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**CPTED Assessment**

**prepared for**

# **BIRCHS RD PARK PREBBLETON**

**Selwyn District, Christchurch**

**September 2019**

## CPTED Assessment

### Prebbleton, Selwyn District, Christchurch

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Project Manager:	Anne Wilkins, Senior Landscape Architect
Prepared by:	Anne Wilkins, Senior Landscape Architect
Reviewed by	Rhys Chesterman, Novo Group Director

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**Anne Wilkins, Senior Landscape Architect**

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#### Address for service:

Novo Group Limited  
PO Box 38 123  
Christchurch 8842

#### Attention: Anne Wilkins

T: 03 365 5570  
E: [anne@novogroup.co.nz](mailto:anne@novogroup.co.nz);

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## Introduction

### Purpose and Scope

1. The following review is to provide an overview of the potential Crime Prevention through Environmental Design (CPTED) matters that may occur as a result of the proposed Birchs Road Park.
2. The purpose of this report is to assess the potential safety issues and provide recommendations on improvement or mitigation where possible for any identified safety concerns related to the proposed park 'Masterplan'.
3. The geographical extents for the assessment are the north western corner of Hamptons Road, Birchs Road and Leadleys Road, and the property boundary to the east. Additionally, any immediately adjacent land that would affect the CPTED assessment.
4. The scope for the CPTED assessment includes the impacts upon the health and safety of user groups resulting from:
  - a) The location of the existing receiving environment, including land uses and occurring known activities surrounding the site.
  - b) The changes to the immediate environment that will result in an adaption of the landscape.
  - c) The change from private rural landscape to public accessed land.
  - d) The proposed activities occurring as a result of the proposal.

### Methodology

#### Framework

5. The CPTED assessment is in accordance with the national guidelines, specifically framed by the NZ Urban Design Protocol. This is the Ministry of Justice '*National Guidelines for Crime Prevention thorough Environmental Design in New Zealand*' Principles Part 1 '*Seven Qualities of Safer Places*' and Part 2 '*Implementation Guide*'.
6. Data has been gathered via the New Zealand Police. This includes anecdotally via the local Police, and statistical data via the Police data website, in order to comprehend potential and existing community considerations or concerns.
7. The Selwyn District Council Long Term Plan 2015 – 2025 outlines a number of strategies for community safety. This has been reviewed in regard to any potential alignment with the proposed masterplans, parks and reserves, public spaces and vegetation. Furthermore, discussion with the Selwyn District Council was had on the potential future development environment of the area, though mostly assumption, based on the growing population and popularity of the area. This was focused on sites in the immediate vicinity of the proposed park site only.



8. The following documents have been reviewed in preparation of this report:

- The '*Birchs Road Park Prebbleton Draft Concept Masterplan*' by Global Leisure Group and Selwyn District Council.
- The resulting overall *Birchs Road Park Masterplan* in August 2019 by the Global Leisure Group and Selwyn District Council.
- The Traffic Assessment Report September 2019 by Novo Group.

### Site Visits

9. A site visit was undertaken on 30.08.19 to view the site and surrounds, surrounding activities and surveillance and any existing activities. An evening / night time site visit was undertaken on 17.09.19, more specifically to view existing lighting and visibility.
10. Photos were taken during the visit at key locations for reference and assessment. Additionally, a desktop analysis of site surrounds including GIS, Google Earth, Canterbury Maps and LINZ Maps has been undertaken.

### Review

11. The preparation of the report is as follows:
- a) A desk top audit and research via maps and plans.
  - b) Reports on receiving environment and location considerations.
  - c) Assessment of the plans against the national guidelines criteria.
  - d) Recommendations based on the findings of the report.

### CPTED Principals

12. The seven principles of CPTED 'good practice' and the criteria to be applied to the assessment are as follows:
- 1) **Access**; safe movement around the area, including clear entrances and routes, without areas of entrapment, or enclosure, and with escape routes visible and accessible.
  - 2) **Surveillance**; clear and open sightlines when moving through the area, and active or passive surveillance to the site is present to ensure the site is overlooked and 'seen'. Lighting is evident.
  - 3) **Layout**; clear and logical orientation and way-finding links.
  - 4) **Activity mix**; including 'eyes on the street' and maximising use of space. Activity generators at various times.
  - 5) **Sense of ownership**; displayed by levels of care and attention, that promotes the idea that the space is respected and surveyed by the community and authorities.



