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INTRODUCTION

This report brings together the work of a group of postgraduate students taking the course in People, Communities and Planning. This forms part of the Masters in Urban Planning offered at the University of Auckland, School of Architecture and Planning.

We would like to acknowledge the input from Mik Smellie, from the Inner City neighbourhood group, SPLICE and Brodie Johnstone from the Department of Internal Affairs, for helping to conceptualise and facilitate the project.

In addition we would also like to acknowledge the work of Chris Dempsey, whose Masters thesis provided the basis for this work.

To help achieve the learning outcomes for the course, students were given the following brief:

The aim of this assignment is to introduce students to the process of understanding a city from both an individual and community perspective. By using either the safety audit template or the project for public spaces framework, students will assess a number of bonus floor spaces identified by a community group to gain an understanding of the role of these small pockets of spaces that have resulted from the application of the 'bonus floor scheme' in the planning consent process.

The 'bonus floor scheme' is essentially a tool by which developers provide some public benefit from an otherwise private development in return for increasing the buildings' floor area (Dempsey, 2003 p 34).

The assignment required students to put together a 1500-2000 word (10-12 page) report containing the following:

- *Easy read executive summary*
- *Introduction setting out the purpose of the report*
- *Explanation of the bonus floor space from the neighbourhood group perspective*
- *Photos and maps showing the current state and location of sites identified of interest by SPLICE and the DIA.*
- *Summary of the site assessment undertaken using either the Safety Audit template or the Project for Public Spaces checklist*
- *Critique of the site assessment tool selected*
- *Conclusion*
- *Self-reflection of the process*

Acknowledgement:

The course co-ordinator is Professor Dory Reeves.

Site Locations for each Group

KEY

Orange = Public spaces

Purple = New sites

Red = Non-compliant

Black = Through site links

Group A Mark, Natasha and Raj	Group B Phil, James, Catherine and Alyssa
(2) 5-7 City Rd	(14) 1 Khartoum Place
(42) 135 Albert Street ASB Plaza	(40) 23-29 Albert Street ANZ Tower
(74) ASB HQ Wynyard Quarter	(75) Site 14 Wynyard Quarter
(6) 109-123 Albert St (Sky City)	(5) 85-97 Customs St (Sebel Hotel)
(16) 65 Fort St/74-88 Shortland St (Lumley Tower)	(21) 150-154 Karangahape Rd (Iron Bank)
(48) 210 Queen Street/47 High St (Farmers)	(65) Crowne Plaza/Atrium on Elliot

Group C Maneesha, Will, Gustavo and Sophia	Group D Jacob, Courtney and Maulik	Group E Rosie, Stephen and Greer
(24) 56 Wakefield Street	(26) Hilton Hotel	(27) Beaumont Quarter
(?) Park at end of Maritime museum/Viaduct Harbour	(25) Viaduct Harbour Degree bar 204 Quay St	(43) Vero Building 34 Shortland St
(76) Cook St Depot	(77) 28 Shortland St	(78) 145 Nelson St
(8) 246 Queen St	(12) 27-35 Victoria St West/Durham St	(13) 20 Wyndham St
(22) 19-23 ANZAC Ave (Waldorf Celestion Hotel)	(23) 167-191 Victori Ave West (Telecom)	(32) 77-89 Symonds St (Langham Hotel)
(66) Quay St/Customs St (PWC Tower)	(46) 280 Queen St	(56) 2-8 Chancery/41 Shortland (Axa Building)

Map of all Site Locations assessed (by group)



