundary with carparking area behind Commercial development is two stories fronting access lane, residential carparking, Puckey Ave and carparking area to south. Link from commercial portion of site to town square. Whole site has activated frontages to all four boundaries. Initial comment as follows:

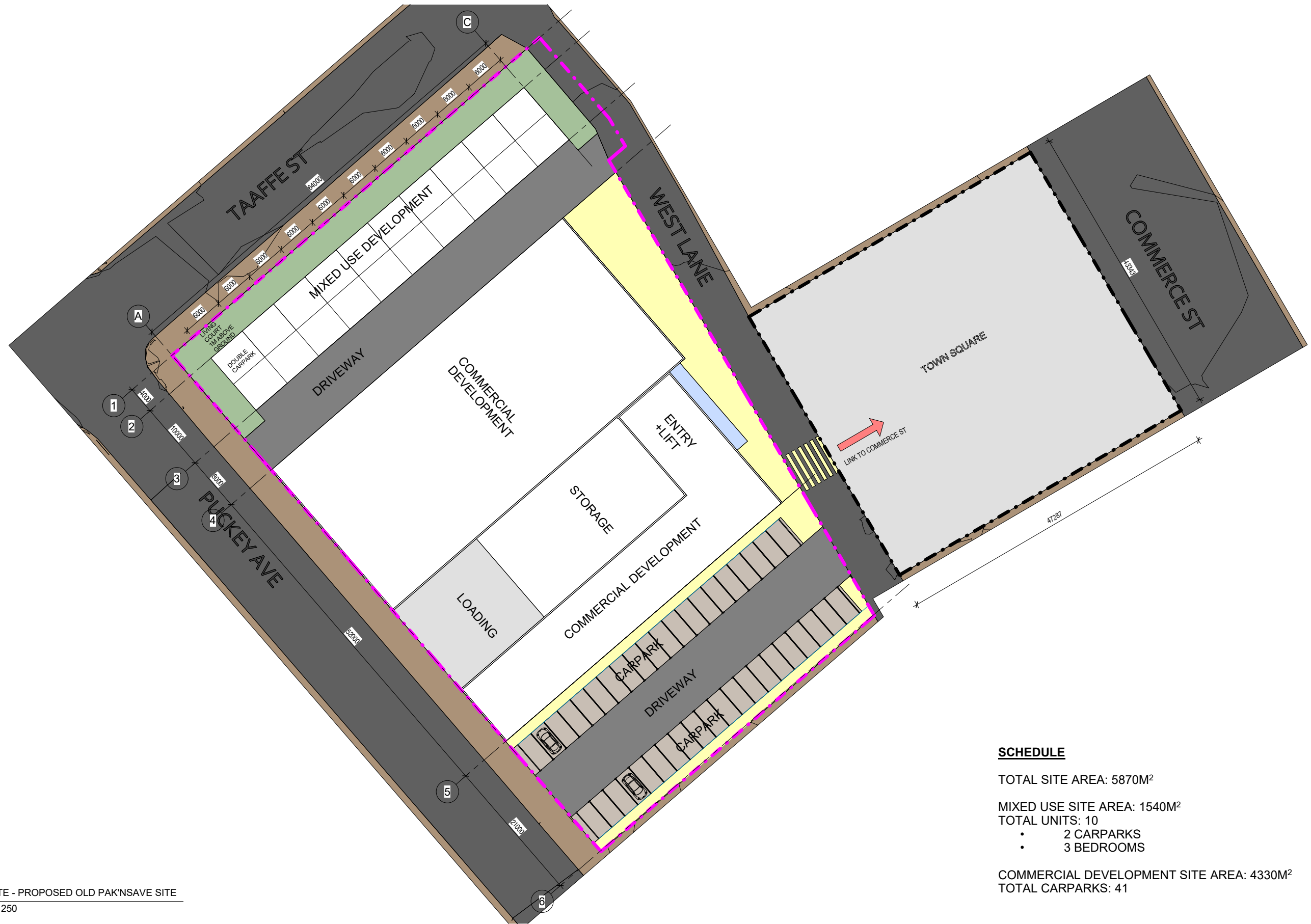
- Access – safe movement around site
- Surveillance and sight lines – all good within residential portion; good oversight from commercial portion during day
- Layout – reasonably simple and able to be understood; may be some issues around commercial carparking area given proximity to square; needs clear signage
- Activity mix – good mix of activity on site will provide constant oversight
- Sense of ownership – requires action from occupiers
- Quality environment – action again by unit occupiers
- Physical protection – commercial portion may require good exterior lighting and security cameras





1 3D OVERVIEW - OLD PAK'NSAVE SITE





#### SCHEDULE

TOTAL SITE AREA: 5870M<sup>2</sup>

MIXED USE SITE AREA: 1540M<sup>2</sup>

TOTAL UNITS: 10

- 2 CARPARKS
- 3 BEDROOMS

COMMERCIAL DEVELOPMENT SITE AREA: 4330M<sup>2</sup>

TOTAL CARPARKS: 41

1 SITE - PROPOSED OLD PAK'NSAVE SITE  
1 : 250

eclipse) architecture

24 GUNDRY STREET  
NEWTON  
PO BOX 7539,  
AUCKLAND 1142

P. +64 9 303 4759  
www.eclipsearchitecture.co.nz

rev	date
A	21/10/2022

details
CONCEPT DESIGN

job no.	FNH0842.00
cad file	
design	
drawn	EAL
checked	EAL
date	2022

job title  
Kaitaia CBD Master Plan

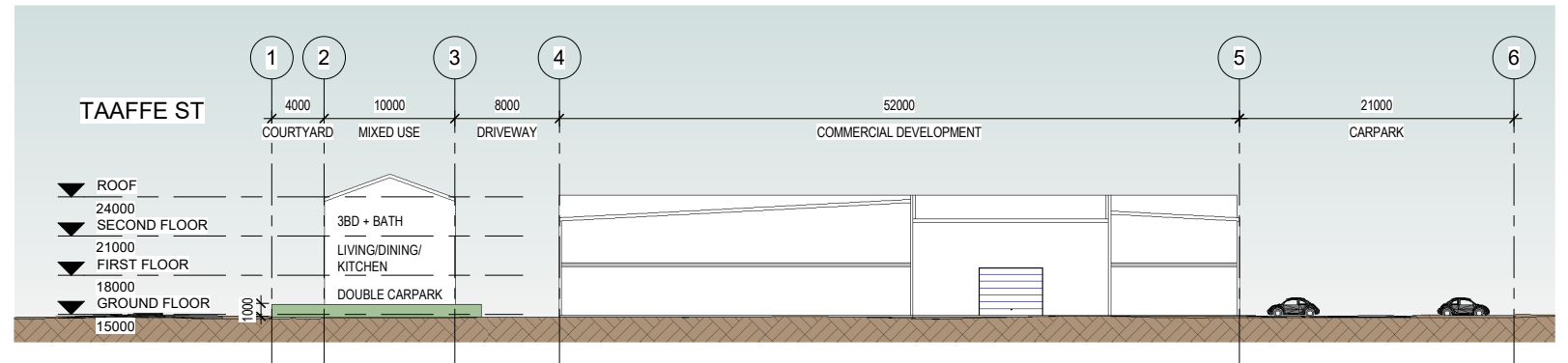
dwg title  
PROPOSED SITE  
PLAN - OLD  
PAK'NSAVE SITE

status	rev	dwg No
Concept Design		A
As indicated		A101





1 GROUND FLOOR PLAN - OLD PAK'NSAVE SITE  
1 : 250

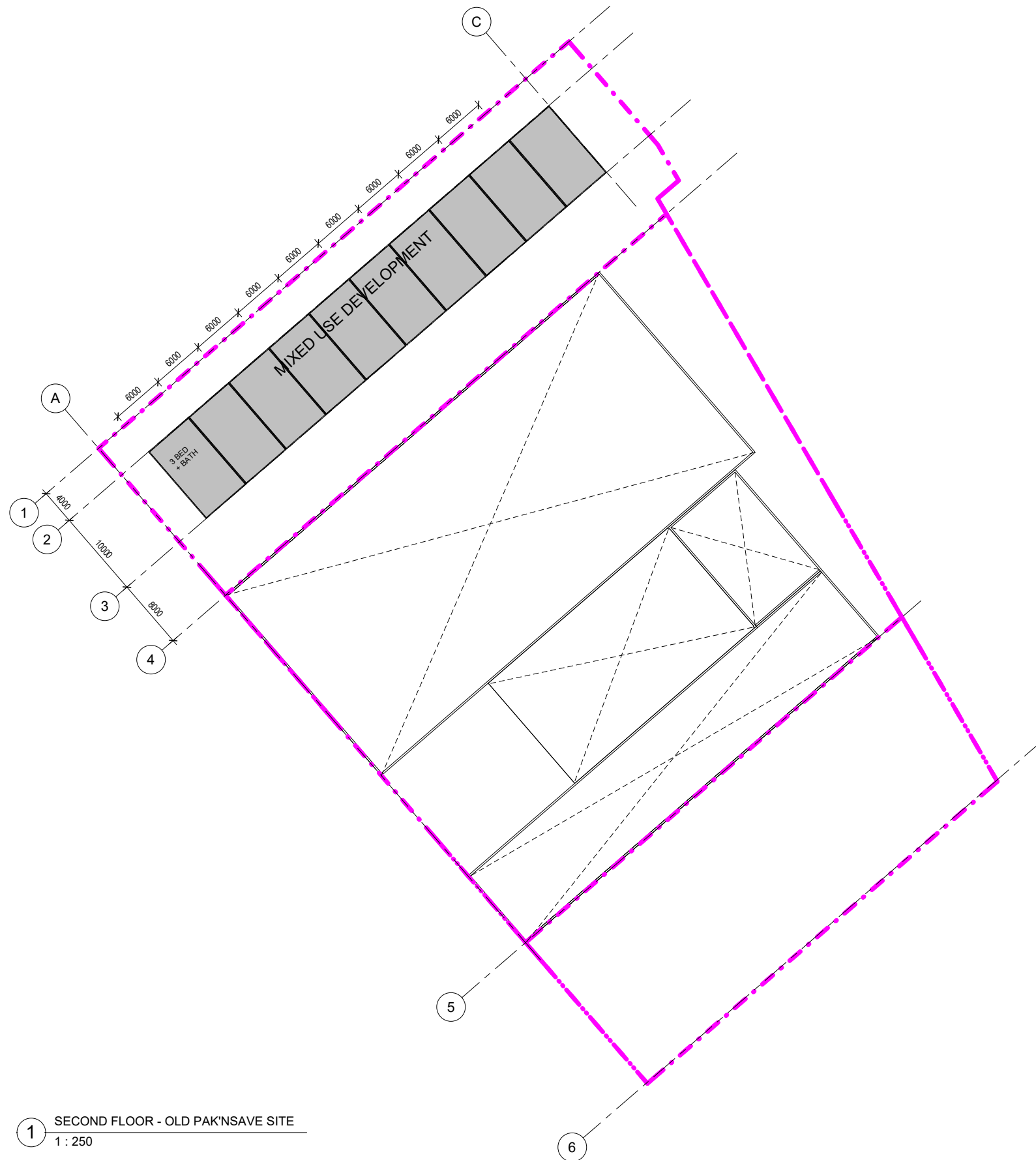


2 ELEVATION - PUCKEY AVE  
1 : 250



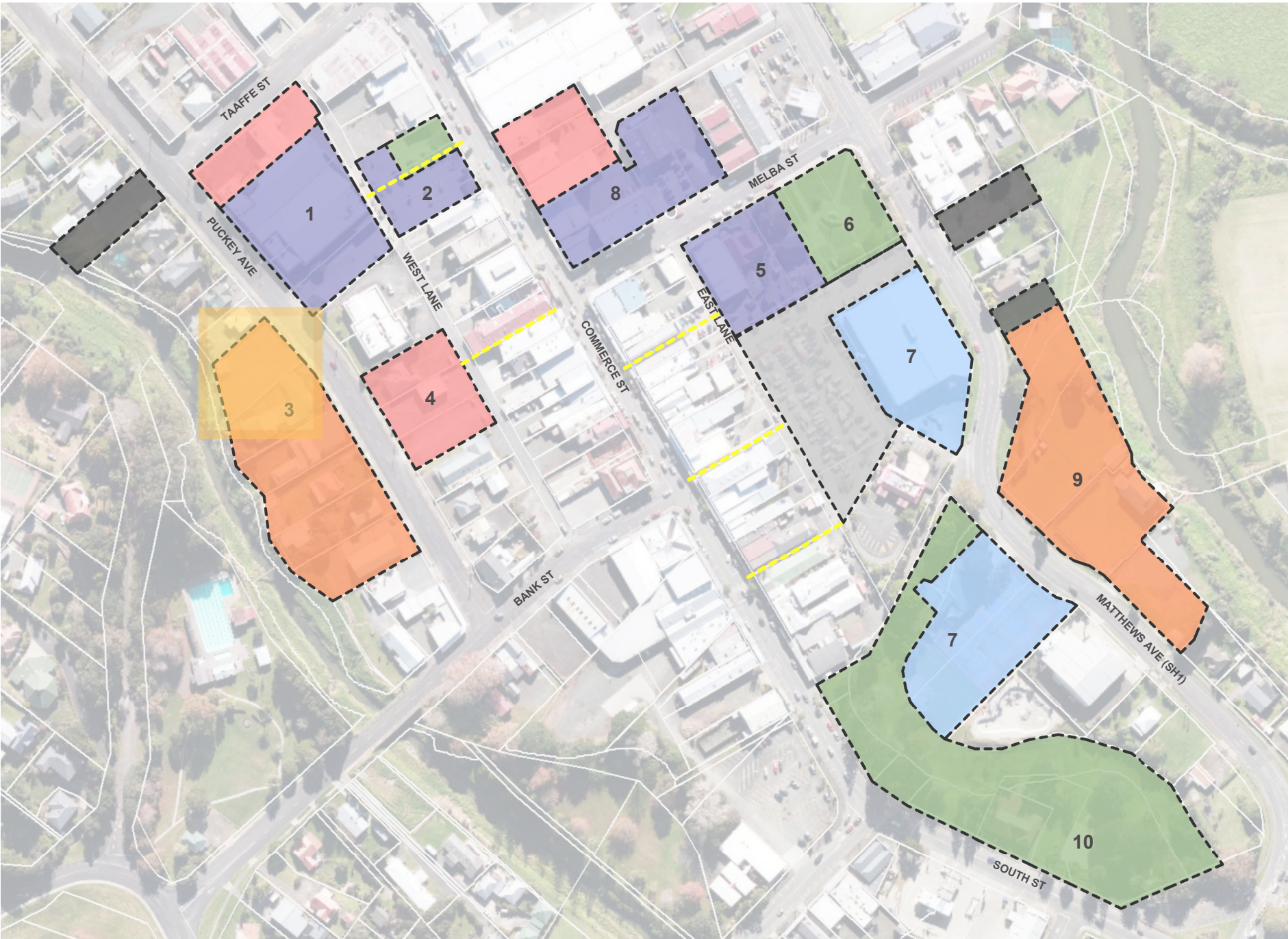






1 SECOND FLOOR - OLD PAK'NSAVE SITE  
1 : 250





AREA SCHEDULE

Stage One Site Area	1215m <sup>2</sup>
Future Stages Area	6080m <sup>2</sup>
Medium Density Residential Development	

SCHEDULE OF RESIDENTIAL ACCOMMODATION: STAGE ONE

- 2 x 1-bedroom units (ground floor / 55m<sup>2</sup> each)
- 2 x 1-bedroom units (first floor) / 55m<sup>2</sup> each
- 5 x 2-bedroom units (two storey / 90m<sup>2</sup> each)
- Total units 9
- Carparking 11 spaces (uncovered)

FUTURE STAGES

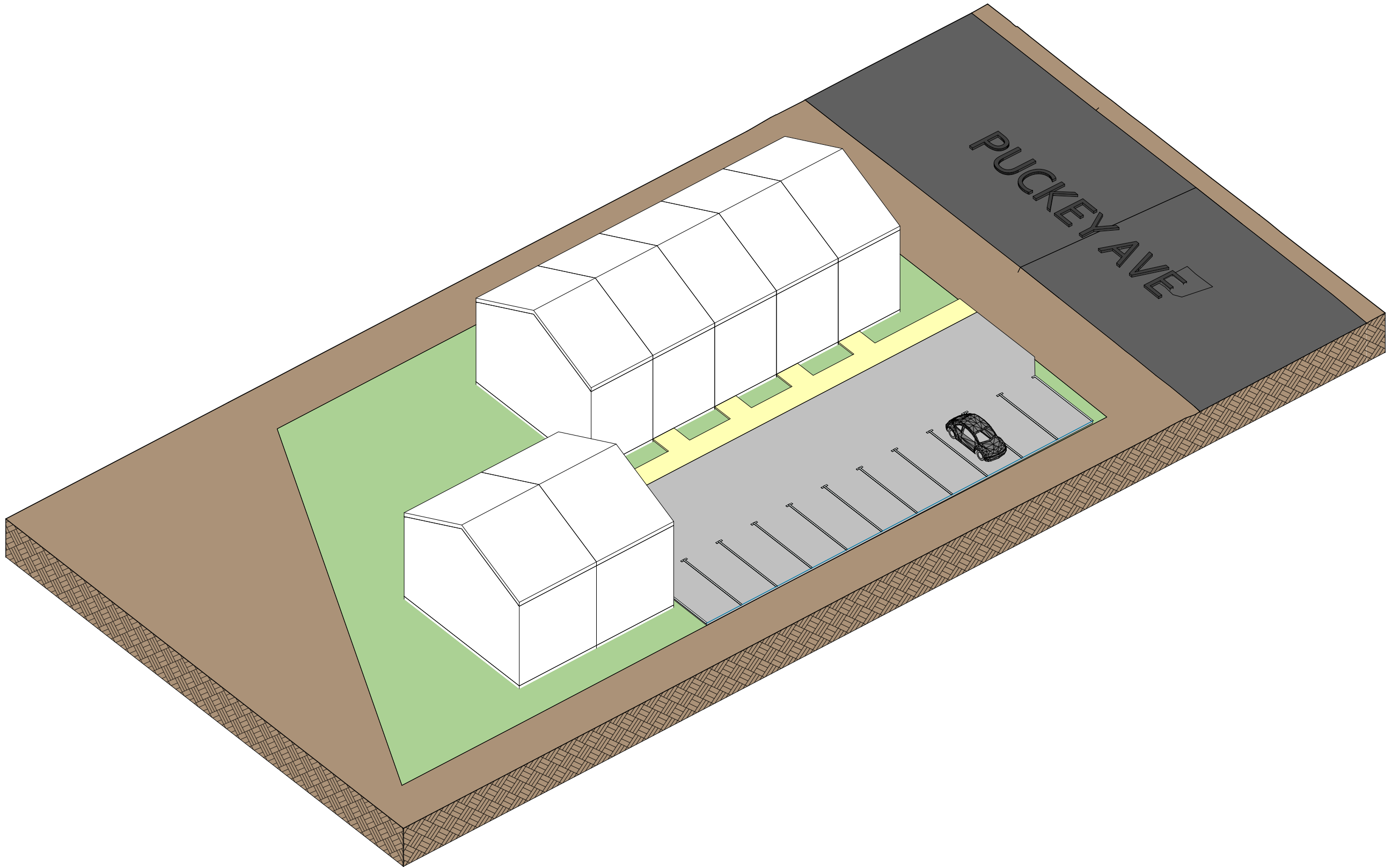
It is estimated future stages of the indicated site could accommodate approximately 50 units (1 and 2 bedroom)