- 6) **Quality environments**; that are well maintained and managed to discourage crime by displaying devotion and upkeep.
- 7) **Physical protection**; such as fences, security lights, and other elements that suggest active safekeeping.

## Proposal Details

13. The existing private rural landscape block is to be transferred into publicly accessed large scale 22-hectare park. The masterplan includes areas for sports fields, active and recreational play spaces, a dog park, and areas for landscaping and waterway development.
14. Infrastructure including toilet blocks, a changing facility and paths is to be included to support the various park uses.
15. There are also a number of carparks at key interface points proposed, off Leadleys Road and off Birchs Road.



Figure 1: Birchs Road Proposed Masterplan (Source: Selwyn District Council, April 2020)



## The Receiving Environment

### Crime Statistics

#### Community Considerations

16. I had a discussion with Senior Constable Mike Harker from Lincoln Police on the 27/09/19 regarding the area in general, and to discuss any police or community concerns that may link to the park development. The following is anecdotal data from our discussion:
  - a) There is a low crime rate generally in Prebbleton in public areas. No real concern on arson, violence or assaults. The crime that tends to occur is mostly private residential burglaries, or car break-ins.
  - b) Suspicious behaviour in the area is not high. However, there were some recorded incidents where cars pulled over on Springs Road and harassed female passers-by.
  - c) There is concern that out-of-town criminals can swiftly access Prebbleton, due to the new motorway, and then leave swiftly undetected. High speed limits and unmonitored rural quiet roads provide safe passage for speeding away from crime.
  - d) Surrounding local crime is mostly from Lincoln, or Rolleston, with students driving and 'parking up' in areas resulting in public drinking and/or general disorderly behaviour.
  - e) There were several break-ins to various clubroom facilities in Tai Tapu and West Melton. These occurred when the facilities were accessible and were not fenced.
  - f) Police responded to several callouts to a new skate park in the area, where low level stealing or disturbance has occurred.
  - g) Support the use of features such as lights and security cameras, and also infrared cameras, and generally gave feedback that this works very well in deterring and recording criminal activity.
17. Police do not operate 24/7 in Prebbleton currently, further ensuring that 'after-hours' crime be deterred as much as possible. With population growth it is anticipated that this may develop or adapt over time.

#### Crime Profile

18. The police crime data [RCVS] outlines there were a total of 32 crimes reported in Prebbleton over the 1-year period from 01 August 2018 – 31 July 2019 (most recent recorded time period). The crimes recorded were ranging from abduction / harassment, robbery / extortion, unlawful entry with intent, theft and acts intended to cause injury.
19. Figure 2 display the crime trends for the specified time frame from 2015 to 2019. The results generally outline the overall trend is fluctuating, with no real increase reflected as paired with the growth of the area (over the 3-year period). The statistics do not outline any real overall trends for the area. It appears crime occurred mostly at the end of the week, on Friday or Saturdays, with burglary being the highest risk offence. Public space offences are not specifically listed out.