GROUP A

Map of Sites Assessed

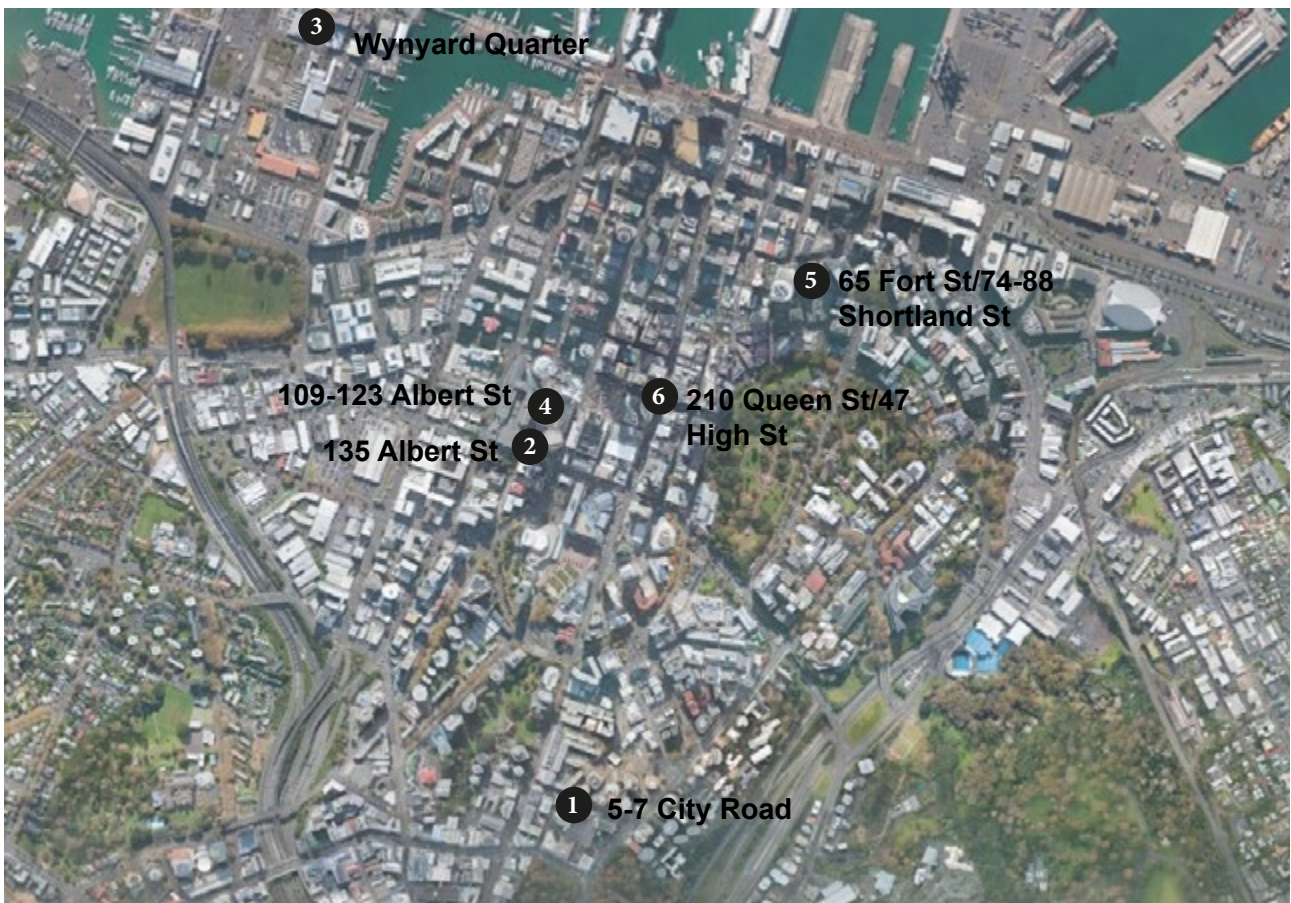


Figure 1: Map showing location of six sites in relation to Auckland's CBD

1: 5-7 City Road

2: 135 Albert Street

3. ASB HQ Wynyard Quarter

4. 109-123 Albert Street

5. 65 Fort Street/74-88 Shortland Street

6. 210 Queen Street/47 High Street

Easy Read Executive Summary



There has been an increase in apartment living in central Auckland.

This type of living can negatively impact mental, social and physical wellbeing. High quality public space can improve these issues.



Many public spaces in Auckland have been provided through the bonus floor scheme. This allows developers to exceed permitted floor areas if they provide a public space such as a thoroughfare or plaza.

One community group representing Auckland's inner-city residents is called Splice. They want to increase public awareness of Auckland's bonus floor sites, and maximise their potential.

For this report, onus floor spaces in Auckland were identified by Splice. Our group assessed these using the Place Diagram Tool (Project for Public Spaces, 2015). Our findings are documented within this report, along with pictures and maps.



The Place Diagram Tool is then appraised. Its effectiveness is then considered against the needs of inner city residents.

I conclude by making recommendations about how policy could change to improve future bonus floor spaces and their development.

Purpose of Report

By 2040, Auckland is predicted to grow by 740,000 residents (Statistics New Zealand, 2015). Consequently, Council has been forced to focus on developing high-density housing within the urban centre (Carroll, Witten & Kearns, 2011). While this reaps environmental, and economical benefits (Auckland Council, 2012b), attention must also be given to the impact on health and wellbeing as inner-city apartment dwellers experience social isolation, reduced outdoor activity, and lack a sense of community (Carroll et al, 2011).

Auckland based community group, Splice, is aware of these consequences and enthusiastic concerning the role public space can play in ameliorating the constraints of apartment living (Splice, 2015). Successful public spaces are valuable to the functionality, liveability and attractiveness of a city (Carroll et al, 2011, Auckland City Council, 2012).

The purpose of this report is to identify what public spaces, provided through bonus floor provisions exist in Auckland's CBD. These provisions enable developers to exceed permitted floor areas if they provide a public space. Bonus Floor Spaces will be assessed against the needs of Auckland's inner-city residents, as identified by Splice, using the Place Diagram Tool (Project for Public Spaces, 2016). This will inform decision making for the future use of these spaces.

It is noted that while Waitemata Local Board carried out an audit on Auckland's bonus floor spaces in 2015 (Auckland Council, 2015), it lacked detail concerning the nature and quality of these spaces, which are addressed in this report.