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED) COMMENT

Site bounded by street frontage and river. Good lighting available from street and good oversight property by all units. In summary:

- Access – safe movement around site
- Surveillance and sight lines – all good within sight and to exterior of site
- Layout – simple and logical
- Activity mix – unit occupiers will presumably have overlapping hours
- Sense of ownership – requires action from unit occupiers
- Quality environment – action again by unit occupiers
- Physical protection – site should not require external protection measures





1 3D OVERVIEW - PUCKEY AVE WEST

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A	21/10/2022	CONCEPT DESIGN

job no.	FNH0842.00
cad file	
design	
drawn	Author
checked	Checker
date	10/21/22

job title  
Kaitia CBD Master Plan

dwg title  
COVER SHEET -  
PUCKEY AVE WEST

status	Concept Design
scale	

rev	dwg No
A	A300





1 SITE - PROPOSED PUCKEY AVE WEST STAGE 1  
1 : 100

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NEWTON  
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AUCKLAND 1142  
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rev	date	details
A	21/10/2022	CONCEPT DESIGN

job no.	FNH0842.00	job title
cad file		
design		
drawn	Author	
checked	Checker	
date	10/21/22	

Kaitaia CBD Master Plan

## SCHEDULE

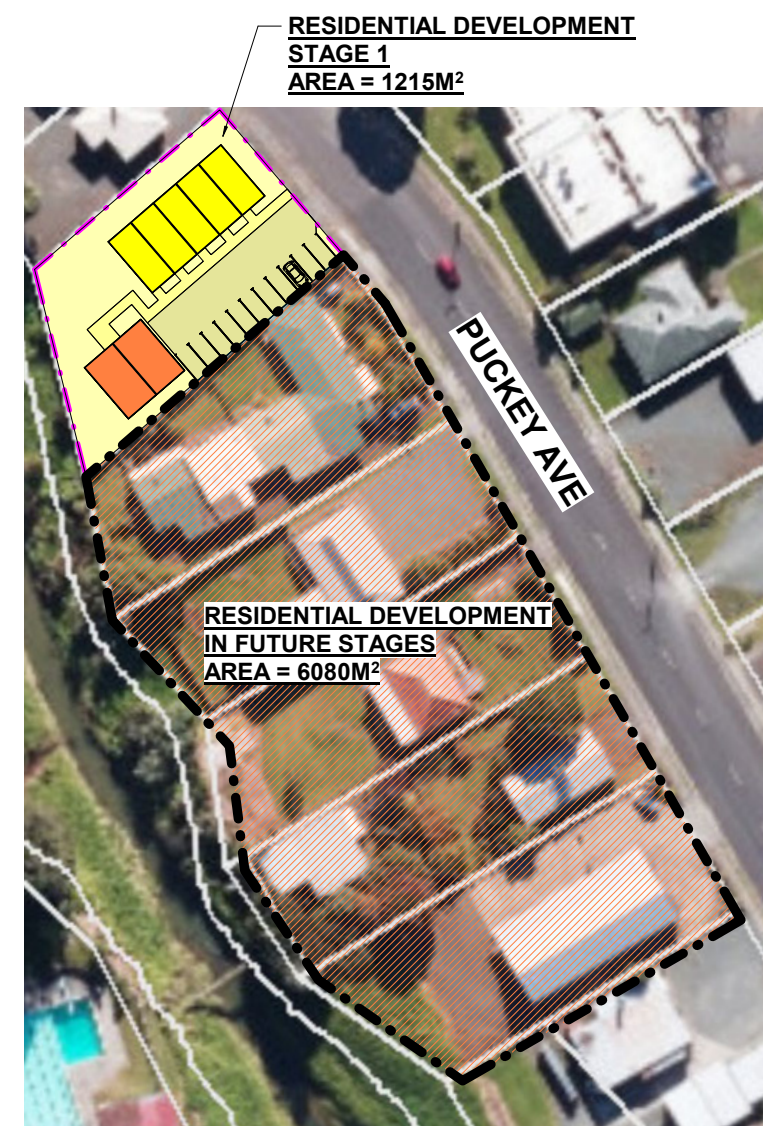
SITE AREA STAGE 1 (16 PUCKEY AVE): 1215M<sup>2</sup>

SITE AREA IN FUTURE STAGES: 6080M<sup>2</sup>

TOTAL CARPARKS: 11

TOTAL UNIT NUMBERS: 9

- TYPE B1: 2 X 1 BEDROOM UNIT GROUND FLOOR  
FLOOR AREA =55M<sup>2</sup>  
+  
2 X 1 BEDROOM UNIT FIRST FLOOR  
FLOOR AREA =55M<sup>2</sup>
- TYPE B2: 5 X 2 BEDROOM UNIT  
FLOOR AREA =90M<sup>2</sup>



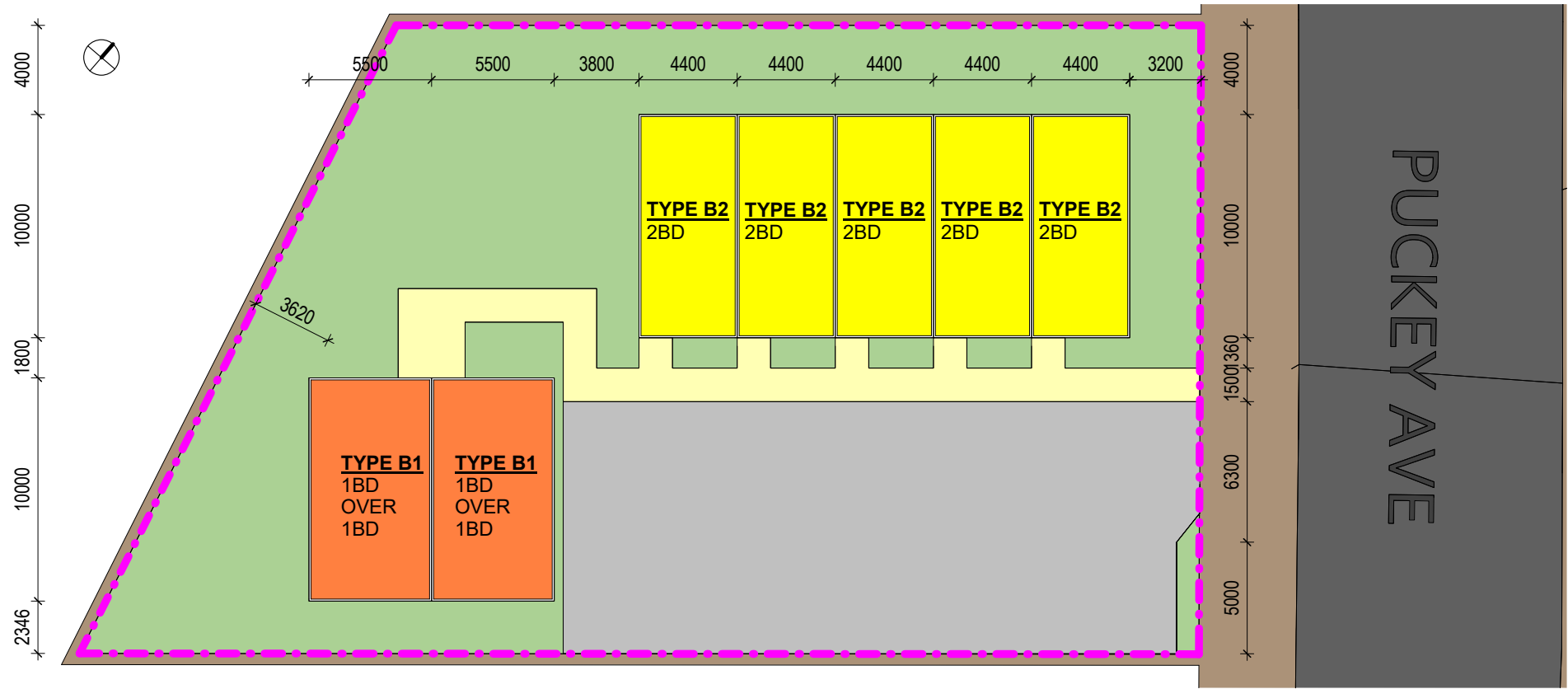
2 SITE - PROPOSED PUCKEY AVE EAST FUTURE STAGES  
1 : 500

PROPOSED SITE  
PLAN - PUCKEY AVE  
WEST

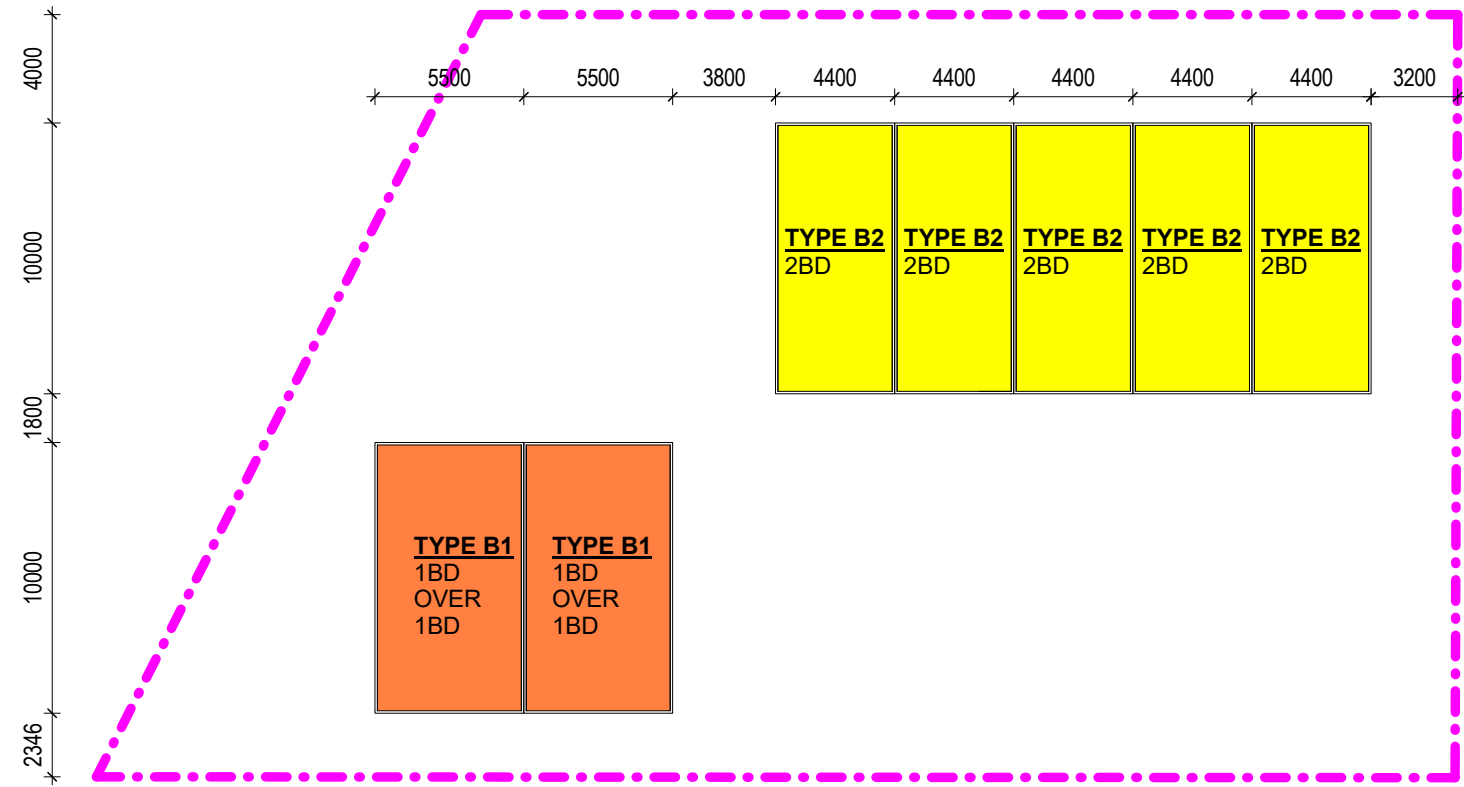
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As indicated		A301