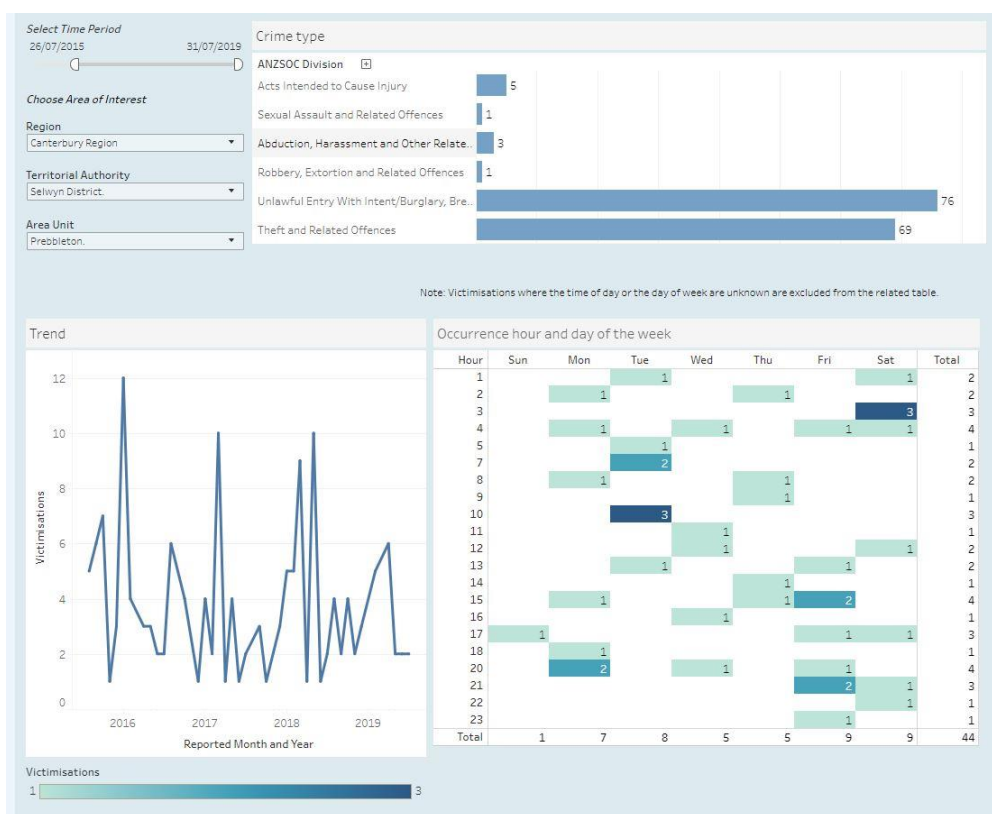


Figure 2: Crime Statistics for Prebbleton Area 2015 – 2019 (Source: Police Data Source)

## Location and Site Observations

### Surrounding Environmental Factors

20. The site is located approximately 1.3 kilometres from the main centre of Prebbleton. The key link is via Birchs Road which directly borders the site to the west. There are two adjacent roads to the north and the south. To the north is the no exit Hamptons Road, and to the south is the rural link Leadleys Road.
21. The receiving environment is rural in character. To the north and to the west is rural-residential blocks. Directly adjacent to the site to the east is rural land used for grazing. Properties to the south and to the east are noted as being for sale. The nearest built-up residential area is the subdivision off Birchs Road north of Trices Road approximately 550 metres north.
22. The wider area does not contain many parks or reserves. The closest link to another public space is the Prebbleton Reserve off Tosswill Road approximately 920 metres to the north.
23. Overall the area is relatively remote and isolated, being offset from the subdivision and township enough to feel disjointed. Connections could be increased over time with urban sprawl.

### Immediate Site





24. There is an old, dilapidated house, with surrounding sheds and landscaping, currently on the site. No real signs of vandalism or congregation is apparent, although the property is well gated. It is assumed this is will be demolished and removed prior to the park being established.
25. There is a waterway running through the midst of the site with some minimal vegetation along a short portion of this. The site is bordered by established tall shelter belt hedging to the north and the west. Otherwise the site coverage is exotic grassland which would be cleared prior to park established.
26. There are mature established shelterbelts lining the north and west of the site. There is a low hedge (scrubby broom / gorse) lining along the boundary of Leadleys Road. There is a line of mature gum trees to the east of the site.

### **Existing Movement and Pedestrian Flow**

27. There are several existing bus stops along Birchs Road, the closest to the proposal being on the west side of the street, approximately 16 metres south from the intersection with Hamptons Road.
28. The key shared path track linking Christchurch to Little River, the 'Rail Trail Cycleway', is located along Birchs Road. This is typically well used from locals linking in from either Lincoln or Prebbleton, and from wider areas.
29. There has been a Traffic Assessment done by Novo Group outlining traffic movements along the adjacent roads. The busiest link is Birchs Road to the west of the site, with almost eight times as much traffic volume as Leadleys Road to the south. Hamptons Road is a no exit street and has minimal movement, given it is not a thoroughfare.

### **Site Observations**

30. The site is to change from private, fenced off private land to public park space, therefore the dynamics will change dramatically. As the immediate proposed site is currently not activated, the surrounding observations form the key indicators for the implications of this change.

#### *Daytime Observations*

31. The site visit was undertaken late morning approximately 11am on a weekday morning. Weather conditions were clear, and observations were uninterrupted.
32. There was a consistent flow of people walking and cycling down the Birchs Road shared path adjacent to the site. No pedestrians or cyclists were observed along Leadleys Road or Hamptons Road.
33. There were signs of some littering in the form of discarded beer cans at the southeast corner of the site down Leadleys Road. This could be a site for lingering, even with the apparent lack of carparking or public space (only a large grassed road berm borders the road). Rubbish was again observed at this same location several weeks later, indicating the possible use of this area as a meeting location, rather than the alternative of being discarded from vehicle(s) traversing at speed down Leadleys Road.