Bonus Floor Space Overview

Internationally, government departments have struggled to provide high quality public spaces due to funding constraint (Dempsey, 2003). In response to this predicament New York City created the bonus floor scheme in 1961, whereby private resource was used to deliver social outcomes. Under this scheme corporates could apply for additional floor space than allowable by policy, if they enhanced a component of the public realm (Smithsimon, 2006; Schmidt, 2008). This provision proved to be popular and was adopted by Auckland in the 1970's, leading to footpath widening, and provision of public plazas, thoroughfares and publically accessible artwork (Auckland City Council, 2012).

Council authorities hoped such provision would deliver safe, equitable, attractive, diverse, healthy and sociable inner city environments (Németh & Schmidt, 2011, Auckland Council, 2015). Recently, researchers, journalists and community group Splice, have expressed concern as to whether these spaces are actually achieving these outcomes. Similarly, international research contends that sites constructed under this scheme are uninviting, exclusive, and unusable, due to restricted entry hours, heavy surveillance, and cold, finishings (Németh & Schmidt, 2011; Smithsimon, 2008).

While acknowledged that different spaces are needed to meet diverse needs (Auckland City Council, 2012), we have chosen to focus on specific needs identified by Splice, a community group who advocate for Auckland's inner-city residents (Splice, 2015). We met with Splice personnel on March 18, 2016, asking for comments on what inner-city residents' need from the bonus floor spaces in the CBD. Responses, as outlined in appendix one, indicated a desire to have functional

and comfortable spaces promoting interactions among residents, and a place of refuge from the chaos.

Site Assessments

Following the interviews with Splice. Six sites that were established under Auckland Council’s bonus floor provisions were allocated to our group for assessment. The instrument used for analysis of these spaces was the Place Diagram tool, figure i (Project for Public Spaces, 2016). This tool, which was developed internationally, and contends that successful public spaces share four qualities: 1) that they are accessible; 2) that people are engaged in activities there; 3) the space is comfortable and has a good image; 4) and finally it is a sociable place (Project for Public Space, 2016). The tool defines a set of criteria for assessing each of these four factors so that comprehensive evaluation of the space is possible.



Figure i: Place Diagram Tool (Project for Public Spaces, 2016).

Having followed the Place Diagram tool (Project for Public Spaces, 2016) we then documented and coded our assessments into the predefined categories of the instrument as they related to each space. These assessments along with photos and maps of each site are recorded respectively in appendices 2 to 7, while a summary of each site is outlined below.

5-7 City Road

This site is predominantly accessed by a set of steep stairs off City Road; however, a path also leads around the back connecting to Symonds Street. Over the entrance hangs a large sign for the Italian restaurant that adjoins the space. No signage identifies the area as public. Three office buildings enclose the site. There is small view beyond these and limited shelter. The area is predominantly concrete, with three long rectangular wooden, backless seats to the south. While the site currently projects a desolate atmosphere, it is nevertheless clean. The large, empty, secluded space could cater to nearby office workers for after-work barbecues, small lunchtime concerts, or exercise classes. It is open at all times.

135 Albert Street

This site is currently under construction; therefore, a full assessment could not be made. However, it appears the site spills onto Federal Street or can be accessed by elevators from Albert Street or from inside an adjoining office building. The space has a water feature, a large sculpture and a few chairs. There is a roof covering, but no walls to the South or East of the site. The site appears versatile and lively due to its extension into the surrounding public realm. Compared to other spaces it does not feel as exclusive, and workers from surrounding buildings would feel comfortable meeting for lunch. It is quite exposed however and so would not cater

for intimate community activities. The escalator provides some relief to the steep incline between Albert Street and Federal Street. It is open at all times.

ASB Headquarters

This site is located off Jellicoe Street, in Wynyard Quarter. The rectangular site is set back into the ASB building, with the north boundary opening onto the public pavement and the south accessed by a short laneway that connects to Halsey Street. The space is covered, and clean. Bright artwork of local artists lines the walls, but there is no seating. The East, South and West walls provide direct access into offices and staff car parking for staff, but it is unclear what the accessway offers for the general public. While sparse, it is protected from traffic, rain, wind and sun and could therefore cater to public events. In consideration of this, it is noted, that it does feel owned and operated by ASB due to being located somewhat inside their premises. Despite this, the same finishing that is used on the public footpath continues into the space, suggesting it that this space is for anyone. However, public space exists closer to the waterfront that is just as accessible, has beautiful views, but is not dominated by a commercial atmosphere. The space is open to the public at all times.

109-123 Albert Street

This site is an access way owned by Sky City, providing a shortcut up to Federal Street. A small sign on the glass of the large doors at both entrances display the opening hours for public access (8am-6pm). The space is large, bright, air conditioned, clean and beautiful. It is a continuation of the Sky City brand. Escalators and lifts provide access to the upper level. There is no seating or other public amenities. The thoroughfare does provide relief to walking around the edges

of the long building, and should be promoted for this purpose. It is noted however, that it strongly radiates an atmosphere of wealth, privilege and exclusivity.