A A301



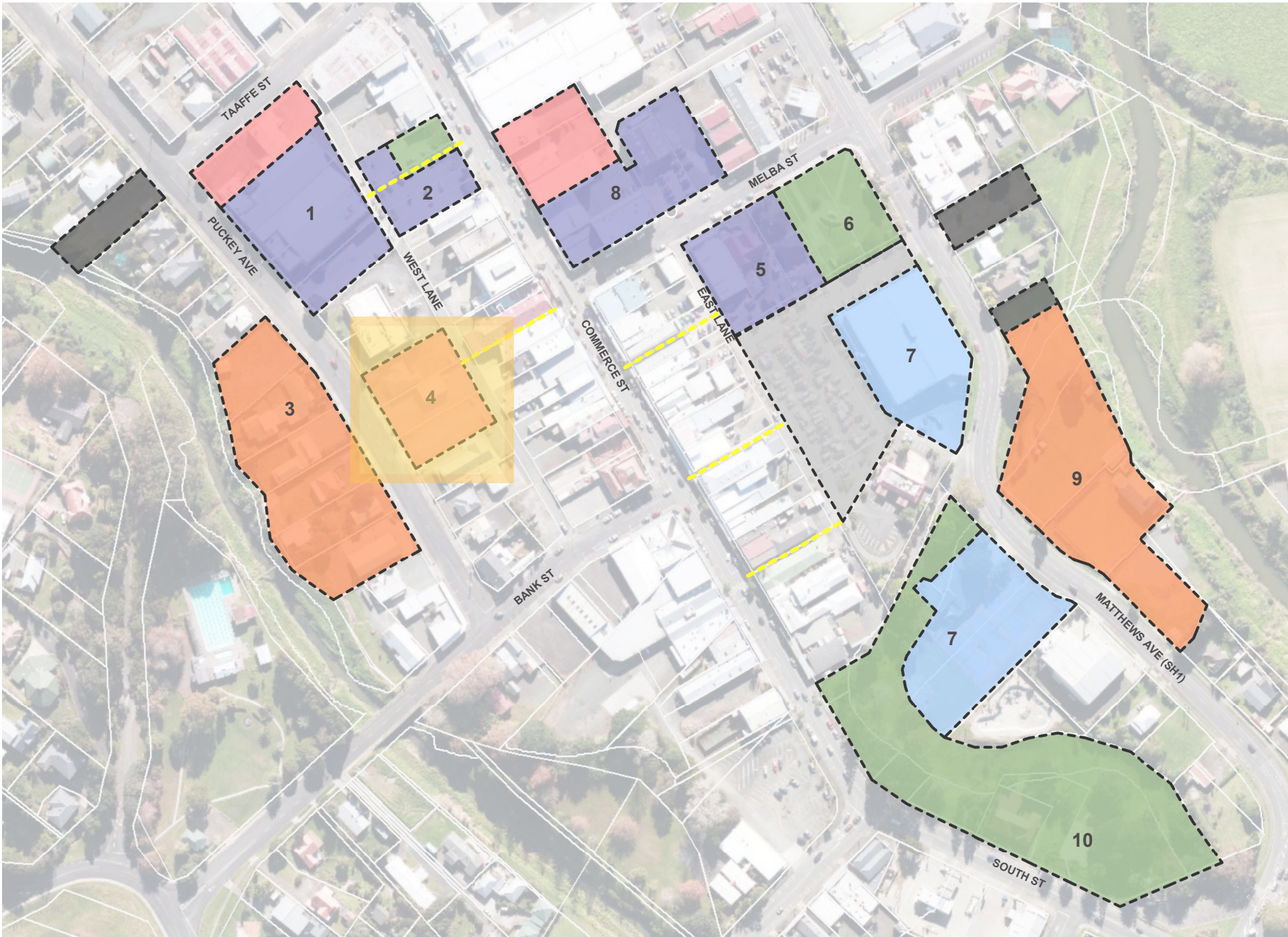


1 GROUND FLOOR PLAN - PUCKEY AVE WEST  
1 : 125



2 FIRST FLOOR PLAN - PUCKEY AVE WEST  
1 : 125





AREA SCHEDULE

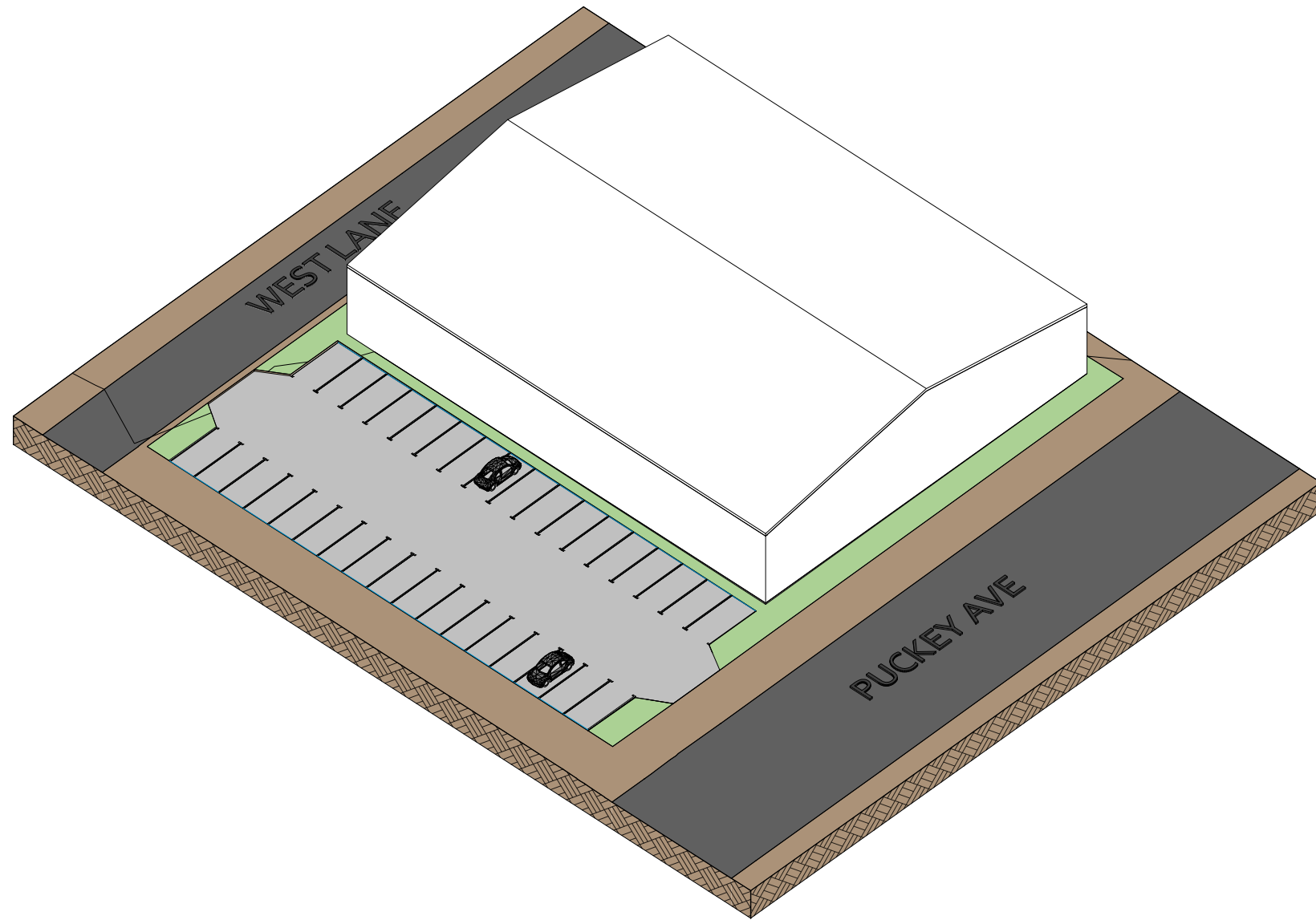
Site Area	2570m <sup>2</sup>
Building Area (two storey development)	2950m <sup>2</sup>
Mixed Use development	

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)  
COMMENT

Site bounded by Puckey Ave, a service lane and two side boundaries. The site activates the service lane frontage and provides a through site link to Commerce Street. The success of the site in terms of deterring crime will depend on the mix of activities on site and security protection measures. The site is overlooked by residential to the west. Initial comments as follows:

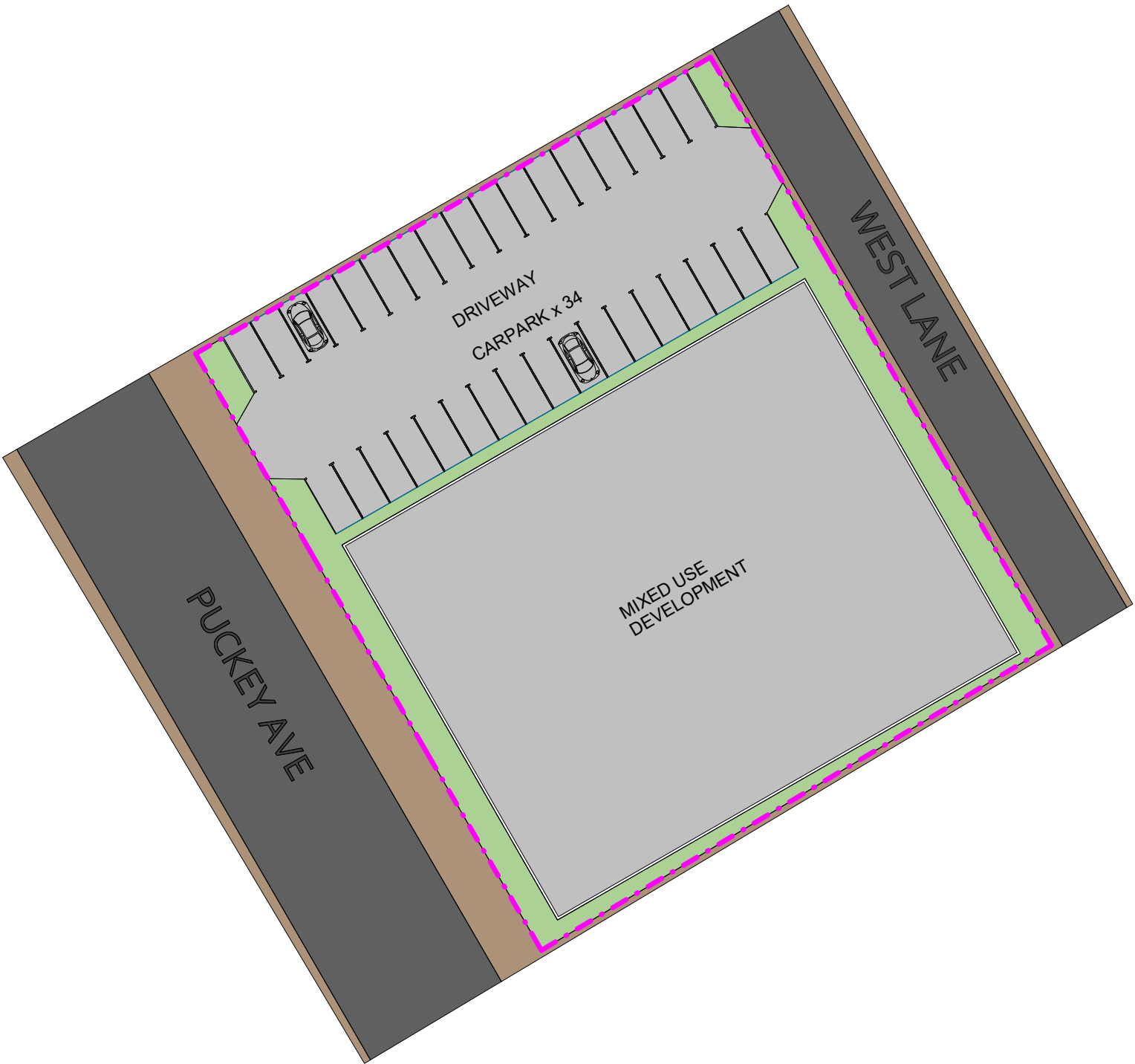
- Access – safe movement around site
- Surveillance and sight lines – good within daylight hours
- Layout – reasonably simple and able to be understood; may be some issues around commercial carparking area given link to Commerce Street
- Activity mix – a good mix of activity on site will provide constant oversight
- Sense of ownership – requires action from occupiers
- Quality environment – action again by unit occupiers
- Physical protection – site will need good exterior lighting and security cameras unless residential units are located on upper floor





1 3D OVERVIEW - PUCKEY AVE EAST





**SCHEDULE**

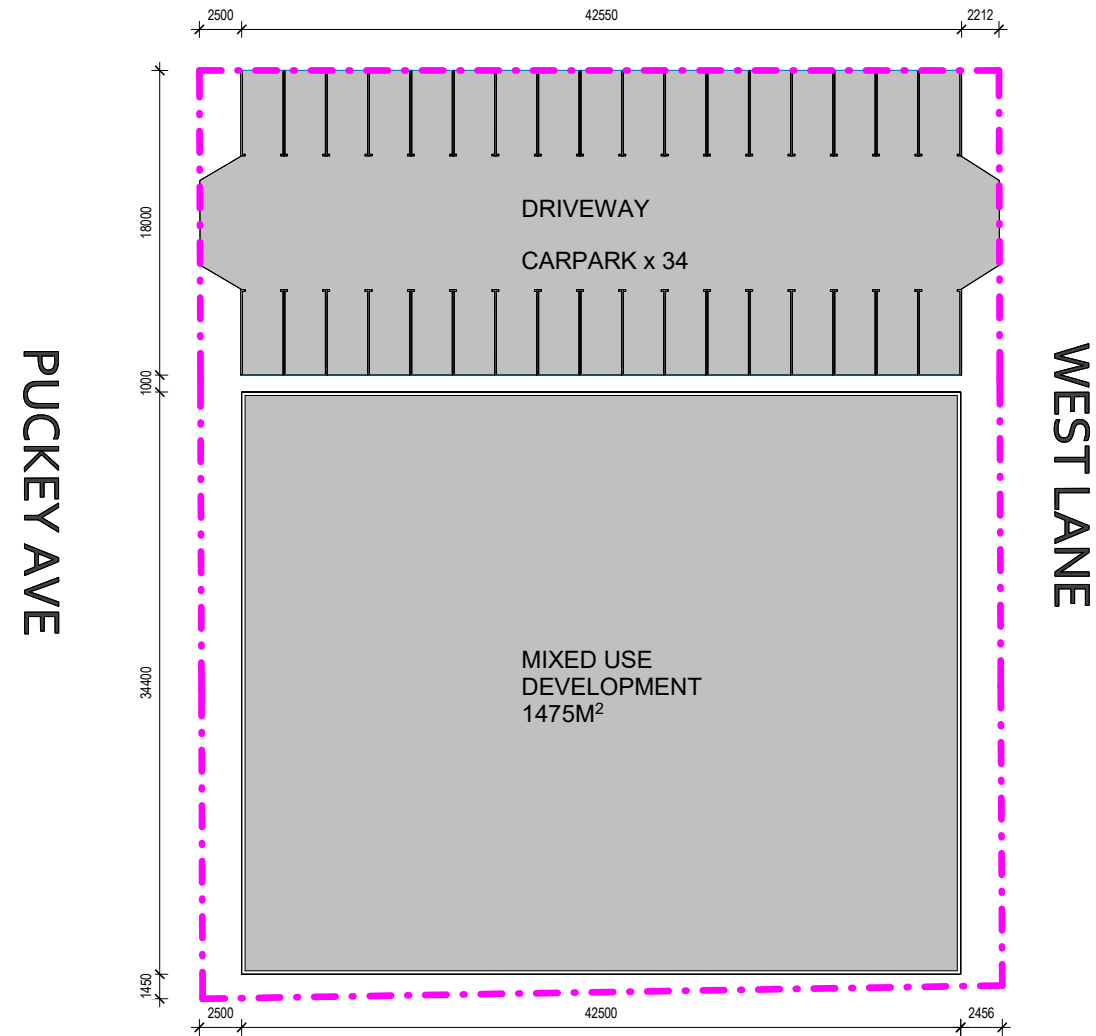
SITE AREA: 2570M<sup>2</sup>

TOTAL CARPARKS: 34

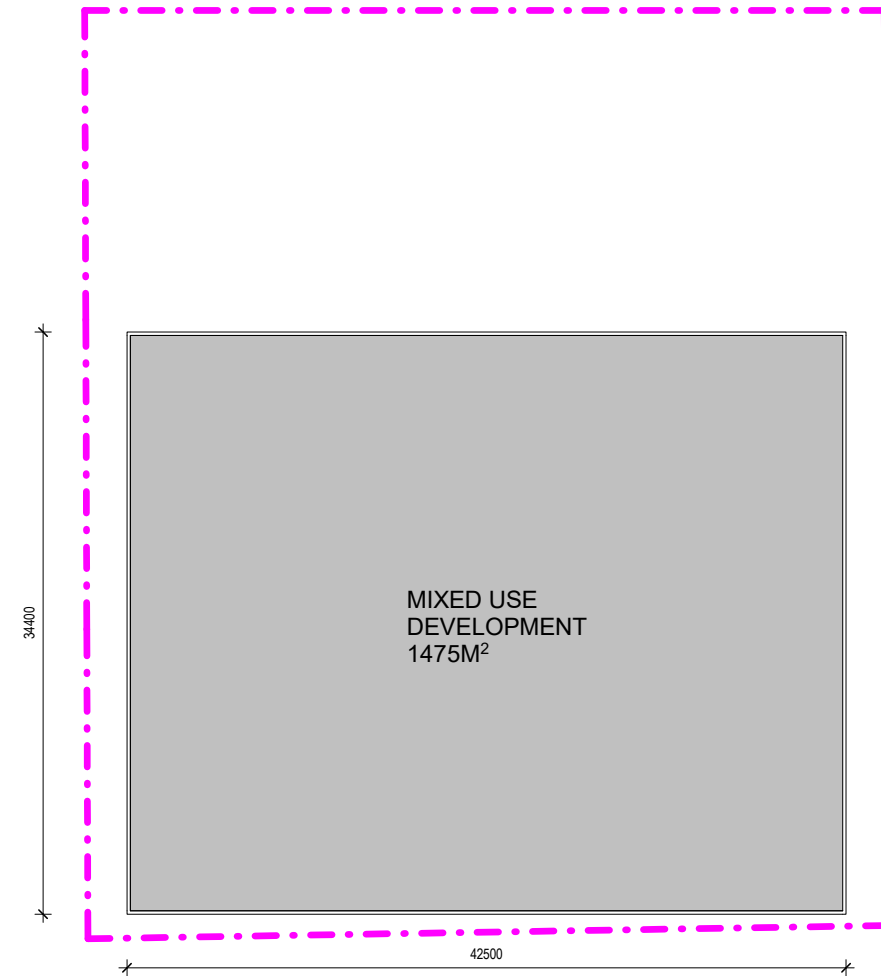
TOTAL MIXED USE DEVELOPMENT AREA: 2950M<sup>2</sup>