34. There appears to be several properties, specifically rural blocks, for sale in the area including the immediate property to the south which is currently grazing.
35. I gathered photos from seven locations around the site in order to assess the surrounding links and visibility to the site. Photos were concentrated around the site, rather than within, in order to assess the existing 'eyes on site'. The photos are presented in Appendix 1 and the locations for these are shown in the diagram in Figure 3 below.

#### *Night / Evening*

36. The site visit was undertaken approximately 9pm on a weeknight. Weather conditions were poor with rain. The observations of activity include:
  - a) Minimal / intermittent traffic flow down Birchs Road.
  - b) No traffic flow down Hamptons Road or Leadleys Road.
  - c) No public presence, either walking or cycling (note; weather conditions could have affected behaviour pattern).
  - d) No private interface direct to site, being either visible (lit) windows or dwellings (outdoor areas) viewing out to site.
37. The existing lighting was non-existent; not unusual given the site is currently a private rural land block. Two lights are situated in the surrounding vicinity of the proposed site. One stationed at the corner of Leadleys and Birchs, and one at the intersection of Hamptons and Birchs. These are both singular street lights on the western side of the road, and do not create any light spill into the site.



Figure 3: Onsite Photo Log (Source: Novo Group)



## CPTED Considerations

### Access

#### *Wider scale*

38. The site location has its challenges from a CPTED perspective; particularly isolation and remoteness. Given it is in a rural location, that is away from the 'built-up' town, it appears quite removed. Generally, the site feels offset to the wider township.
39. The disconnection is further articulated via the rural-residential properties and their relationship to the road networks. The dwellings are offset from these roads with extensive screening and are often orientated away. To increase connectivity, it is encouraged that the existing surrounding areas be linked into the site as much as possible, through pathways, land use and infrastructure developments. It is appreciated that screening of private land is not within the control of the project.
40. The speed limit is anticipated to change in the immediate surrounding areas, where the limit will go from an existing 80 km/h to 60km/h. This is supported to ensure slower movement and increased time of visibility.
41. The high-speed limits of the adjacent roads, and the lack of infrastructural breaks (such as lights, intersections or roundabouts) at a wider scale acts to create unsafe zones i.e. being able to 'flee the scene' with minimal interference or disruption increases the possibility of offending. This is due to the nature of the surrounding rural environment.

#### *Site specific proposed interior access*

42. The Birchs Road carparks will be accessed via a single entranceway. This is encouraged from a CPTED perspective which detracts from vehicles swooping through past the public facilities at speed. Pull over zones where cars can interrupt pedestrians and there are no ways to remove from the situation is to be discouraged i.e. the parallel parking along Leadleys Road.
43. Access around the site has been allowed for with a variety of pathways and off-road trails. These paths have been defined as either shared paths or off-road cycle tracks. It would be encouraged that these links are maximised where possible so that decision nodes and options are made available. Clear and open entrances and edge treatments need to be encouraged to deter any hiding places.
44. The shared paths all appear to be well defined and necessary to reach set destinations. This is key in removing any potential for dead ends or entrapments.
45. A key potential linkage is in the northwest of the site, as defined on the masterplan as 'meadow space', surrounding subsequent planting and the 'feature entranceway'. The land-use in this area is inactive, mainly vegetation, passive activation and off-road tracks and paths. The opening of an access is the opportunity for creating a sense of arrival, wayfinding and demarcation of the park entrance. Ensuring the entranceway at Hamptons and Birches Road corner is 'opened up', clear and well-marked is key.



46. The southern intersection between Leadleys and Birchs Road is active space, with pause points for vehicles and pedestrians and visibly present dwellings in the vicinity. Ensure that this space is utilised for active uses where possible, and that the entrance be clear and obvious.
47. The intersection of active nodes i.e. the 'play spine', situated along paths is encouraged. This means use of the space will be seen, included and incorporated but is detached enough that the passer-by can choose to continue to walk the path if so chooses. These spaces along path network(s) create good exit and entry points for choice and escape.
48. The 'Pa Harakeke / Pa Toetoe' area appears to have several networks of paths which provide opportunity to divert from the main track. This is essential to ensure clear escape routes i.e. entrance and exit points are defined and not limited to one way in and one way out.
49. The junior sports hub has a main entrance across the boardwalk and additional smaller links across the stream to create track options to support various networks in and out. Path hierarchy should be supported.
50. There is a loop track, to the north and to the east of the wetland area, that could create areas for entrapment, hidden and/or dead space. Thoughts on how these could be extended into surrounding areas would be encouraged.