65 Fort Street/ 74-88 Shortland Street

This site is primarily a thoroughfare between the two streets. Glass doors at each entrance discreetly display the public opening hours of 8am until 6pm, and notify that bicycles are banned. The thoroughfare has an elevator that offers relief to the otherwise steep incline. The access way is clean, but dull and grey. Entrances feel very private, but not too exclusive due to the simple aesthetic finishes. The site includes a public space on Shortland Street that is large, rectangular and has a few large rocks across it. This space has great views, but no shelter or seating. The space could be utilised for gatherings after work among workers in the nearby buildings but additional infrastructure would be required.

210 Queen Street/47 High Street

This site is accessed directly through an internal alleyway off Queen Street and High Street. Signage identifying the link is unobvious and limited. The thoroughfare has an escalator and also contains a range of small takeaway food outlets. This space is highly frequented, but no one stops for long. It allows for a quick and slightly more accessible alternative to reaching High Street. However, it is quite dark, dirty and enclosed. This means it does not necessarily offer an improvement to walking along the street or down one of the other neighbouring thoroughfares.

Appendix Three: 5-7 City Road - Assessment, Maps and Photos

Figure 3.1 Map showing location of site (blue) and access points (red).



Figure 3.2: Table recording comments made while using Place Diagram Tool

5-7 City Road	Comments
Sociability	<ul style="list-style-type: none"> -Office workers or people waiting for a table at the restaurant may choose to meet here. -People using the space seem to know each other, interaction exists between two people seated smoking and someone who walks through -It doesn't elude pride, nor do people feel particularly attached to it. -It's prime purpose seems to be to facilitate a smoking break without having to walk far -May encourage office workers to sit outside

<p>Uses and Activities</p>	<ul style="list-style-type: none"> -At time of visit, two men are using the space. They sit on the benches smoking. -3 men in suits walk out of an office on one side of the space, and into an office on the other side -A couple of scooters are stored here -It is a predominantly empty space -Feels underutilised, it could be good for after work drinks -Desolate and quiet -Feels controlled by the office buildings
<p>Access and Linkages</p>	<ul style="list-style-type: none"> -Very difficult to find the space, based on commercial signage over the entrance. It feels like you would only go down the stairs to get to the restaurant. -Felt privately owned and operated - like we were in a space that we weren't allowed to be. -Surrounded by the walls of office buildings and a restaurant -Entered by stairs and small alleyways. -Nothing in the surrounding area would attract you to nearby unless you worked in one of the offices -No obvious connection to street. -No bus stops, carparking or trains very nearby -Space cannot be seen even from the sidewalk
<p>Comfort and Image</p>	<ul style="list-style-type: none"> -No vehicles are around, it is quieter and removed from the street -Concrete paved, no shelter, no view, no character -Grey and bleak -Very clean

	<ul style="list-style-type: none">-Some benches, limited, not arranged in an intimate fashion-Lots of windows look over it, so feels like well monitored and safe-Very secluded.-No photo opportunities, it's not beautiful-No shade covers
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Figure 3.3: Overview of site and seating



Figure 3.4 Commercial signage above entrance



Figure 3.5: City Road entrance



Figure 3.6: Scooters parked in space



Appendix Four: 135 Albert Street - Assessment, Maps and Photos

Figure 4.1 Map showing location of site (blue) and access points (red).