1 SITE - PROPOSED PUCKEY AVE EAST  
1 : 200



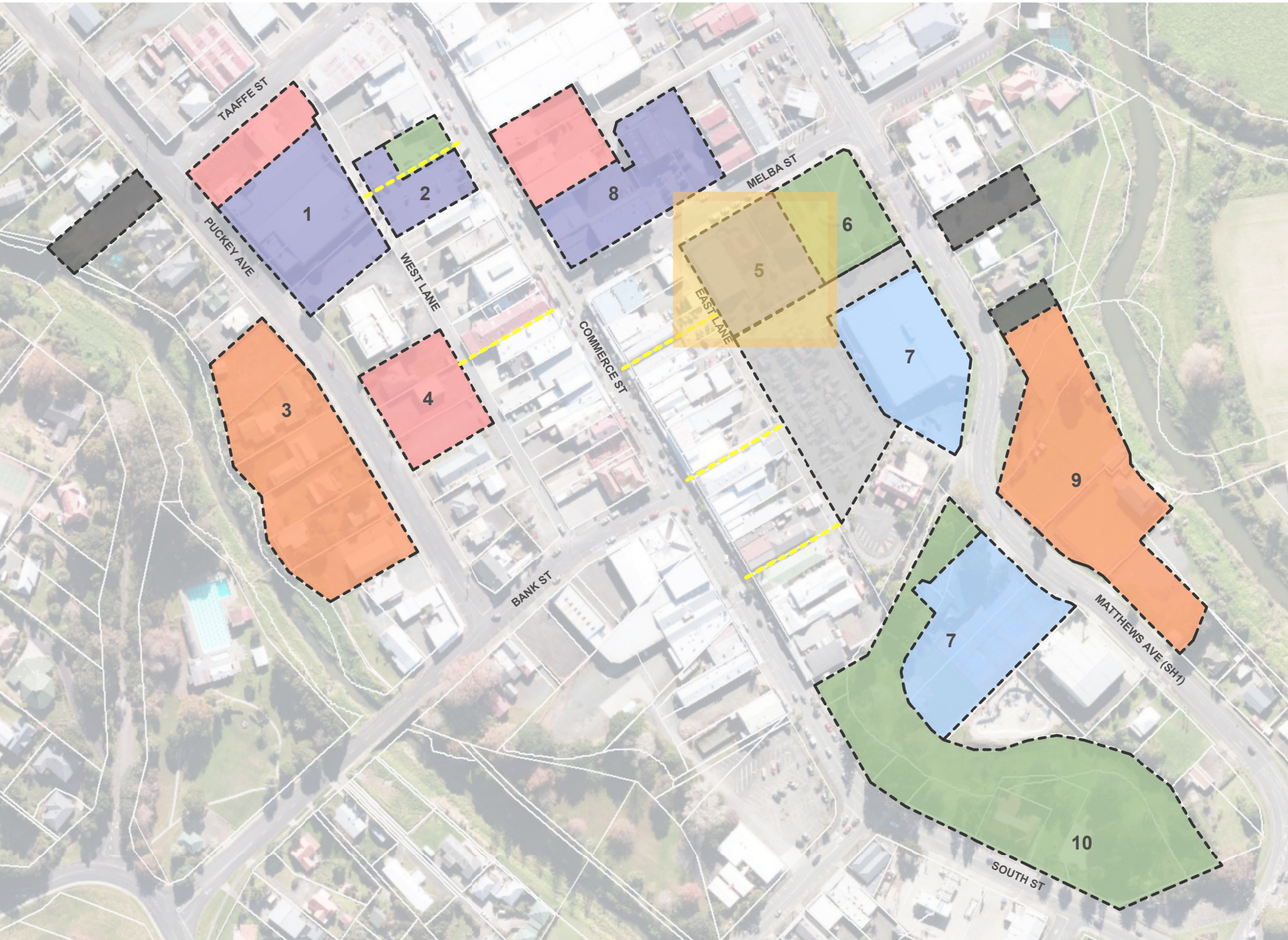


2 GROUND FLOOR PLAN - PUCKEY AVE EAST  
1 : 200



1 FIRST FLOOR PLAN - PUCKEY AVE EAST  
1 : 200





AREA SCHEDULE

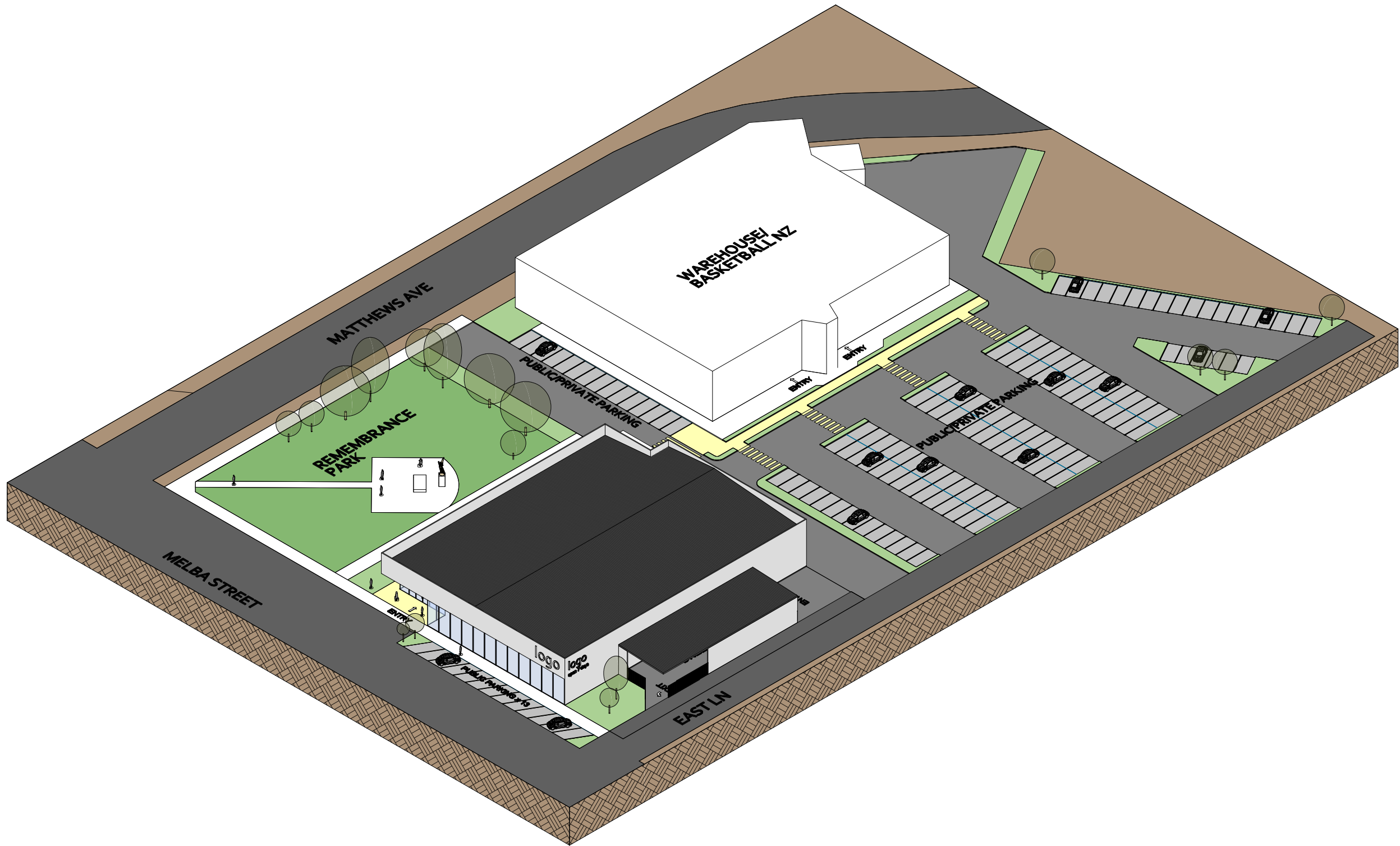
Site Area	3240m <sup>2</sup>
Proposed Building	2112m <sup>2</sup>
Commercial development	

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED) COMMENT

The site adjoins Remembrance Park to the east and has a public/private carpark and the existing Warehouse site (NZ Basketball) to the south; East Lane lies immediately to the west of the site. The carpark (above) is in the centre of a larger block bounded by Commerce Street, Melba Street and Matthews Ave; it faces the back of sites in all directions and is therefore a site of interest in terms of CPTED. The objective of the Master Plan is to activate the “back doors”; hence NZ Basketball have been encouraged to glaze (activate) the rear of their building and the development of Melba Street South is proposed as a supermarket with dual frontages. In addition, it is proposed to design the carpark with raised walkways and landscaping to prohibit vehicle racing. CPTED comments for the Melba Street South site in view of the latter comments as follows:

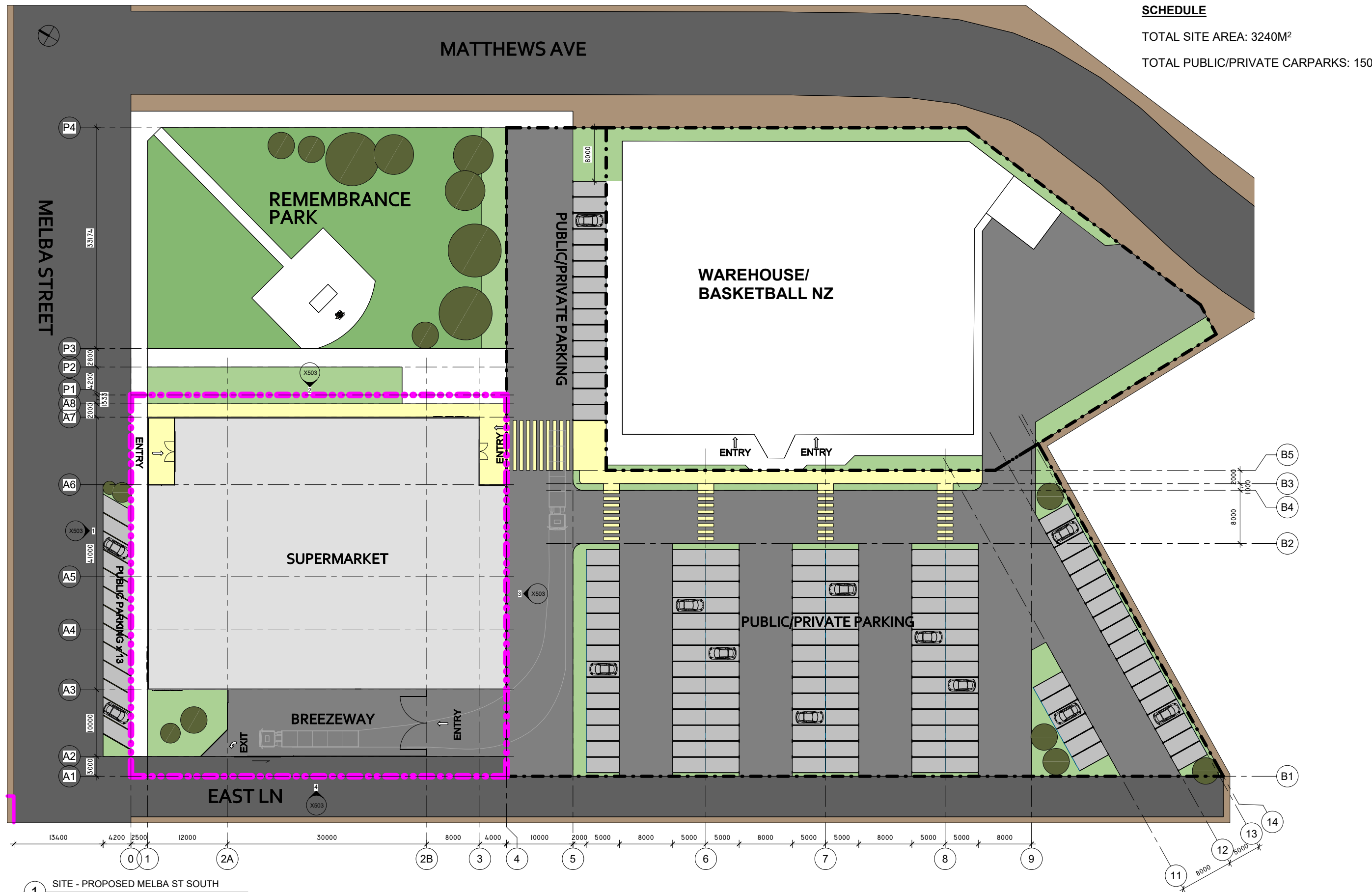
- Access – there will be safe movement around the site with re-planning of the carpark to the rear
- Surveillance and sight lines – improved with carpark re-planning
- Layout – reasonably simple and able to be understood
- Activity mix – singular use proposed but extended hours of operation
- Sense of ownership – requires action from occupiers
- Quality environment – action again by unit occupiers
- Physical protection – will likely require good exterior lighting and security cameras





1 3D OVERVIEW - MELBA ST SOUTH





**SCHEDULE**  
TOTAL SITE AREA: 3240M<sup>2</sup>  
TOTAL PUBLIC/PRIVATE CARPARKS: 150

1 SITE - PROPOSED MELBA ST SOUTH  
1 : 250

**eclipse** architecture

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rev	date	details
A	21/10/2022	CONCEPT DESIGN

job no.	FNH0842.00
cad file	
design	
drawn	EAL
checked	EAL
date	01/09/07

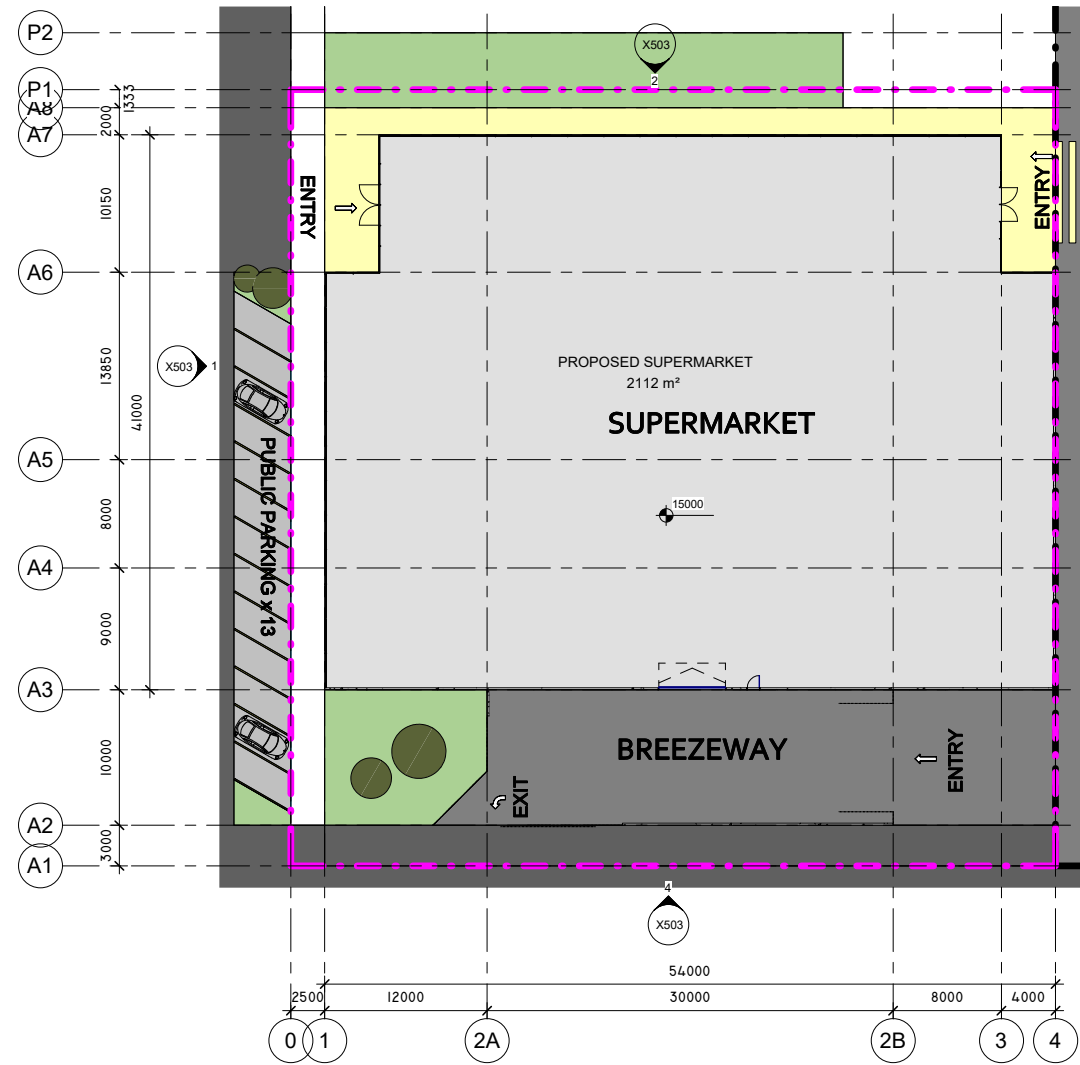
job title  
Kaitaia CBD Master Plan

dwg title  
PROPOSED SITE  
PLAN - MELBA ST  
SOUTH

status  
Concept Design  
scale  
As indicated

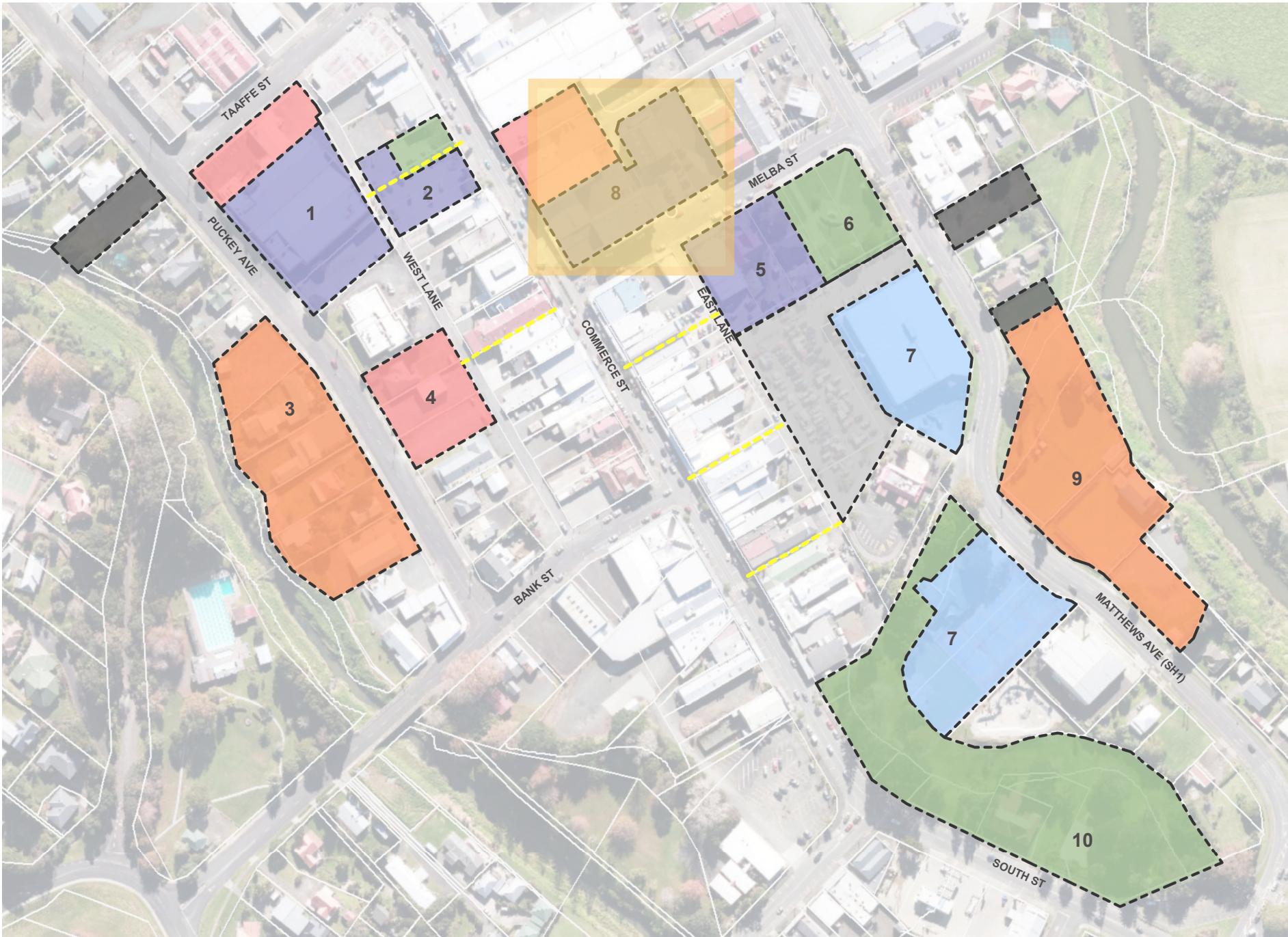
rev  
dwg No  
A A501





1 GROUND FLOOR PLAN - MELBA ST SOUTH  
1 : 250





AREA SCHEDULE

Two separate, two storey buildings are proposed for the site; they could be linked at first floor level if required. The concept provides for a link to the carpark and service lane behind.