## Proposal Zones and Uses

### Surveillance

51. Future development of the area is likely to occur. The wider area is undergoing expansion and in response to this a build-up of the area is anticipated. To the north of the site is Rural Residential Strategy (RRS) Area 8 which could support another 50– 60 sections if subdivided (timeframe estimated at within 10 years or so). This could increase surveillance but could not be relied upon for current stages of the proposal.
52. The surveillance from surrounding fixed dwellings is very low. Virtually all houses in the vicinity are heavily screened from the surrounding roads. The houses located across the street from the proposal site on Birchs Road are bordered by thick mature hedging and shelter belts. Several houses, along Hamptons Road have some visibility to the site, as they have breaks in vegetation and are closer set to the road. There is one house along Leadleys Road, to the south east corner, with the most direct views to the site. Overall, observation from surrounding houses is practically absent and is therefore not a reliant source for surveillance to the site.
53. Given this, surveillance will then be mainly reliant on two factors. Firstly, the surrounding roads and secondly, the users of the park. In these ways activation and road views are the two key considerations in order to meet the surveillance CPTED criteria.
54. Birchs Road is the busiest network road next to the site. The shelter belt planting along Birchs Road street frontage would have potentially been established at some point for visual screening and noise reduction. The masterplan demarks this area as 'staged removal of hedge'; timing and portions of what to remove / when is not defined. It is



preferable to remove this hedge in order to open the site up for additional visual surveillance from the key arterial route and busiest street interface (Birchs Road) and from the greatest concentration of houses (although most of these are screened off as noted). If to be removed in stages, this should be clearly mapped out so that hidden areas or visual blocks are created. Staging should consider removing hedge portions at the most visible corners and feature entrances as priority.

55. A temporal spread of activities is essential given the lack of existing surveillance. The spread of activities across the day means the site is not known to be 'dead' or unseen at certain times. The potential for eyes on the site and passive surveillance is crucial in deterring criminal activity. See activation outline below.

## **Activities, Measures and Operations**

### **Activity Mix and Activation**

#### *Activities*

56. The dog park will introduce a high-turnover land-use, with users either driving to the site or linking in locally via the pedestrian paths. It is estimated the area will be at its busiest post-work hours circa 4 – 8pm depending on season during the weekdays, and (all) daylight hours over the weekend.
57. The sports fields will introduce that will occur at a temporal scale. Games could be a variety of types, including rugby, soccer, touch rugby, or cricket, at both a junior and senior level. Weekend use and some evenings is assumed for the high-use times. Otherwise, when a game is not scheduled, it is assumed these areas will be dormant and the park will be activated by the other land uses (the dogpark, pathways and playground / play / meadow areas).
58. The meadow area likely to be a flexible use area, possibly used for more informal sports ground uses, such as croquet, frisbee or open space for general outdoor use. This use would be sporadic and could be activated at any time. The flexibility for random activation is encouraged.

#### *Play Areas / Youth Spaces*

59. The youth space has been defined as potentially housing playground equipment, possible skate park or courts. Playgrounds bring life and variation to areas, but they also require a high degree of security. Generally, play areas are good for activation given their propensity to be used at any time of the day. Basketball courts could bring in activation and use at evening / night.
60. Once developed from the masterplan, the playground and youth spaces should be highly visible from the road and have clear routes in and out and options for entrances and exits. Vegetation around the area should be well defined.

#### *Staging*

61. Staging works can be a necessary component when developing a large site such as this, depending on budgeting and community requirements. Page 12 Masterplan demarks the



existing waterway is acting as a natural boundary edge through the site for staging purposes, with the initial area Stage One 2020 – 2022 being to the south. Stage Two is estimated from 2026 – 2027, meaning around 30% of the site will remain deactivated for some time post initial implementation. Notes for CPTED consideration:

- a) Ensure removal of the dilapidated house and clearance of vegetation to the north (in area noted as Stage Two) as a part of Stage One criteria to avoid any loitering or use of the dilapidated building once the site has been shifted from private to public land.
- b) The Stage Two area be perhaps delineated at the less activated part of the site nearer the east side.
- c) Birchs Road incorporation is key. I articulate that activation at the further north west point of the site is encouraged to be a part of the initial stage of works 'Stage One' if possible, including hedge removal.