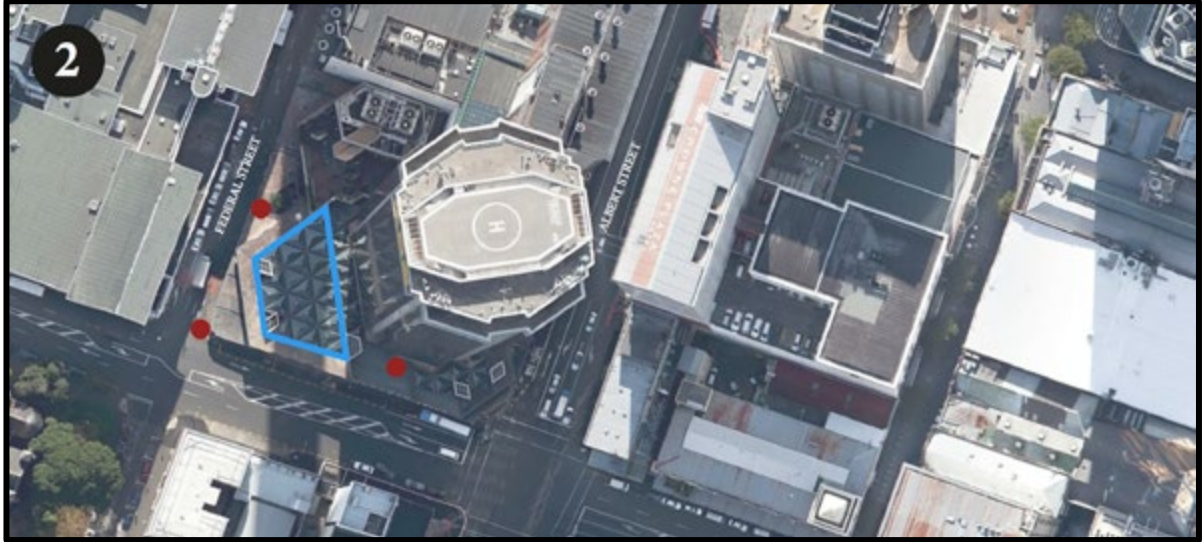


Figure 4.2: Table recording comments made while using Place Diagram Tool

135 Albert Street	Comments - Note: Currently under construction so assumptions have been made)
Sociability	-Cannot assess as closed off to public.
Uses and Activities	-Can be used as a thoroughfare as escalators link Albert Street to Federal Street -There are a few benches that could be used to eat lunch
Access and Linkages	-Space opens freely onto the streets, doesn't feel secluded or hidden -Minimal beams on the side of Federal Street and same pavement finish as street so there is a natural flow between the spaces making it feel just as public as the street

	<ul style="list-style-type: none"> -Very bright and well lit -Does have an obvious direct link into council, and escalator ends by the entrance into the council building so it feels like that is a corporate thoroughfare
<p>Comfort and Image</p>	<ul style="list-style-type: none"> -Some greenery -Limited Seating -Waterfall -Great view of sky tower -Can see inside council buildings, and design orientated that way -Huge sculpture, grey in colour, makes the space feel a bit more 'showy and prestigious' -Free from vehicles

Figure 4.3: Albert Street entrance

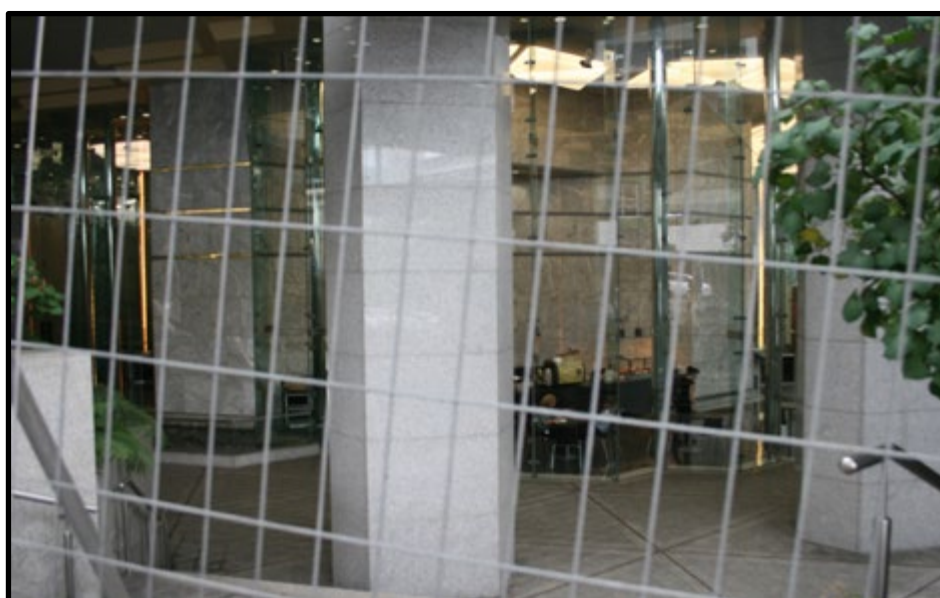


Figure 4.4: Public artwork and Federal Street entrance



Figure 4.5: Seating and Federal Street entrance



Appendix Five: ASB HQ Wynyard Quarter - Assessment, Maps and Photos

Figure 5.1 Map showing location of site (blue) and access points (red).