Total site area	2707m <sup>2</sup>
Total Building Areas (1244m <sup>2</sup> + 1244m <sup>2</sup> )	2488m <sup>2</sup>
Total carparks	44
Mixed Use development, comprising: retail, commercial offices, parking	

SCHEDULE OF RESIDENTIAL ACCOMMODATION

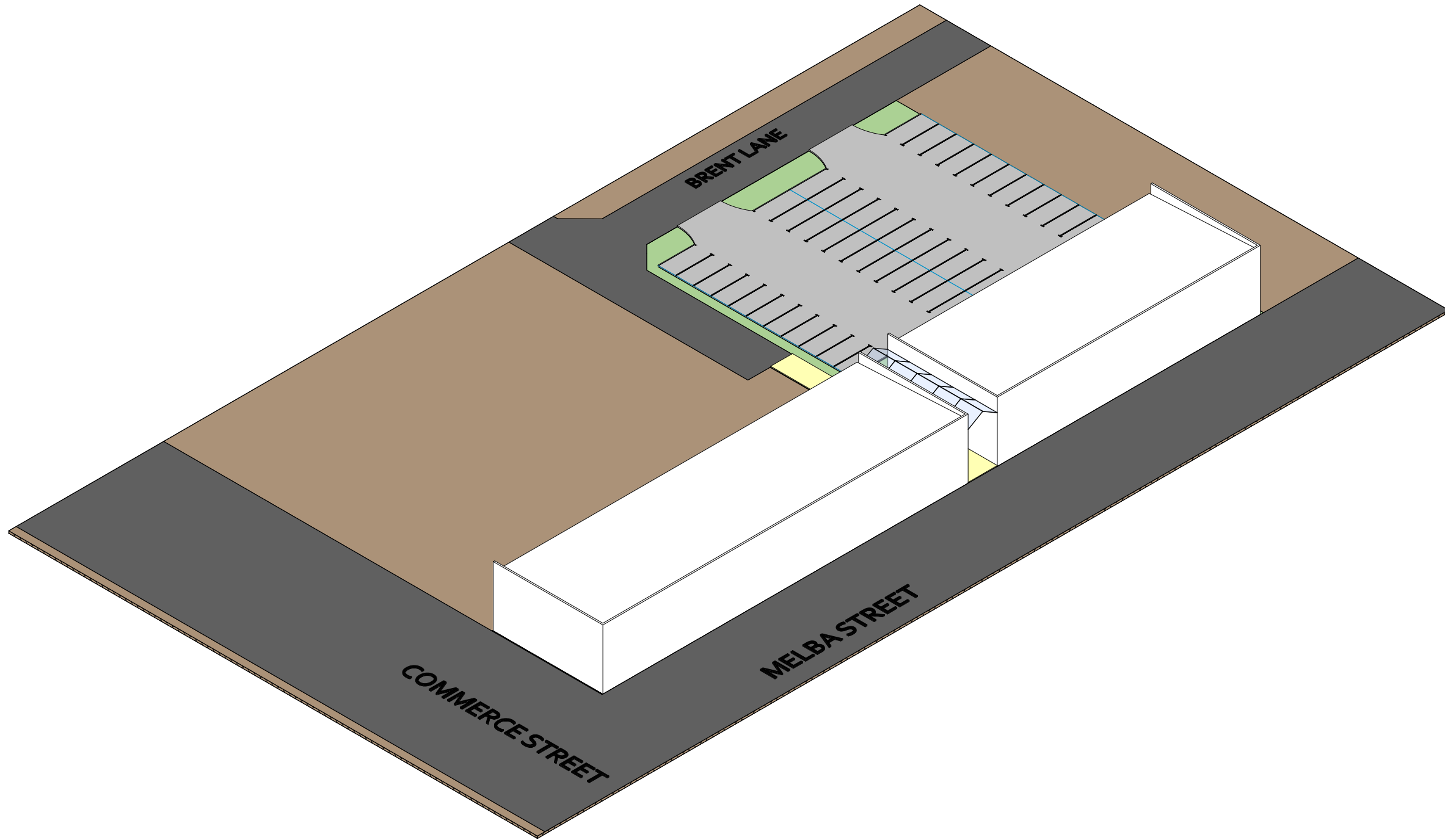
Not proposed, but upper level of one of the buildings could accommodate some residential flats

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED) COMMENT

The proposed development site encompasses four individual titles along Melba Street (north side) from the corner of Commerce Street. The easternmost two sites extend through to Brent Lane which services the rear of sites along Melba and Commerce Streets. The development presents an opportunity to: strengthen the street frontage along Melba Street, to formalise a pedestrian link to Brent Lane and to provide private carparking and servicing off Brent Lane. CPTED comments on the development as follows.

- Access – safe movement to the street face and a clear lane access way
- Surveillance and sight lines – these are improved against the current situation with an open carpark and more site on view
- Layout –simple and able to be understood
- Activity mix – anticipate a mix of activities; possible residential on site would provide increased security
- Sense of ownership – requires action from occupiers
- Quality environment – action again by unit occupiers
- Physical protection – will likely require good exterior lighting and security cameras to rear of site





1 3D OVERVIEW - MELBA ST NORTH





**SCHEDULE**

TOTAL SITE AREA: 2707M<sup>2</sup>

TOTAL CARPARKS: 44

1 SITE - PROPOSED MELBA ST NORTH  
1 : 250

eclipse) architecture

24 GUNDRY STREET NEWTON PO BOX 7539, AUCKLAND 1142  P. +64 9 303 4759 www.eclipsearchitecture.co.nz	rev A	date 25/10/2022	details CONCEPT DESIGN
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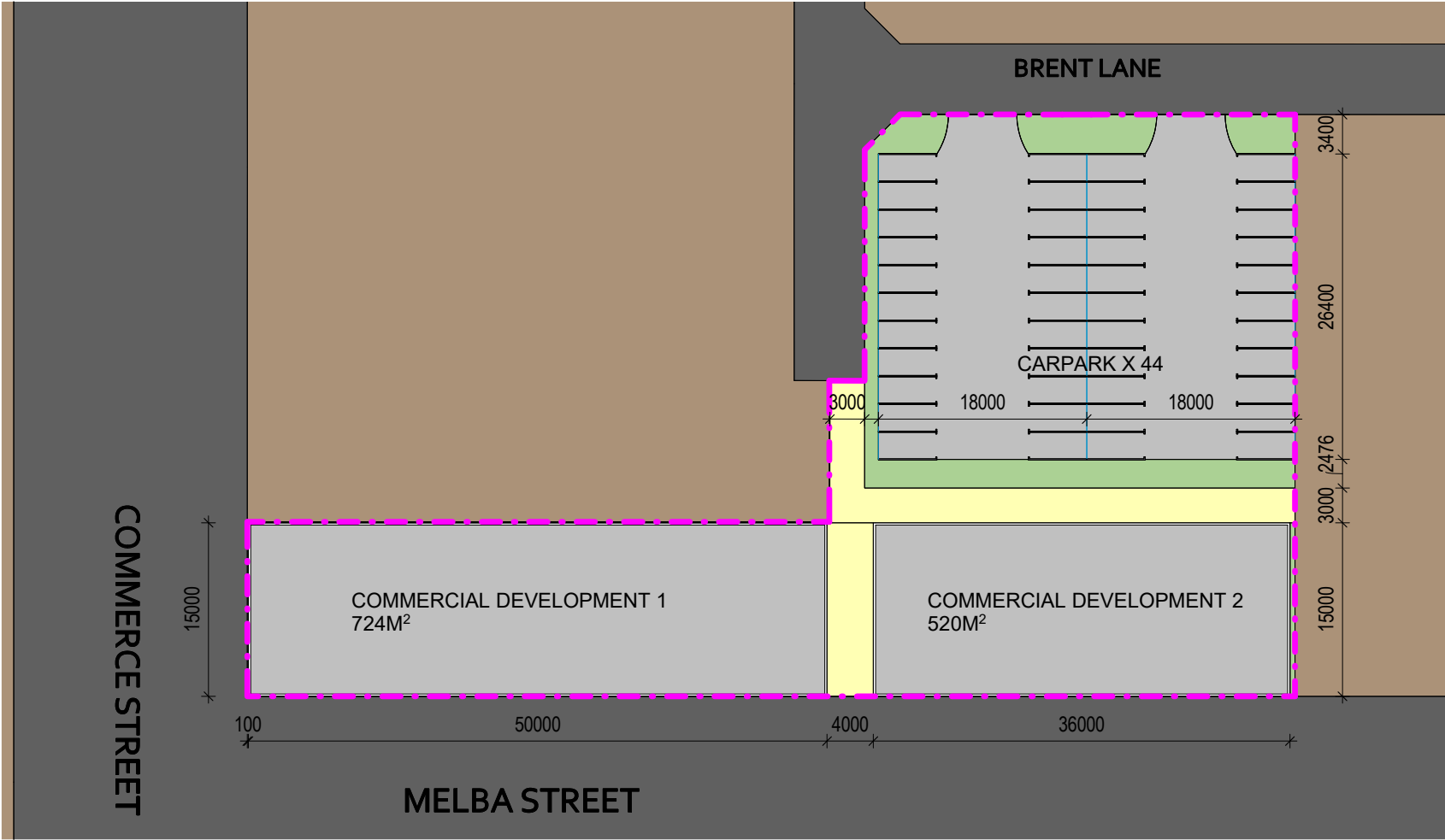
job no. cad file design drawn checked date	FNH0842.00   EAL EAL 2022	job title Kaitaia CBD Master Plan
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dwg title  
PROPOSED SITE  
PLAN - MELBA ST  
NORTH

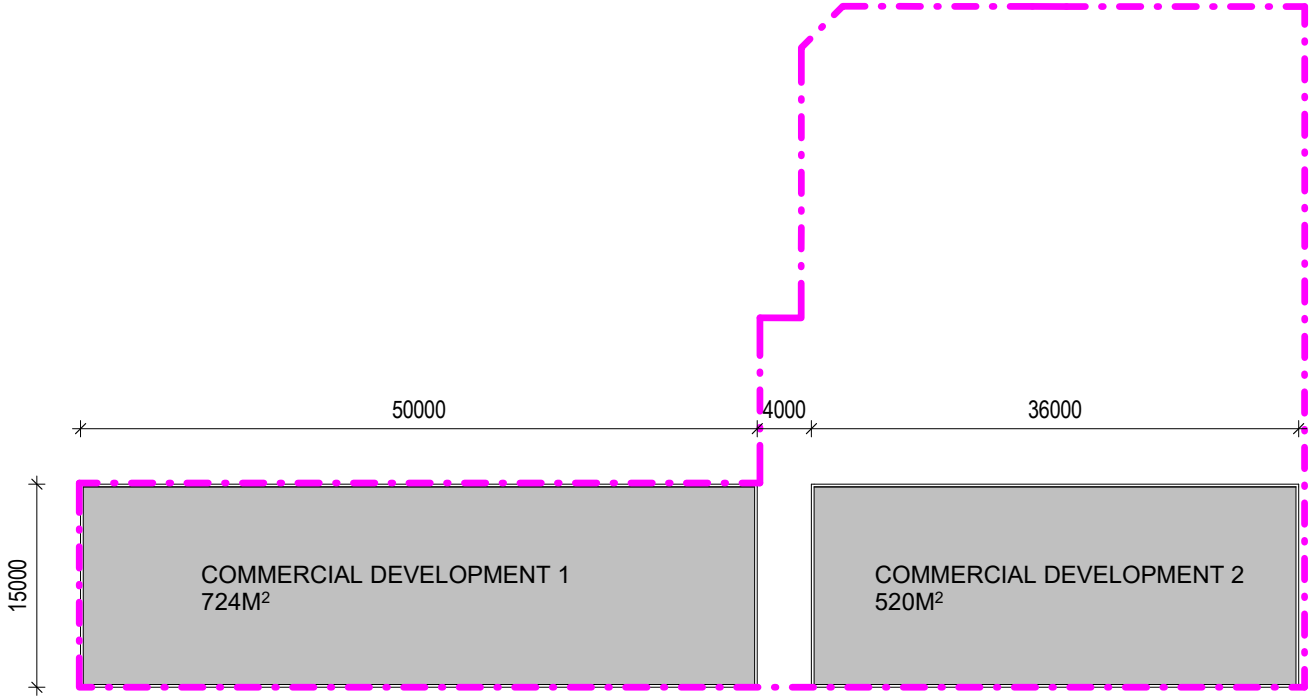
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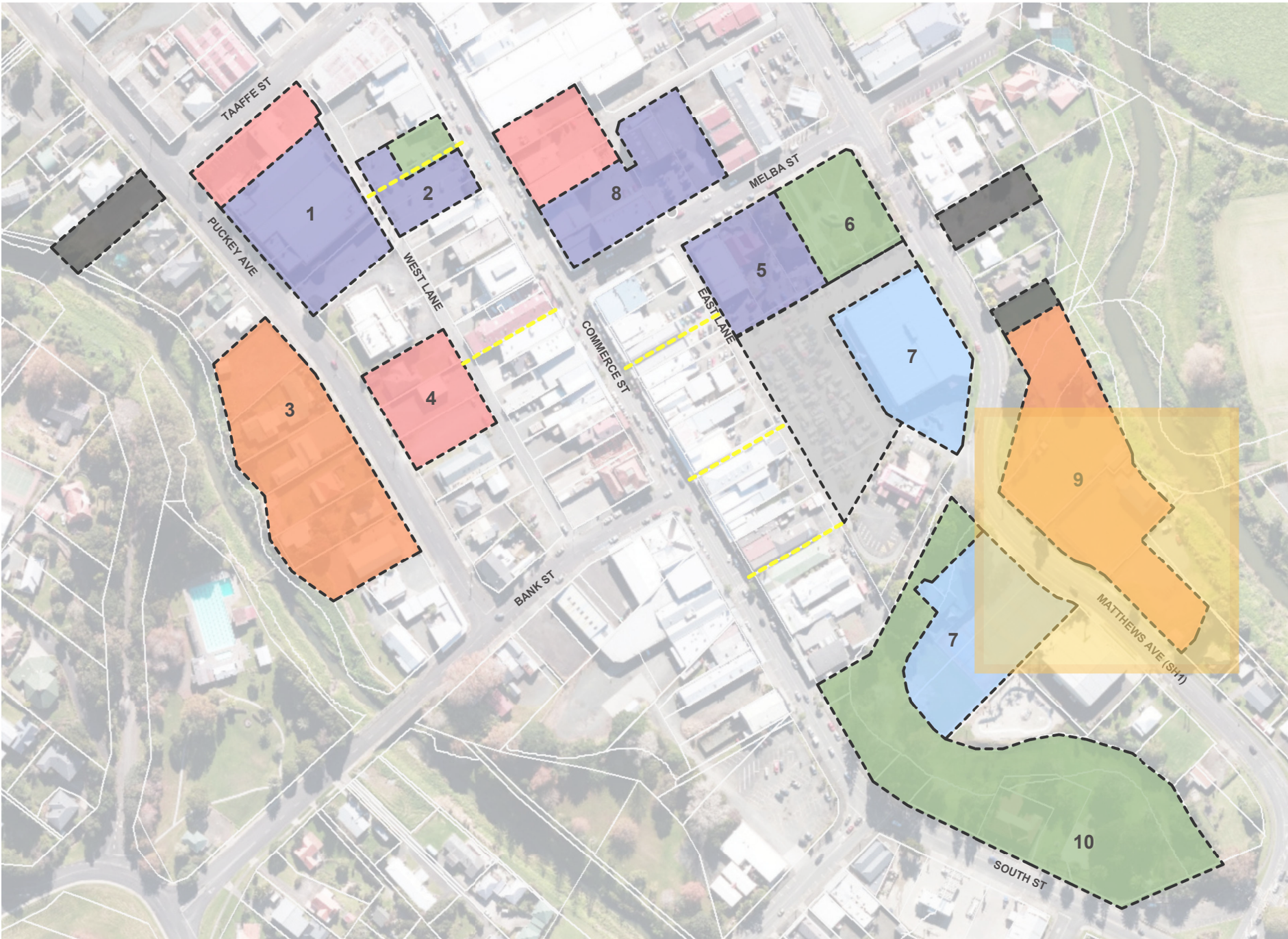


1 GROUND FLOOR PLAN - MELBA ST NORTH  
1 : 250



2 FIRST FLOOR PLAN - MELBA ST NORTH  
1 : 250





**AREA SCHEDULE**

Stage One Site Area	3372m <sup>2</sup>
Future Stage Area	4180m <sup>2</sup>
Medium Density Residential Development	