## **Layout**

### *Pathways*

- 62. As we enter a site, we instinctively look for the exit. The park needs to have clearly defined exit areas for people to comfortably enter and use it. For this to function correctly decision points or nodes will need to be created along the key paths proposed.
- 63. Entrapment spaces; a dead end invokes defensive responses and dissuades people from using it. There is potential for this in several areas particularly where activities are lacking or there are no active areas that paths are leading to. Options i.e. 'decision nodes' where traversers can choose to avoid or escape as / if required is encouraged along the shared and cycle paths.
- 64. The main shared path network is to be retained along Birchs Road, with a subsequent pathway shown as diverging into the park. This creates opportunity for decision nodes or escape routes i.e. the user of the Rail trail can option to deviate away from this or stay on course down Birches Road. The preference is to have these optional path routes, including that of continuation or retention of the shared path down Birchs Road, if passers-by do not feel comfortable traversing into the park area.

### *Carparking*

- 65. Preference would be given to spaces that support groupings i.e. areas for parks as shown on masterplan, rather than parallel parking, where vehicles can easily 'escape'. Portions of fencing or bollards are encouraged to support appropriate controlled access and parking at temporal hours.
- 66. Parking along the Birchs Road main carpark will have the most visibility. Fencing and / or portions of bollards or fencing along the road facade is encouraged to control times of use. Good lighting along the paths and the carpark area is be imperative.
- 67. The service / maintenance area off Hamptons Road could be used as a congregation area. It will likely need to be detached, via bollards or fencing to dissuade this use. Detailed design on the arrangement of this area will be required once the design develops to ensure





visibility and safety of the area. It is noted several dwellings are located immediately across the road which will assist in surveillance, though the houses are relatively well screened / set back from the road.

68. Pull in areas for the police or fire emergency areas are to be considered, where large distances would not need to be covered on foot. There is a lack of linkage to the north eastern side of the site. If emergency services were required at north eastern areas (by waterways, walking tracks or dog exercise area), the distance links would be upwards of 300 metres across terrain to reach these areas.

#### *Buildings and Structures*

69. The buildings are situated well in relation to access and clear links. Each is in proximity to carparking for passive views from the roads and carparks. My discussions with the Police have suggested that break-ins, assaults or disturbances are well depleted when buildings are visible and are well connected, rather than set 'away' from the main access roads.
70. Clear paths, route options or decision nodes, and visibility should be maintained adjacent to the front of the (larger) building on Birchs Road. As noted, by Police data earlier, these areas can be problematic for crime.
71. The building near the dog park is set away from large portions of the site. Consideration could be made as to positioning this closer to the intersection areas down Leadleys Road service or maintenance area, depending on final arrangement of the park. Additional considerations should include the onsite observations results (see earlier section) which outlines there is good visibility from the house across the road but has suggested that this could be an area currently used for loitering.

#### *Vegetation*

72. Vegetation and shrubbery provide places to hide and conceal. While they are a crucial ecological part of park establishment, particularly when dealing with riparian margins, the species, design and layout of vegetation is very important to deter criminal activity. Riparian margin planting palettes will need to be considered for density and spread so that there will be no open areas created 'behind' plantings for concealment.
73. Larger trees and areas of planting should be concentrated away from key pathway links or areas where activity occurs at night.
74. There is several existing shelterbelts and large groupings of trees, in and /or adjacent to the site. Where these hedges block passive surveillance, particularly from Birchs Road, should be removed. The (minimal) interior site vegetation should also be cleared or lower branches that block sight lines be removed.
75. Development of plant palette species and will assist in further CPTED assessment. Canopy tree species and shrubs at lower levels are generally desirable species, to avoid any areas for concealment or hiding.

#### **Ownership and Quality Environments**





## Features

76. Gates and fences are effective measures to control movement. Given the remoteness of the area it would be practical to have some sort of gated access to all car parks.
77. Protection measures applied around key use areas particularly playgrounds. The play area, both natural and designed, should avoid any huts or building spaces as to deter any hidden areas for temporary lodgement or concealment.
78. Criminals are generally risk adverse. The visual presence of security cameras and fences and locks are often enough to dissuade or reduce criminal acts. These features are encouraged as they are effective to deter any criminal behaviour.
79. Lighting will need to be vandal resistant and well-maintained. This will be particularly important given the lack of existing lighting along Birchs Road and any spill lighting from surrounding properties. Bulb replacement could be put into an overall park management plan implemented.