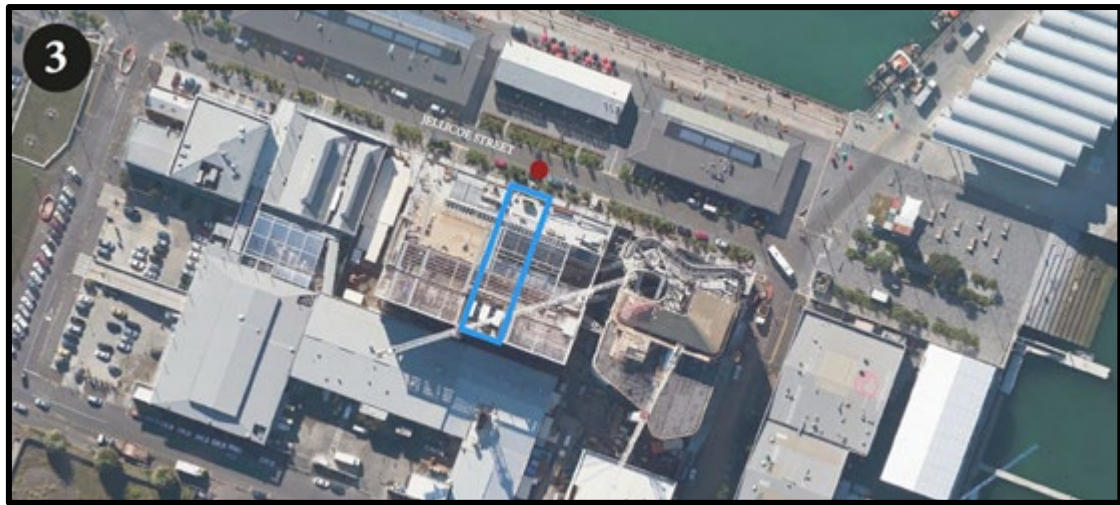


Figure 5.2: Table recording comments made while using Place Diagram Tool

<p>ASB HQ - Wynyard Quarter</p>	<p>Comments</p>
<p>Sociability</p>	<ul style="list-style-type: none"> -Empty concrete space. -Currently there is no reason to meet there, it is empty and doesn't lead anywhere. -Perhaps people with meetings in the building may meet here outside before going in together -People seem to use the space simply to enter work, or leave for lunch. It leads to a private side entrance for workers. -Perhaps it induces pride in office workers
<p>Uses and Activities</p>	<ul style="list-style-type: none"> -Only used by workers entering and leaving building -Large empty space so it could be used for a 'pop up' but it feels like you should be quiet and sensible as there is a corporate vibe.

<p>Access and Linkages</p>	<ul style="list-style-type: none"> -It does not link anywhere except to the ASB carpark and entrance into the office building -Opens up well onto the main street with the use of the same pavement so it appears public -It is very obviously locatable, but has little purpose if you are not a worker in the office building.
<p>Comfort and Image</p>	<ul style="list-style-type: none"> -Interesting building facade and bright coloured wall mural that tributes a local artist -Nice street planting and seating, but this feels is a part of the street rather than the space -Very clean -Wide and empty -Free of vehicles -The space feels safe and is very visible from the street -Completely sheltered

Figure 5.3: Rear entrance



Figure 5.4: Front entrance



Appendix Six: 109-123 Albert Street - Assessment, Maps and Photos

Figure 6.1 Map showing location of site (blue) and access points (red).

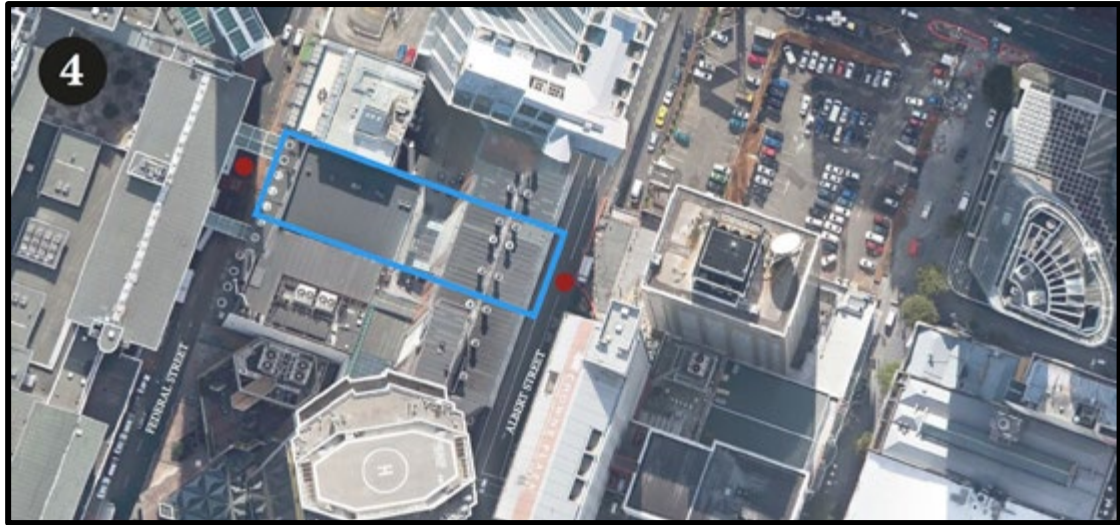


Figure 6.2: Table recording comments made while using Place Diagram Tool

<p>109-123 Albert Street (Sky City)</p>	<p>Comments</p>
<p>Sociability</p>	<ul style="list-style-type: none"> -Users of Skycity interact as they walk between venues -Everyone is on the move; no one is stopping to have a conversation. - Exudes pride, and a sense of entitlement. People look confident.
<p>Uses and Activities</p>	<ul style="list-style-type: none"> -It's main purpose is to access other parts of SkyCity -People are walking through to access the conference room -Feels as if it is under heavy surveillance -Provides a shortcut/escalators between Albert Street and Federal Street -It has a professional, smart, and expensive atmosphere, not like you could be relaxed or silly.
<p>Access and</p>	<ul style="list-style-type: none"> -Only open 8am until 6pm