**SCHEDULE OF RESIDENTIAL ACCOMMODATION: STAGE ONE**

- 8 x 1 bedroom units (ground floor)
- 8 x 1 bedroom units (first floor)
- 10 x 2 bedroom units (two storey)
- Total units 26
- Carparking ++ spaces uncovered

**FUTURE STAGES**

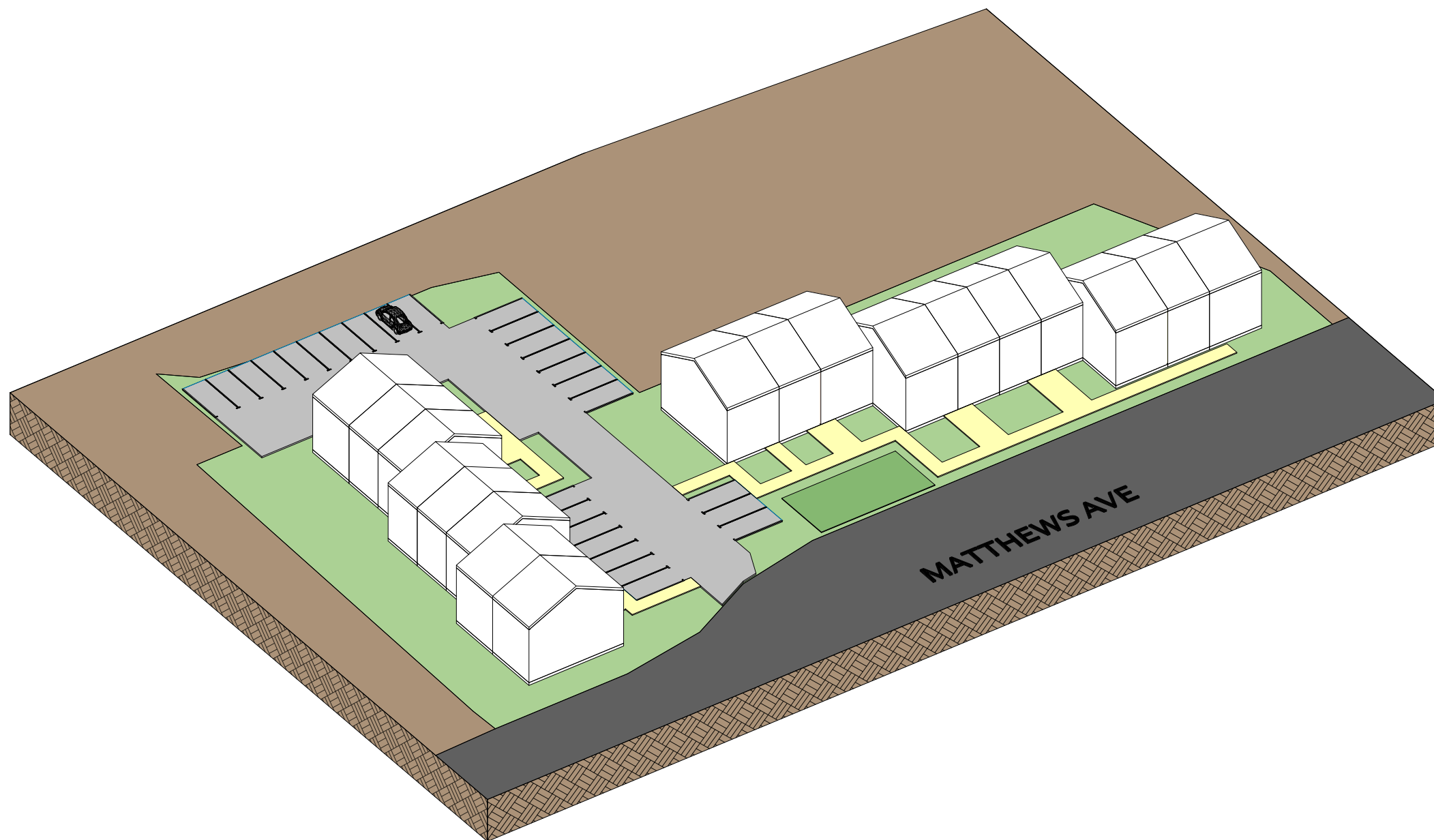
It is estimated future stages of the indicated site could accommodate approximately 30 units (1 and 2 bedroom)

**CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED) COMMENT**

Site bounded by street frontage and river. Good lighting available from street and good oversight property by all units. Potential for entry from proposed walking track beside river. In summary:

- Access – safe movement around site
- Surveillance and sight lines – all good within sight and to exterior of site
- Layout – simple and logical
- Activity mix – unit occupiers will presumably have overlapping hours
- Sense of ownership – requires action from unit occupiers
- Quality environment – action again by unit occupiers
- Physical protection – site should not require external protection measures





1 3D - MATTHEWS AVE





1 SITE - PROPOSED MATTHEWS AVE  
1 : 250

eclipse) architecture

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A 20/10/2022 CONCEPT DESIGN

job no. FNH0842.00  
cad file  
design  
drawn  
checked  
date  
Author  
Checker  
10/20/22  
job title  
Kaitiāia CBD Master Plan

## SCHEDULE

SITE AREA STAGE 1: 3372M<sup>2</sup>

SITE AREA IN FUTURE STAGES: 4180M<sup>2</sup>

TOTAL CARPARKS: 26

TOTAL UNIT NUMBERS: 26

- TYPE B1: 8 X 1 BEDROOM UNIT GROUND FLOOR  
FLOOR AREA = 55M<sup>2</sup>  
+  
8 X 1 BEDROOM UNIT FIRST FLOOR  
FLOOR AREA = 55M<sup>2</sup>
- TYPE B2: 10 X 2 BEDROOM UNIT  
FLOOR AREA = 90M<sup>2</sup>



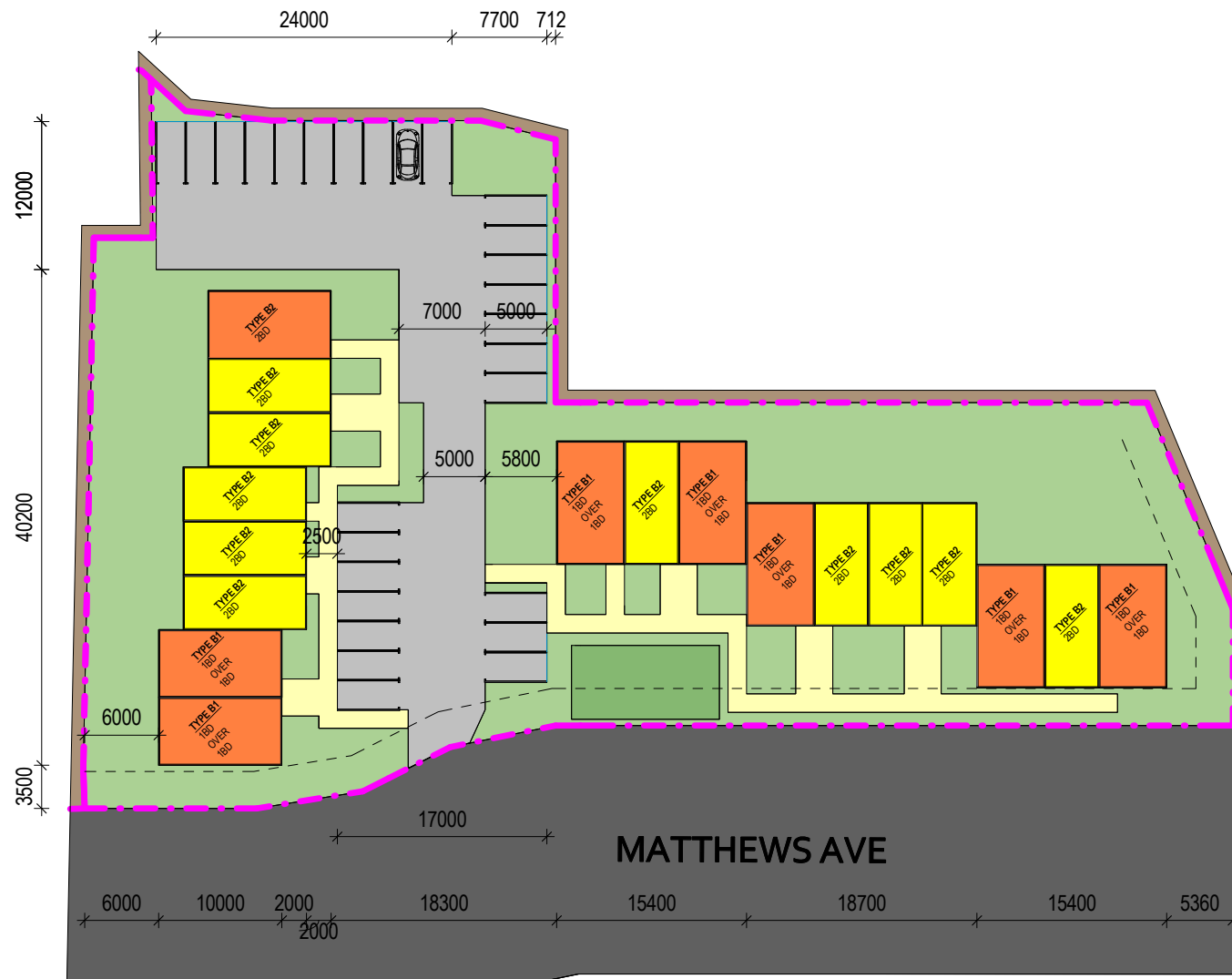
2 SITE - PROPOSED MATTHEWS AVE FUTURE STAGES  
1 : 500

dwg title  
PROPOSED SITE  
PLAN - MATTHEWS  
AVE

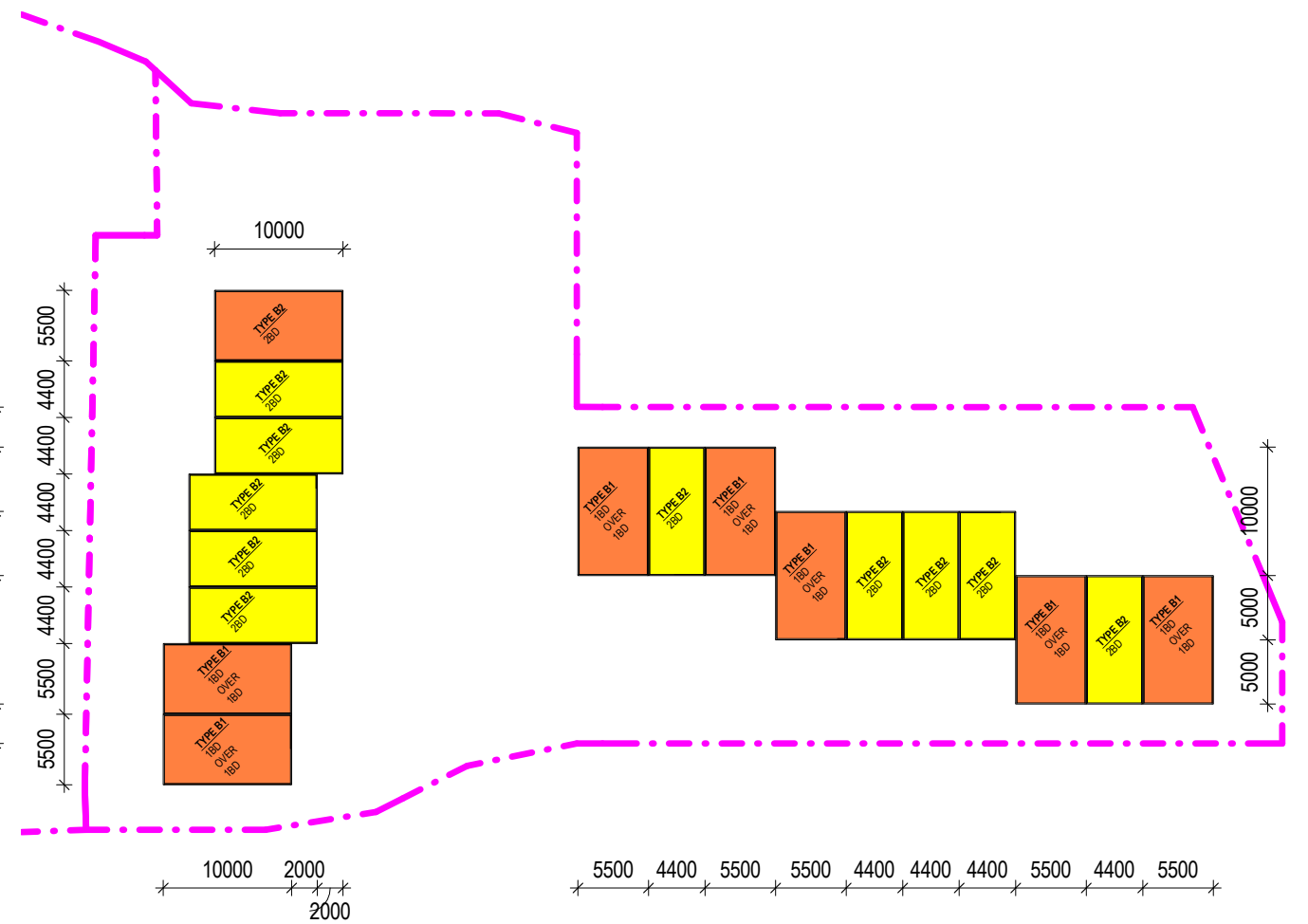
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Concept Design  
scale As indicated

rev  
A  
dwg No  
A901





1 GROUND FLOOR PLAN - MATTHEWS AVE  
1 : 250



2 FIRST FLOOR PLAN - MATTHEWS AVE  
1 : 250



Appendix VIII - Crime Prevention through Environmental Design (CPTED)

Minutes of CPTED Workshop in Kaitāia on 12 July 2022  
CPTED Workshop Presentation 12 July 2022



**KAITAIA CBD: CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN  
WORKSHOP PRESENTATION  
TUESDAY, 19 JULY 2022**

---

**Present**

Those present for the meeting included representatives from:

- Kaitaia Business Association
- Te Whare
- Kiangara Ora
- NZ Police
- First Retail Group
- Far North District Council
- Far North Holdings Limited
- Jasmax
- Northland Planning
- Eclipse Architecture

**CPTED Presentation**

CPTED presentation by Eclipse Architecture. Presentation was a summary of key points of the National Guidelines (Part 1: Seven Qualities of Safer Places). A copy of the presentation is attached.

**Current Anti-Social / Criminal Behaviour**

The local Kaitaia Representatives reported a list of recent anti-social / criminal behaviour in the CBD which included:

- Tagging (both local and out of town)
- Thefts, shoplifting, wilful damage, siphoning petrol
- Increase in burglaries
- 3 ram raids
- A recent assault

A lot of the above behaviour is concentrated around vaping and clubs. There is a noticeable increase in the number of “angry” people in the CBD.

**Suggestions for Improving Safety and Behaviour in the CBD**

There were several suggestions from the floor about how to improve safety and behaviour in the CBD environs. Suggestions included:

- activities for students and youth in general. Suggestions for incorporation in a master plan included: a tagging wall and specific places and activities which could possibly be funded
- showing compassion for homeless with the possibility of a dedicated place for “live in” vehicles
- community notice boards

**Demographics**

Refer Infometrics: Far North District Population Projections, May 2022.

*(The link to this information was supplied by Roger Ackers, Manager Strategy Development representing FNDC at the Workshop.)*

The current Far North Population has Ages 0-19 and Ages 45-64 with approximately one third each of the total current population. Infometrics projects that the current population will grow approximately one third over the next 40-50 years with youth numbers holding steady but pre-retirement age groups growing. This change will primarily be driven by youths leaving for the “bright lights” and older aged groups seeking a quieter place to live before retirement.

Notwithstanding, the above projections, youth (0-19 years) will still be a substantial proportion of the population over the coming years.

**Application of Crime Prevention through Environmental Design**

A CPTED analysis is usually undertaken on a proposed design or on an existing circumstance that requires intervention.