## Actions for Consideration

CPTED Criteria	Assessment	Mitigations and Improvements Recommendation	Priority Level for Recommendations to Masterplan
Access	<ul style="list-style-type: none"> <li>A strong Birchs Road frontage is evident and is well utilised with the main car park.</li> <li>The connection to Birchs Road intersection(s) display some connection and links for wayfinding.</li> <li>Overall route choices are available and evident in the interior space, with many paths.</li> <li>Play spine and nodes along path networks are desirable.</li> </ul>	<ul style="list-style-type: none"> <li>Priority for intersection development, including north-east of site particularly, at corner entrance of Hamptons Road.</li> <li>Control of access and security gates is preferable.</li> <li>Links to all sports fields, Junior Sports fields and across the meadow area is encouraged.</li> <li>Access at key points be considered during staging.</li> </ul>	Moderate



Surveillance	<ul style="list-style-type: none"> <li>Fixed visibility is not evident, and the site is not well viewed.</li> <li>Area lacks evident options to create further surveillance from fixed locations to site location and existing screening, unless using future development (property / expansion dependant).</li> <li>Main surveillance will be from Birchs Road.</li> <li>Isolation and remoteness will likely be a key CPTED issue.</li> </ul>	<ul style="list-style-type: none"> <li>Improvements required to road frontage to maximise visual spectrum from Birchs Road particularly at the intersections.</li> <li>Given the lack of surveillance all efforts should be focused on opening out and maintaining views from and to Birchs Road as the key viewing platform.</li> </ul>	High
Layout	<ul style="list-style-type: none"> <li>Good layout evident for sports fields, parks and youth spaces.</li> <li>Site specific / detailed layout for dogpark and for meadow undesirable, as links to the wider areas are not evident and are underutilised.</li> <li>Appropriate wetland and passive areas are evident as tie in inactive spaces with ecological links and creates pathways.</li> <li>Staging plan undesirable as does not include all of Birchs Road.</li> </ul>	<ul style="list-style-type: none"> <li>Improvements required in refinement of key activities in relation to one another and in most visible areas.</li> <li>Meadow to considered for further activation in the 'active' intersection corner.</li> <li>Dogpark site specific treatments to ensure openness and links to wider park are included.</li> <li>Staging plan to be developed to include all active frontages in S1 (Birchs Road).</li> </ul>	High
Activity Mix	<ul style="list-style-type: none"> <li>Evident given the good range and variety.</li> <li>Some areas are not evident given the 'dead spaces'</li> <li>Multi-use spaces desirable for flexibility and extension of activity mix.</li> </ul>	<ul style="list-style-type: none"> <li>Links to each activity could be further considered.</li> <li>Temporal use and timing of each activity further defined, via pattern of use plan or otherwise, to ensure a proper maximised 'spread' of use.</li> <li>Link to layout of area north of Pa Harakeke needs refinement.</li> </ul>	Moderate
Sense of Ownership	<ul style="list-style-type: none"> <li>Evident as all of the spaces will be diverted to public space.</li> <li>Evident as community engagement will be encouraged where possible.</li> </ul>	The treatment of public space boundaries to define the area should be considered i.e. open and clear.	Low



Quality Environments	Evident as likely this will be of a high standard, given all spaces are newly established.	<ul style="list-style-type: none"> <li>• Lighting required.</li> <li>• Maintenance and management plan formulated.</li> <li>• Details to be considered during development of plan.</li> </ul>	Low
Physical Protection		Notes above regarding fencing and lighting. This is in the masterplan for inclusion.	Low

Table 1: Priorities for Masterplan Adaptions for Consideration

## Recommendations and Summary

### Summary

80. The proposed location in the block between Leadleys Road, Birchs Road and Hamptons Road is in a rural area offset from the main town with low visibility. A key focus for the prevention of possible criminal activity is creating connections to the surrounding site; reducing the impression of isolation and creating community ownership and visibility.
81. Passing traffic mostly along Birchs Road, and secondary along Leadleys Road, provides movement and provides the majority of the visual audiences to survey the site. These should be highlighted and enhanced where possible.