<p>Linkages</p>	<ul style="list-style-type: none"> -Tiny wayfinding sign, we walked past a few times before finding the entrance. It looks like it is simply an entrance to SkyCity. -The access comes off two busy, highly populated streets. -Provides a shortcut to Federal Street that is accessible and saves going around the edges of the continuous facade along Albert Street
<p>Comfort and Image</p>	<ul style="list-style-type: none"> -Lots of thought went into the design as it is a clean, beautiful, high quality space. -Has the “Sky City” feel to it, representative of the brand -Air conditioning -No seating - thoroughfare -Exciting, wealth, anticipatory atmosphere - Sky City Image -Grand piano -Provides a quieter, calmer alternative to getting across that part of the city -Beautiful view -Feels safe and like its under surveillance -Feels private and like you should only be in there if you are using the Sky City facilities

Figure 6.3: Signposting



Figure 6.4: Thoroughfare design



Figure 6.5: Accessway

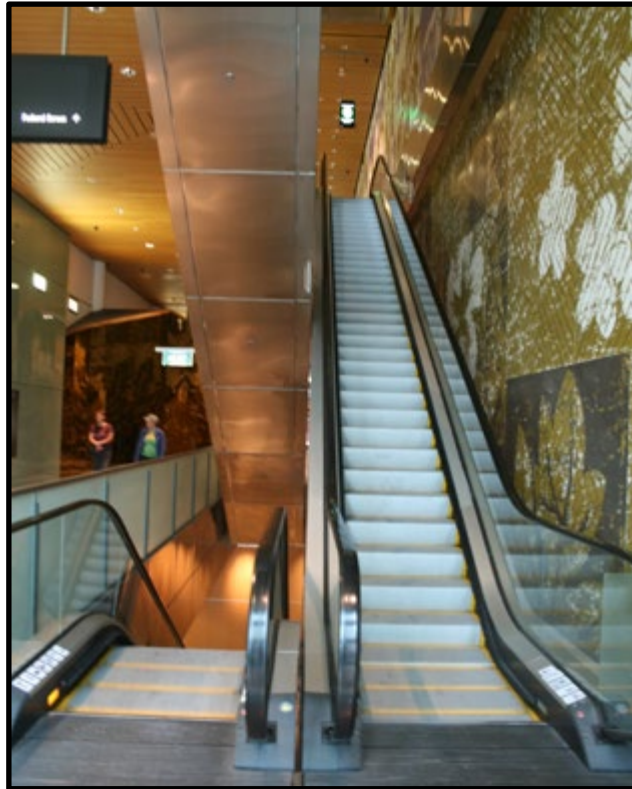


Figure 6.6: Grand Piano in accessway



Appendix Seven: 65 Fort Street/74-88 Shortland Street - Assessment, Maps and

Photos

Figure 7.1 Map showing location of site (blue) and access points (red).

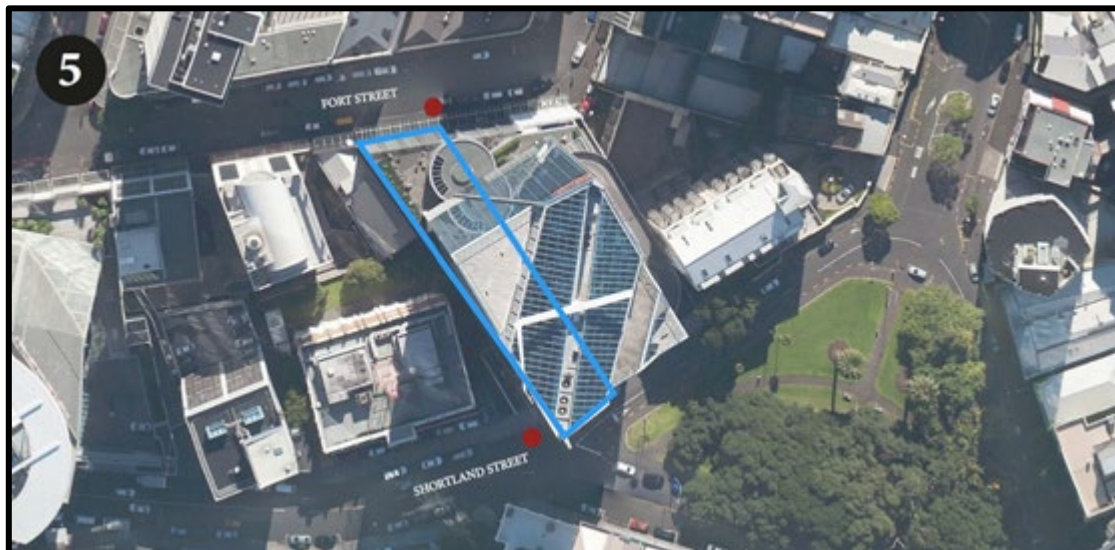


Figure 7.2: Table recording comments made while using Place Diagram Tool

<p>65 Fort</p> <p>Street/74-88</p> <p>Shortland Street</p>	<p>Comments</p>
<p>Sociability</p>	<p>-Perhaps this thoroughfare encourages office workers to use fort street, and go out for lunch</p> <p>-You wouldn't stop to chat, the purpose it to get to Fort Street/Shortland Street easily</p> <p>-There is nothing to promote interaction</p>
<p>Uses and</p> <p>Activities</p>	<p>-The open space outside the office on Fort Street could be used by office workers for a smoking break, you cannot sit down.</p> <p>-Offers a reduction in commuter time to get between these streets.</p>
<p>Access and</p>	<p>-Signage is not obvious.</p>