As a Master Plan is currently being prepared for the CBD and the physical environment may alter from existing, it is proposed that:

- All four CPTED principles be incorporated in the framing of the Master Plan
- Developments as they occur, do likewise and incorporate as many of the seven qualities as applicable

Minutes by:

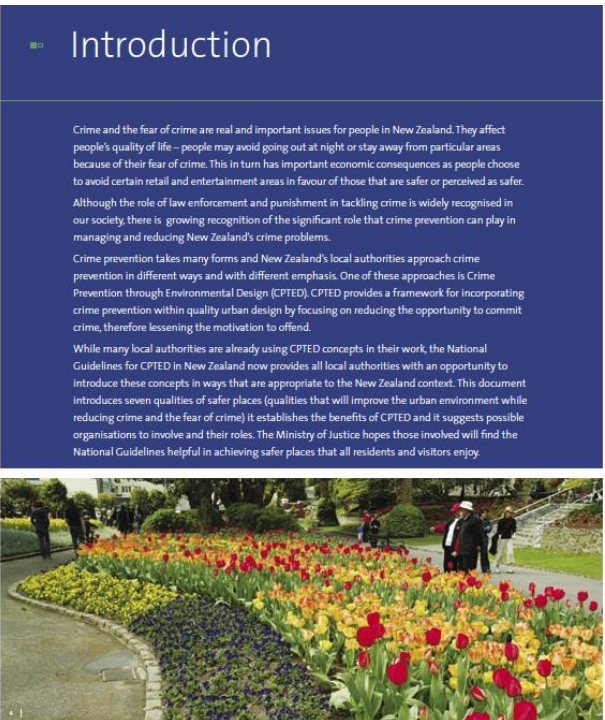
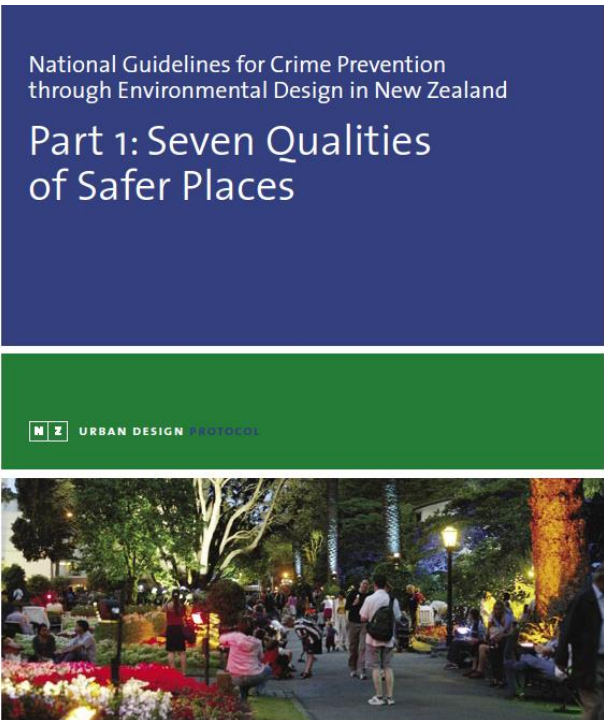
Maurice Langdon, Eclipse Architecture Limited





# KAITAIA CBD MASTER PLAN

## For Kaitaia Business Association



### What is CPTED?

CPTED<sup>1</sup> is a crime prevention philosophy based on proper design and effective use of the built environment leading to a reduction in the incidence and fear of crime, as well as an improvement in quality of life. CPTED reduces criminal opportunity and fosters positive social interaction among legitimate users of space. The emphasis is on prevention rather than apprehension and punishment.

While crime occurs for many different reasons and cannot be prevented by well designed places alone, CPTED is an important tool with proven benefits. To be most effective, CPTED needs to be part of a broader crime prevention strategy that incorporates social, environmental and community development strategies. There are four key overlapping CPTED principles. They are:

1. **Surveillance** – people are present and can see what is going on.
2. **Access management** – methods are used to attract people and vehicles to some places and restrict them from others.
3. **Territorial reinforcement** – clear boundaries encourage community 'ownership' of the space.
4. **Quality environments** – good quality, well maintained places attract people and support surveillance.

### The CPTED approach to design

There are three approaches to managing the physical environment in ways that will reduce the opportunity for crime:

- **Natural** – the integration of security and behavioural concepts into how human and physical resources are designed and used (e.g. border definition, windows).
- **Organised** – the introduction of labour-intensive security (e.g. guards, police, security patrols).
- **Mechanical** – the introduction of capital or hardware-intensive security (e.g. locks, closed circuit television, lighting).

CPTED emphasises the employment of natural strategies where possible, so that crime prevention is integrated into design. More formal and expensive mechanical strategies are a last resort, when other options are unsuitable.

<sup>1</sup> Definitions of term highlighted in this document can be

### What are the National Guidelines?

CPTED's four principles of surveillance, access management, territorial reinforcement and quality environment form the foundations of the National Guidelines for CPTED in New Zealand.

The National Guidelines aim to:

- encourage local authorities to adopt, develop and implement their own crime reduction guidelines by providing them with a framework from which to start
- raise public awareness of crime prevention and safety and its link to the built environment
- promote the value of crime prevention design as a key component of good urban design
- achieve more attractive and vibrant public physical environments, which enhance public safety and reduce opportunities for criminal offending.

The National Guidelines define seven qualities that characterise well designed, safer places:

1. **Access: Safe movement and connections**  
Places with well-defined routes, spaces and entrances that provide for convenient and safe movement without compromising security.
2. **Surveillance and sightlines: See and be seen**  
Places where all publicly accessible spaces are overlooked, and clear sightlines and good lighting provide maximum visibility.
3. **Layout: Clear and logical orientation**  
Places laid out to discourage crime, enhance perception of safety and help orientation and way-finding.
4. **Activity mix: Eyes on the street**  
Places where the level of human activity is appropriate to the location and creates a reduced risk of crime and a sense of safety at all times by promoting a compatible mix of uses and increased use of public spaces.
5. **Sense of ownership: Showing a space is cared for**  
Places that promote a sense of ownership, respect, territorial responsibility and community.
6. **Quality environments: Well designed, managed and maintained environments**  
Places that provide a quality environment and are designed with management and maintenance in mind to discourage crime and promote community safety in the present and the future.
7. **Physical protection: Using active security measures**  
Places that include necessary, well designed security features and elements.

### The benefits

The purpose of the Local Government Act 2002 is to make local authorities responsible for promoting the social, economic, cultural and environmental wellbeing of their communities. This includes playing a part in reducing crime. Local authorities are also responsible under the Resource Management Act 1991 for the sustainable management of natural and physical resources. This means managing the use, development, and protection of natural and physical resources in a way (or at a rate) that enables people and communities to provide for their social, economic and cultural wellbeing, and for their health and safety while avoiding, remedying or mitigating adverse environmental effects. This responsibility includes public streets, public places (such as parks, playgrounds and public conveniences) and the interface between public and private development. The National Guidelines help local authorities to fulfil their statutory responsibilities.

**SAFE DESIGN ENHANCES THE QUALITY OF THE ENVIRONMENT**

Safe design not only enhances public safety, it also adds to the attractiveness and use of the environment. Many safe design principles reinforce fundamental principles of good urban design. Safe design can improve the quality of the environment in many ways. The National Guidelines help local authorities to develop urban design action plans required of the signatories to the New Zealand Urban Design Protocol (2005).

**PLANNING FOR SAFETY MAKES SENSE FINANCIALLY**

Integrating safety at the outset of a development's design brings long term social and economic benefits. Getting it right first time saves future costs of correcting or managing badly designed development. Safe popular places with high pedestrian counts are better for business, reflected in higher turnover, employment, profit, rents, capital values and rates.

**INTEGRATED PLANNING MAKES A SIGNIFICANT CONTRIBUTION TO TACKLING CRIME**

Good design alone cannot be expected to solve crime. However, considered positive planning, particularly when co-ordinated with other measures, can make a significant contribution to safety. Taking an integrated approach to each development, where professional disciplines and key stakeholders work together, is important.

**SAFETY AND SECURITY ARE ESSENTIAL TO SUCCESSFUL COMMUNITIES**

Successful communities are places where people live, work and enjoy life in the knowledge that they can do so safely. Places that are safe and feel safe are vibrant and attract people, activity and investment.

### Who should be involved?

Crime prevention is complex. CPTED and wider crime prevention solutions are likely to be more effective if central and local government work in partnership with local communities, businesses and service organisations. The nature and scale of partnerships to promote safety from crime will vary according to local circumstances. The key partners are local authorities and the police.

### Key partners

ORGANISATION	ROLE
Local authorities	Local authorities are responsible for the design and use of public spaces. They have a key role to implement CPTED. In most cases it is anticipated that the local authority will initiate, lead and facilitate the partnership with the police and other groups. Other roles include: <ul style="list-style-type: none"><li>• identifying community outcomes</li><li>• initiating major works in public areas</li><li>• managing public places and assets</li><li>• fulfilling responsibilities under the Local Government Act 2002 and Resource Management Act 1991.</li></ul>
Police	Police play a key role by: <ul style="list-style-type: none"><li>• sharing their knowledge of criminal behaviour, types and location of crimes</li><li>• providing intelligence on hot-spot areas (such as identifying trends in criminal activity)</li><li>• helping with crime prevention techniques.</li></ul>


# 7 QUALITIES FOR WELL DESIGNED, SAFER PLACES

## The seven qualities for well-designed, safer places

The National Guidelines' seven qualities are not rules or universal solutions for every situation. Instead they focus attention on key issues to consider in relation to the needs of each local setting.

As the qualities overlap and reinforce each other, effective results can be achieved only when all qualities are considered together and applied appropriately to the local context. The seven qualities need to be considered throughout the planning and design process. It's particularly important that these are considered right from the early stages of a new development or redevelopment so that fundamental matters such as site layout and its relationship to the surrounding area are accounted for.

This section provides a summary of the key considerations associated with the seven qualities as well as an in-depth look at each quality. As the seven qualities overlap with one another, some of the considerations listed on the following pages may relate to more than one quality and not just to the quality in which they are listed.



## Summary of key considerations

- ACCESS: SAFE MOVEMENT AND CONNECTIONS

  - Clear routes are provided for different modes of traffic.
  - Movement safety is maximised especially after dark.
  - Safe access is provided between key destinations and **entrapment spots** eliminated.
  - All routes are necessary and lead to destinations that people want to reach.
  - Multiple exit points are provided from public spaces and along pedestrian routes.
  - Consequences of the number and type of connections are carefully considered.
  - Routes do not provide potential offenders with ready and unnoticed access to potential targets.

SURVEILLANCE AND SIGHTLINES: SEE AND BE SEEN

  - Good **visibility**, sightlines and casual **surveillance** are provided.
  - Opportunities for surveillance from adjacent buildings are maximised.
  - Building design creates opportunities for informal surveillance and incorporates crime reduction measures.
  - **Concealment** and isolation opportunities are removed so that areas are active.
  - **Concealment** spots are eliminated or secured with **visibility** aids incorporated where necessary.
  - Fencing, landscaping and streetscape features are designed to help **visibility**.
  - Efforts are made to eliminate 'inactive' frontages and corners.
  - Lighting is a primary consideration and integral to the overall design.
- LAYOUT: CLEAR AND LOGICAL ORIENTATION

  - Design and layout support safe movement and help with orientation and way-finding.
  - Design and layout are appropriate for the identified crime risk, maintain or improve environmental conditions and enhance personal safety.
  - Ground level building facades are of a high design quality and provide **active frontages** to the street (e.g. windows, doors, displays and visible indoor activity).
  - Public spaces are of a high quality, serve a purpose and support an appropriate level of legitimate activity.
  - Entrances and exits are clearly signposted and easily accessible.
  - Signage is legible and informative of the surrounding development, public facilities and access routes.
  - Landscaping supports legibility.

ACTIVITY MIX: EYES ON THE STREET

  - Informal surveillance is supported and the legitimate use of public space is maximised.
  - Mixed use/activity generators are incorporated with various uses successfully integrated.
  - Lives in an area are compatible with any potential conflicts being thoroughly addressed.
  - Strategies for encouraging residential population in town and city centres are promoted.
  - Encouraging appropriate night-time uses is considered.

- SENSE OF OWNERSHIP: SHOWING A PLACE IS CARED FOR

  - Spaces are clearly indicated as to whether they are public, communal, semi-private or private.
  - Boundaries between these spaces are appropriately indicated to support their intended use.
  - Elements that delineate ownership boundaries are well designed and do not restrict **visibility**.
  - Property numbering and identification are incorporated within the design.
  - Community engagement in the planning and design process is encouraged.
  - People who feel ownership of a place are involved in defining its identity.

QUALITY ENVIRONMENTS: WELL DESIGNED, MANAGED AND MAINTAINED ENVIRONMENTS

  - Care is taken to create good quality public areas.
  - Appropriate management and maintenance systems are in place.
  - Design and layout support management and maintenance.
- Materials and fixtures are vandal resistant.
  - Users, businesses and residents are involved in management.
  - Integrated approach to design, involving a range of disciplines, is taken.
  - Alliances or partnerships between stakeholders are promoted.

PHYSICAL PROTECTION: USING ACTIVE SECURITY MEASURES

  - Potential for **target hardening** measures to have a visually negative impact is carefully addressed.
  - Barriers are designed carefully, of high quality and appropriate to their local context.

## 1.0 ACCESS

### Access: Safe movement and connections

Places with well-defined routes, spaces and entrances that provide for convenient and safe movement without compromising security.

The success or failure of a place as part of a sustainable community is influenced by the nature and quality of its connections, particularly to local and wider services and amenities. Too few connections can undermine vitality; too many of them, especially too many underused or poorly thought out connections, can increase opportunities to commit crime.

Safe movement and access are strongly influenced by elements and spaces acting as **movement predictors** or **entrapment spots**.

Pedestrian tunnels and bridges, narrow passageways, moving escalators and staircases all serve as effective predictors of a user's route. Such **movement predictors** are of particular concern when they are isolated or end in **entrapment spots**. Eliminating and/or managing such elements and spaces are important for enabling safe movement.

The right level and type of access, resulting in places that are well connected and secure, is achieved through careful, creative design based on a thorough assessment of the local environment.

Left to right:

1. Key pedestrian routes should be well lit at night.
2. Clear and well-defined routes for pedestrians enhance enjoyment of the waterfront area.



## 1.0 ACCESS

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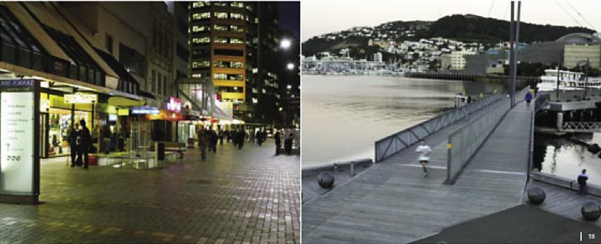
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Left to right:

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2. Clear and well-defined routes for pedestrians enhance enjoyment of the waterfront area.





■

Considerations

MOVEMENT FRAMEWORK

- A good movement framework has direct routes that lead people safely to the places they want to go by whatever means – on foot, by bike or on public transport. This should cover the needs of all people, including the elderly and disabled.
- Well connected street networks provide pedestrians with a choice of routes. Layouts based on main routes and shared spaces reduce the need for underused alleyways, shortcuts and minor access points that can become vulnerable to or facilitate crime. The consequences of the number and type of connections in each particular setting need to be carefully considered.
- Major connecting streets should have long sightlines to help navigation and monitoring of danger spots.

- Footpaths should be designed to allow visibility and avoid creating potential hiding places. Physical elements such as continuous solid fences, blank walls or planting beside footpaths that impede sightlines and reduce opportunities for surveillance should be avoided.
- Access points to private development or communal spaces should be clear and casual access removed or managed.
- Public access to the rear of buildings should be restricted. In particular, secluded footpaths or alleyways should not run at the rear of, and provide access to, buildings or gardens. If this is difficult to achieve other measures such as enhanced visibility and good lighting need to be considered.

ENTRAPMENT SPOTS AND MOVEMENT PREDICTORS

- Keeping pedestrians and vehicles at the same level, including pedestrian crossings, limits the need for elements that act as movement predictors (such as footbridges, tunnels and

Left to right

3

This cycleway is visible from the adjacent road.

4

Clear views and different paths allow people a choice of routes.



■

underpasses). Where these are unavoidable, other measures to reduce vulnerability such as increased visibility (e.g. exit ways that are visible from the entry), lighting, and activity at and around these spaces need to be considered.

- Potential entrapment areas along or around frequently used pedestrian routes should be eliminated, particularly those in close proximity to movement predictors. When potential entrapment spots cannot be designed out, they should be gated or secured at night.
- Pedestrian and cycle paths should be physically integrated into surrounding areas to avoid predictability of movement and provide pedestrians with a choice of routes.
- Alternative routes that are well lit and well travelled at night should be made available. Multiple exit points from public spaces and along pedestrian routes or paths should be provided and clearly signposted in advance of entrances to underpasses, overpasses, escalators, etc.

THINK CRIMINAL!

Crime and antisocial behaviour are more likely to occur if:

- pedestrian routes are poorly lit, indirect and away from traffic
- streets, footpaths and alleyways provide access to the rear of buildings
- it is easy for people to become lost or disoriented,

Left to right

5

Good views through the park help create an open and safe playground.

6

Lots of people and activities from one safe place.

7

The UK Safer Places Guide, 2006, suggests that one way to manage how the configurations of existing and planned features and spaces in a location might affect crime is to think criminal, or more formally to think how criminals might want to exploit the use, layout and development of land. A checklist of 'think criminal' questions adapted from the UK Safer Places Guide is included under the guidelines for each quality.



# 2.0 SURVEILLANCE & SIGHTLINES

■

Surveillance and sightlines: See and be seen

Places where all publicly accessible spaces are overlooked, and where clear sightlines and good lighting provide maximum visibility.

Surveillance and sightlines and many of the other qualities, particularly 'access', 'sense of ownership' and 'layout', are underpinned by the theory that places are safer if they are overlooked.

The idea of 'see and be seen' is a central CPTED principle. Effective surveillance and maximising visibility are central to safe design. Places that have passers-by, or windows and activities that overlook them, provide the victim with the possibility of help and the criminal with the risk of detection.

Clear sightlines and good visibility allow people to see where they are going and make a reasonable choice of routes. This has a significant impact on feeling and being safe. Landscaping design has a key role in enabling clear sightlines and good visibility.

In areas designed for use after dark, visibility depends on effective lighting. Well designed lighting increases the opportunity for surveillance at night, sends positive messages about the management of an area, and enhances the aesthetics of the night-time environment.

Considerations

SURVEILLANCE: SEE AND BE SEEN

- Places that could be vulnerable to crime should be overlooked by buildings that are busy at all times, or places that are activity generators. Windows and activities in buildings should be directed to overlook pedestrian routes, open spaces and car parks at ground level.

Left to right

7

Cafe patrons provide 'eyes on the street'.

8

Taxi drivers help keep an eye on the surrounding area.



■

- Windows and doors should face onto the street. Active frontages with ground level uses opening to the street (e.g. cafes and shops) should be encouraged. The more windows overlooking the street and other public spaces, the better.
- In some circumstances, security cameras and security staff may be appropriate in addition to (but not instead of) informal surveillance ('see' physical protection).