### Overall Recommendations

82. The dog park will likely to be a well utilised asset for the area and will activate the site at a variety of times by both vehicular and pedestrian users. However, there may be issues with separation if it is not as included into the wider surroundings or main road links, and the other activities. This is as it is located at a poor surveillance area being offset from Birchs Road and the various (minimal) rural dwellings in the area. It is recommended that consideration be put into site specific components, such as open views and links, at a detailed level to meet CPTED requirements.
83. A key visual node is the corner of Hamptons Road and Birchs Road, due to the intersection pause point, the adjacent properties, the lead in to Prebbleton and the bus stops. It is recommended that this is activated rather than retained as future use only i.e. this should be included into Stage One of works. This will further activate the corner site and create a higher level of eyes on the site / additional surveillance, while increasing wayfinding and legibility. This area potentially holds the greatest opportunity for creating a sense of arrival by demarcation of the park entrance and should be made accessible and clear.
84. Community engagement is the best aversion for crime. The mix of activities, and the sports fields, are well suited and meet CPTED criteria such as quality, ownership, activations, and community buy-in. Encouragement for expansion, or variety for all community and park uses, is encouraged for additional activation.
85. It is recommended that the option for the existing shared path along the main Leadleys Road corridor is retained, rather than only diverted into the park, for 'decision nodes' to be



evident. This creates the choice to 'option out' and not traverse through the park if circumstances call for it, or if passer-by / users feel unsafe depending on the time of day or night.

86. The existing passive surveillance audiences in fixed locations is limited. This is due to the overall site location significantly lacking in fixed 'eyes on the site'. Where there are properties in the vicinity, they are usually well offset from the road and have extensive screening. It is recommended, where possible, that future activities in the area are encouraged such as cafes, commercial or retail activities (or otherwise) where possible. This will create additional views and interfaces with the site to create increased visibility and connection. In the evident absence of this, it is stressed that the key road interfaces, being Birchs and Leadleys Road, create the greatest surveillance through transient pedestrians or vehicles. Foremost efforts should be made to integrate by clearing vegetation, increasing pedestrian flow and slowing traffic movement past the site.
87. Vegetation around the site should be minimised around road frontages and no shrub species be proposed where sightlines would be blocked above 1000mm in height.
88. Lighting will be required. It is recommended that all the carpark and public facilities are well lit. It is recommended that the dog park area and subsequent toilet block be lit. It is also suggested that the main pathways down Birchs Road be lit as a key pedestrian route, and the ancillary areas adjacent, to avoid areas hidden in darkness direct accessing the paths.

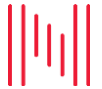
#### *Future Development*

89. It is recommended that ongoing discussions, and/or a meeting, with the local police be undertaken in order to translate collected data into collaborative effective measures for crime prevention. This is particularly relevant once the masterplan is at a more detailed level, where security measures and finer details such as fencing or cameras, can be discussed.
90. It is recommended that a subsequent CPTED assessment and/or consultation be undertaken once the developed design has been undertaken on the concept masterplan, to review the plan regarding the finer details, such as seat locations and design of toilet blocks.
91. It is recommended that a Management and Maintenance Plan be developed in accordance with the park implementation, to uphold the CPTED criteria to display a sense of ownership and a high-quality environment.



## **Appendix 1**

### **Photos: Site Observations**



**Location 1: Looking west down Hamptons Road**



**Location 1: Looking south across existing shelterbelt plantings (adjacent to the site)**





**Location 2: Looking northwest on Hamptons Road to adjacent properties with some visibility. Most are partially or fully screened with hedges.**





**Location 2: Existing shelterbelt planting within the site along Hamptons Road. Clear open sight lines for visibility and surveillance is a CPTED principle.**



**Location 2: Delapidated house within the site**





**Location 3: Looking east down Hamptons Road**



**Location 3: Looking south at the intersection of Hamptons Road and Birchs Road area. The area is the busiest with vehicles traversing down Birchs (and across the Hamptons crossing) and the Rail Trail pedestrians / cyclists.**



**Location 3: Looking north down Birchs Road from Hamptons Road intersection. There is a fenced, unoccupied substation site on the corner. The speed limit changes to 60km/ph approximately 50m north (shown).**



**Location 4: Looking north down the east boundary of the site. Gum trees line the rural block (believed to be outside of the site boundary).**





**Location 4: Looking west down Leadleys Road and the south boundary of the site. No active edges are present (across the road).**



**Location 4: Looking southeast from Leadleys Road to the closts dwelling. The house is one of the only in the vicinity with open view sightlines to the proposal site.**



**Location 5: Looking east down Leadleys Road**



**Location 6: Looking south down Birchs Road to Leadleys Road intersection. Most of these houses have the thick vegetative screening as shown on the left of the frame.**

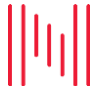




**Location 6: Looking north down Birchs Road showing shelterbelt screening along residential boundaries.**



**Location 7: Looking south down Birchs Road**



**Location 7: Small break in vegetative screening down Birchs Road**