VISIBILITY/SIGHTLINES/CONCEALMENT REDUCTION

- Providing visibility into spaces where there is a perceived risk to personal safety, (e.g. stairwells, elevators, car parks, bike stands and lobby entrances) is critical.
- Barriers (e.g. landscape features, fences and walls) along principal pedestrian and bicycle routes should be low or visually permeable (made of see-through materials).

- Features and elements that inhibit sightlines should be avoided, such as:
  - blind corners, especially on routes where movement is predictable
  - sudden changes of grade on pathways that reduce sightlines
  - concealment spots (unless they can be secured after-hours)
  - pedestrian tunnels.
- Hardware, such as mirrors, combined with good lighting can help to improve impeded sightlines and restore visibility.
- Dark areas next to designated pedestrian routes, private dead-end alleyways and recesses in fencing or walls (e.g. entrances and doorways) can create opportunities for concealment and should be addressed. Where a concealment area is unavoidable, aids to visibility (e.g. convex mirrors) and good vandal-resistant lighting should be provided.

Left to right

9

Fencing clearly defines a boundary while maintaining visibility of the playground from the street.

10

Ground cover and trees do not block sightlines and opportunities for concealment are reduced.



■

LIGHTING

- It is crucial that lighting:
  - sends the right messages to the public about the safe and appropriate use of space at different times of day and night
  - is an integral part of the overall design and considered in relation to the specific needs of the place
  - is designed with management and maintenance in mind (e.g. lighting fixtures are vandal resistant and kept out of reach)
  - is well-maintained and bulbs are promptly replaced as part of a co-ordinated management strategy.
- Lighting should:
  - provide good visual guidance and orientation
  - support visibility for pedestrians as well as for motorists
- be considered for places that are well used at night (e.g. car parks, major pedestrian and bicycle routes, public spaces, building entrances, public toilets, access and egress routes) and for areas where safety risks have been identified
- ensure visibility for a reasonable distance to improve perceptions of safety.
- Lighting should be placed to ensure:
  - uniformity of lighting levels over an area, avoiding glare and reducing the contrast between shadows and illuminated areas, except when highlighting a specific area or feature
  - vegetation or other elements do not interfere with its effectiveness.

11

Real activity on the street helps to create opportunities for informal surveillance.

12

Good quality lighting assists in providing comfortable pedestrian movement.



■

- Lighting should not be provided in areas not intended for night-time use, therefore avoiding a false impression of safety.

THINK CRIMINAL

Crime and antisocial behaviour are more likely to occur if:

- criminals can operate and travel to and from the location without fear of being seen
- criminals or their activity do not attract attention, or they are confident that no action will be taken
- the sides of a building and its surrounding spaces are not overlooked by surrounding users or passers-by
- buildings and spaces are not designed to allow surveillance 'outside' from 'inside' and vice versa.

13

Open design allows surveillance into this ground floor car park.

14

The dark colour of the fence railings allows good visibility through to the park.





## 3.0 LAYOUT

### Layout: Clear and logical orientation

Places that are laid out to discourage crime enhance perceptions of safety and help with orientation and way-finding.

The layout or structure of a place (how buildings, spaces, uses, activities and circulation relate to one another) affects its safety and the perception of safety. Of particular concern is the legibility of a place – the ability of the environment to communicate a sense of place and give messages about orientation and direction. Legibility is an important quality of safe places as it strongly influences the feeling of security.

A safe and legible urban structure has a well defined and clearly understood movement framework and good quality, highly-used public spaces that support surveillance.

Pedestrians need well-lit and clearly defined routes linking areas of activity and key destinations. A legible layout lessens the need to depend on signs to find one's way around. It enables people to read their surroundings and the way ahead in order to detect dangers and warning signs.

Unattractive and poorly maintained spaces feel unsafe and unwelcoming. A person's vulnerability to becoming a victim of crime may increase if it is easy to become lost or disoriented. Alternatively, a vibrant, high quality environment with good visibility and open familiar spaces attracts people, assists legibility, conveys confidence and helps to reduce fear.

Left to right:

15. Good views and signs help visitors understand the park layout.

16. The entrance to the railway station is clearly visible.



### Considerations

#### DESIGN AND SITE LAYOUT

- Design should:
  - enable people to find buildings and site entrances and exits as well as services such as telephones, public toilets, car parking facilities and other vulnerable uses in isolated areas.
- Site layout of areas and spaces should:
  - have a well-defined movement framework with interconnected streets providing safe alternative routes to destinations
  - have easily understood pedestrian networks to help with orientation and way-finding
  - provide good quality public spaces overlooked by buildings with active frontages.

Left to right:

17. Strategically located signs help to orientate park visitors.

18. A network of high quality pedestrian paths makes it easy to get around.



#### BUILDING DESIGN

- Building entrances should:
  - be clearly visible, well-lit and facing the street
  - have lobbies visible from the outside
  - have any ramps and lift entrances in visible areas that are connected to street activity to emphasise their presence and ensure safety for users
  - not create concealment spots next to pedestrian routes or public spaces.

#### SIGNAGE

See also 'quality environments' and 'sense of ownership'.

- Signs and maps should:
  - be strategically located at entrances to areas of activity, at bus stops and public facilities
  - be clearly visible and appropriately illuminated for night-time use
  - be informative rather than restrictive (e.g. 'do not enter')

- easily convey all necessary information in a form understood by different user groups (e.g. internationally recognised symbols)
- be legible (strong colours, clear contrasts, standard symbols, simple graphics and non-reflective surfaces).
- Information on signs and maps should:
  - identify access to assistance such as emergency services, information centres, public telephones, toilets, taxi ranks and bus stops
  - provide after-hours information, especially if certain exits are closed at certain times
  - clearly indicate street names and numbers and the purpose of the building (such as library, hospital, etc.).
- Signs that share a common design appearance and are provided at regular intervals along main pedestrian routes and at junctions are helpful.

Left to right:

19. Providing information where people need it, helps people to get around safely.

20. Sign boards into the environment as well as providing information.



## 4.0 ACTIVITY MIX

### Activity mix: Eyes on the street

Places where the level of human activity is appropriate to the location and creates a reduced risk of crime and a sense of safety at all times by promoting a compatible mix of uses and increased use of public spaces.

Crime can be deterred through the 'eyes on the street' of people going about their everyday business – making a place more secure by populating it.

The levels and type of activity are determined by land use patterns. A broad range of activities in a mixed use environment (such as residential, restaurants, offices and shops) helps to promote activity around the clock, informal surveillance and increased use of public spaces. It is important, however, that new activities are compatible with neighbouring land uses and are designed to minimise conflict.

#### Considerations

##### SAFER PUBLIC SPACES

- Popular public spaces are both successful and safe. The key is to:
  - create a high quality environment that attracts people to go and stay there
  - provide alternative opportunities and activities for those who might otherwise become involved in crime or disorder
  - design public spaces and provide a range of complementary activities that are enjoyed by different cultural and age groups at the same time.

##### THE RIGHT MIX OF USES

- Encourage a mixture of uses with a broad range of activities. Care should be taken to ensure that the different uses are compatible and right for the location.

Left to right:

21. High quality public spaces attract people to linger and enjoy their surroundings.

22. Shop windows create interest and activity at ground level.



- Opportunities for mixed-use developments should be maximised so that:
  - public spaces are used at day and night
  - potentially conflicting uses are avoided
  - proposed new land uses are compatible in scale, consistent with neighbouring uses and enhance the character of surrounding areas.
- Potential crime generating activities (e.g. licensed premises) should be balanced with other uses such as entertainment facilities for a range of age and user groups, restaurants, residential and commercial activities. Concentration of vulnerable development and uses should be avoided.
- A residential population in the town or city centre brings activity, surveillance and ownership. Opportunities for inner city residential living should be provided and encouraged.

- Ground level activity should be promoted, especially in high and medium density environments so that attention is drawn to the street level.

##### APPROPRIATE NIGHT-TIME USES

- Night-time uses that work well in both economic and safety terms include a range of activities, not just hotels and bars. A variety of complementary night-time uses with a range of closing times (such as restaurants, shops, cafes, cinemas, theatres and galleries) provide more 'eyes on the street', contributing to the safety of a place at night.
- Provision of secure car parking, safe public transport facilities and lighting should be promoted as part of a wider strategy aimed at supporting and gaining advantage from night-time uses, while avoiding associated opportunities for criminal activity.

Left to right:

23. Food vendors create activity.

24. City ambassadors keep an eye on things around the clock and provide help if needed.



#### THINK CRIMINAL

Crime and antisocial behaviour are more likely to occur if:

- an area is either very quiet or very busy, depending on the local context and the type of crime
- groups of people feel that there is nothing to do
- criminals can go about their business unnoticed
- places become devoid of activity at certain times of the day and night, while remaining accessible to offenders
- potential offenders and/or victims are concentrated in the same place at the same time, such as bus stops or taxi ranks throughout the evening.

Left to right:

25. Night time events create interest and activity.

26. Dealers provide entertainment for shoppers.





## 5.0 SENSE OF OWNERSHIP

**Sense of ownership: Showing a space is cared for**

*Places that promote a sense of ownership, respect, territorial responsibility and community.*

Encouraging residents and users of places to feel a sense of ownership and responsibility for their surroundings can make an important contribution to crime prevention. This can be helped if public spaces and spaces that are communal, semi-private or private are clearly defined.

Uncertainty of ownership can reduce responsibility and increase the likelihood of crime and antisocial behaviour going unchallenged. Alternatively, when responsibility and ownership are high, there is a feeling that crime is more likely to be detected and responded to.

Sense of ownership is closely linked to the overall quality and maintenance of a place. The 'broken windows' theory of crime suggests that initial attacks of vandalism, if ignored, can grow into a spiral of decline – the lack of response by owners or occupiers sends a message to offenders that nobody cares and that there are no apparent obstacles to them continuing with their destructive activity. Alternatively, places that convey a strong sense of belonging to and being cared for by someone (pride of place) are less likely to be a target of vandalism or crime.

**Considerations**

**DEFINITION OF OWNERSHIP BOUNDARIES**

- A clear distinction between public, communal, semi-private and private space should be provided by using design techniques and elements appropriate for the local context and the intended use of the space.

Left to right:

27 Planting, seating and change of grade show clearly where private space begins.

28 Low fences define ownership but do not block sightlines into and out of private residences.



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Left to right:

29 A sign shows the location of key facilities nearby.

30 Community murals promote local pride and ownership.



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Left to right:

31 The sign reinforces ownership and appropriate use of the park.

32 Public art helps to promote local identity.



## 6.0 QUALITY ENVIRONMENTS

**Quality environments: Well-designed, managed and maintained environments**

*Places that provide a quality environment and are designed with management and maintenance in mind to discourage crime and promote community safety in the present and the future.*

While getting physical design right is paramount, management and maintenance are important factors in maintaining safer places. The overall quality of the environment and its upkeep can influence both the perception and reality of safety and security.

A good quality, attractive public space that is perceived as well maintained and cared for by its owners and its users improves its overall image, encourages greater use, promotes greater respect for the environment and reduces the likelihood of crime or vandalism. Recent international research shows conclusively that good urban design has the potential to create value for communities, individuals, the economy and the environment.

Addressing maintenance and management at the outset of a development proposal will help to minimise running costs and the requirement for maintenance. Design needs to take into consideration long-term maintenance, while ensuring quality design and encouraging use. A long-term maintenance programme to establish strategies and responsibilities for the ongoing upkeep of a place is important.

'Quality environments' is closely linked to 'sense of ownership'.

Left to right:

33 Good design and quality materials create a busy and attractive space.

34 Regular maintenance assists in providing places that are attractive and safe.

35 Ministry for the Environment (2002) - 'The Value of Urban Design: The economic, environmental and social benefits of urban design'.



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'Quality environments' is closely linked to 'sense of ownership'.

Left to right:

36 Well-maintained landscaping welcomes visitors.

37 Street furniture should be robust and appropriate for its location.



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'Quality environments' is closely linked to 'sense of ownership'.

Left to right:

38 Clean and busy spaces are less likely to be vandalised.

39 Quality materials help to create pleasant spaces.





# 7.0 PHYSICAL PROTECTION

■□

Physical protection: Using active security measures

Places that include necessary, well designed security features.

While not traditionally a CPTED quality, physical protection measures are another design tool for reducing opportunities for crime. Physical protection is also referred to as **target hardening**. It involves measures that make it more difficult to commit offences and instil a feeling of safety in users. It includes active security measures (such as locks, closed circuit television and security staff) that aim to place secure physical barriers or **surveillance** in the path of the criminal – making crime harder to commit and raising the risk of detection and possible capture.

Physical protection is the most traditional method of securing a place against crime. While an obvious and important aspect of crime prevention, it needs to be considered in an integrated manner that puts and explores the other qualities first.

If applied without due consideration, physical protection can adversely affect the look and feel of a place. Measures such as grilles and barbed wire are often unattractive and increase the fear of crime by suggesting that the area is unsafe.

Some places need to be made secure. However, it is important that this is done in a balanced way by employing methods that reasonably secure a place without visibly announcing that the design was concerned about crime.

Considerations

DESIGN TREATMENT OF SECURITY FEATURES

- Avoid using elements that create a poor image or a fortress-like appearance. Integrate any necessary security features into buildings or public spaces by designing them to be intrinsic, unobtrusive or a positive visual feature.

Left to right

39. The lights along the path have been designed with vandal resistant housings.

40. The gate sends a clear message that access is not allowed.



■□

Possible design techniques include:

- treating gates and grilles as public art
- making perimeter fences look attractive by allowing **visibility** through the fences, including simple design motifs or combining them with a hedge (thorny shrub varieties can 'target harden' boundary treatment)
- using open grilled designs or internal shutters instead of roller-shutter blinds
- using different grades of toughened or laminated glass as a design alternative to various types of grille.

BUILDING DESIGN

See also building design under 'layout'.

- Building design should:
  - avoid design features that make access to upper levels easier

- consider secure doors, windows and entry telephone systems to protect buildings with multiple occupants
- locate lifts within secure entrances
- incorporate graffiti and vandal-resistant measures.

USE OF CLOSED CIRCUIT TELEVISION (CCTV)

- CCTV should not be considered as an alternative to getting the design right in the first place, but can be used retrospectively to compensate for poor design. While no substitute, CCTV can supplement 'harder' forms of security.
- CCTV can help with crime detection, especially when implemented as part of a wider package of crime prevention measures.
- CCTV can be an effective crime prevention measure when combined with appropriate lighting, targeted at particular offences, and supported by good management, monitoring and adequate response.

Left to right

41. Boundary definition can be a positive visual feature.

42. This fence clearly defines boundaries and is easy to see through.



■□

The way CCTV systems are designed and used should be influenced by their intended purpose (e.g. will it be monitored and used to direct police or other security personnel in the case of an incident?).

- Signs publicising that CCTV is in operation can increase its impact.
- Plans for the placement and use of CCTV should comply with the Privacy Act 1993 and advice of the Privacy Commissioner should be sought at the earliest stages of planning.

THINK CRIMINAL

Crime and antisocial behaviour are more likely to occur if:

- the target hardening measures (e.g. for doors, windows and gates) are inadequate for the building and the crime risk faced; or are not integrated, installed or used properly
- it is easy to enter and exit properties unlawfully
- it is easy to remove property
- there is no indication of mechanical or organised surveillance.

Left to right

43. Dark colours and see-through design mean that this fence is not visually intrusive.

44. This service lane has a grille-style gate that can be closed at night.



## CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN SUMMARY OF NATIONAL GUIDELINES

CPTED is a crime prevention philosophy based on using design of the built environment to reduce criminal activity and to foster social interaction of the community users

There are FOUR overlapping principles:  
SURVEILLANCE + ACCESS MANAGEMENT + TERRITORIAL REINFORCEMENT + QUALITY ENVIRONMENTS

The approach to managing the physical environment is via:  
NATURAL MEANS + ORGANISED MEANS + MECHANICAL MEANS

The National Guidelines define SEVEN qualities that define well design, safer spaces:  
ACCESS - *safe movements and connections*  
SURVEILLANCE AND SIGHTLINES - *see and be seen*  
LAYOUT - *clear and logical orientation*  
ACTIVITY MIX - *eyes on the street*  
SENSE OF OWNERSHIP - *showing a space is cared for*  
QUALITY ENVIRONMENTS - *well designed, managed and maintained environment*  
PHYSICAL PROTECTION – *using active security measures*

## PROPOSED DEVELOPMENTS IN KAITAIA CBD

The following plans show:

- The area of the Kaitaia CBD under consideration for re-development
- Proposed short term development sites (within 5 years)
- Ensuing pedestrian linkages





- KEY**
- 1. SHORT TERM DEVELOPMENT (PARK & RIDE SITE)
  - 2. PARK & RIDE DEVELOPMENT CAR PARKING
  - 3. REPLACEMENT OF COUNCIL PARKING SITE (PUBLIC SQUARE)
  - 4. SATURDAY MARKET - STREET CLOSURE FROM MELBA ST TO BAY OF
  - 5. PROPOSED AREA FOR PUBLIC SQUARE TO LINK WAREHOUSE DEVELOPMENT TO COMMERCE ST
  - 6. SHORT TERM DEVELOPMENT WAREHOUSE SITE
  - 7. PROPOSED COUNCIL PARKING



## KAITIA CBD : CURRENT CRIME ISSUES

A CPTED analysis is usually undertaken on a definitive proposal. In this case the proposal is still under consideration.

We suggest a process as follows:

1. identify current anti-social or criminal behaviour within the current CBD (tagging, property damage, robbery, assaults, etc) and the location of any such incidents.
2. Identify public development sites (existing square, potential new square and potential public carparking in Melba Street).
3. Incorporate CPTED principles (Natural / Organised / Mechanical) plus seven qualities for well designed spaces
4. Identify potential private development sites and consider potential impacts on public space



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