<p>Linkages</p>	<ul style="list-style-type: none"> -Provides an accessible alternative to reaching Shortland Street -Only open from 8am - 6pm -Bicycles are banned from using the thoroughfare
<p>Comfort and Image</p>	<ul style="list-style-type: none"> -Distinct seating is not available in the public space outside -The thoroughfare goes through what seems like an office lobby. -Good views of the city -Hard, concrete and grey surfaces -No coverings on the open space, but the accessway is all protected. -Very much feels as if it belongs to the office and is not a public good

Figure 7.3: Signposting



Figure 7.4: Signposting on elevator



Figure 7.5: Public Space off Shortland Street



Appendix Eight: 210 Queen Street/47 High Street - Assessment, Maps and Photos

Figure 8.1 Map showing location of site (blue) and access points (red).

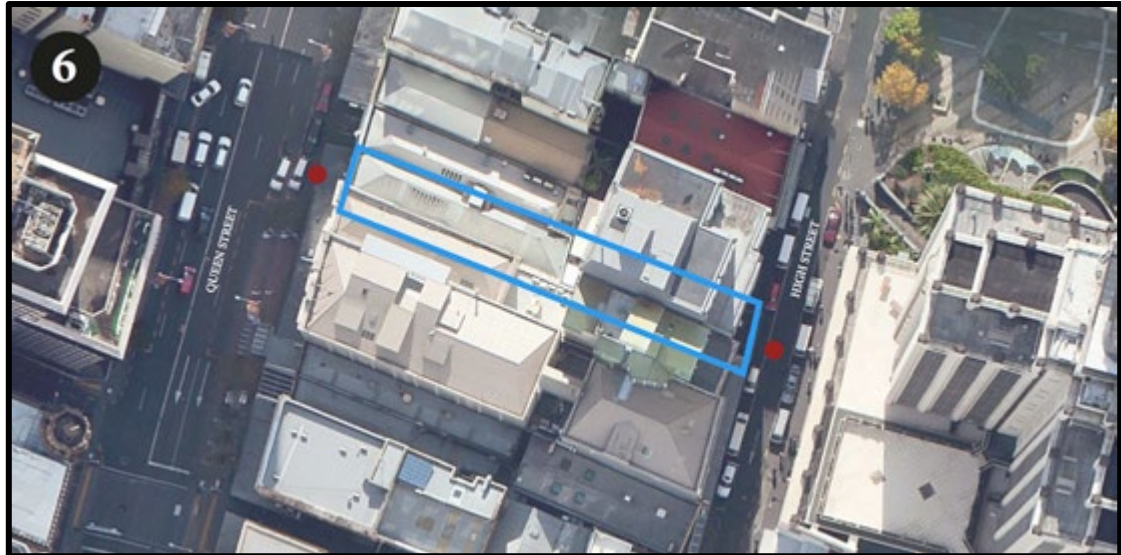


Figure 8.2: Table recording comments made while using Place Diagram Tool

<p>210 Queen Street/47 High Street</p>	<p>Comments</p>
<p>Sociability</p>	<ul style="list-style-type: none"> -People are in groups buying food from the restaurants -People do seem to come here with friends, but you must be purchasing something from the food shops, no space to ‘hang out’ or eat as they are all take-away style -Mix of ages and ethnic groups as there is an indian, and japanese food place. -People don’t seem to be proud of it though, it's more an opportunity to grab something to eat quickly
<p>Uses and</p>	<ul style="list-style-type: none"> -Lots of people passing through the space and using as thoroughfare

<p>Activities</p>	<p>or quickly dashing into one of the shops to grab food</p> <ul style="list-style-type: none"> -You don't feel like you have to buy something from one of the shops to walk through accessway though -The whole space is usable, except the toilets are obviously not for public use.
<p>Access and Linkages</p>	<ul style="list-style-type: none"> -Well signposted on both streets -You can't see it from a distance, but walking past you can see you can pop through -The escalator provides an alternative to walking up to High Street from Queen Street -Very convenient to get between the two locations -Inside and covered
<p>Comfort and Image</p>	<ul style="list-style-type: none"> -Feel quite cramped -Not very clean -No personality or character, you feel like you want to pass through quickly -Not a great alternative to walking up one of the adjacent side lanes -No places to sit -Doesn't feel exclusive for people purchasing food, as so many outlets make it feel a public space

Figure 8.3: High Street entrance



Figure 8.4: Escalator access

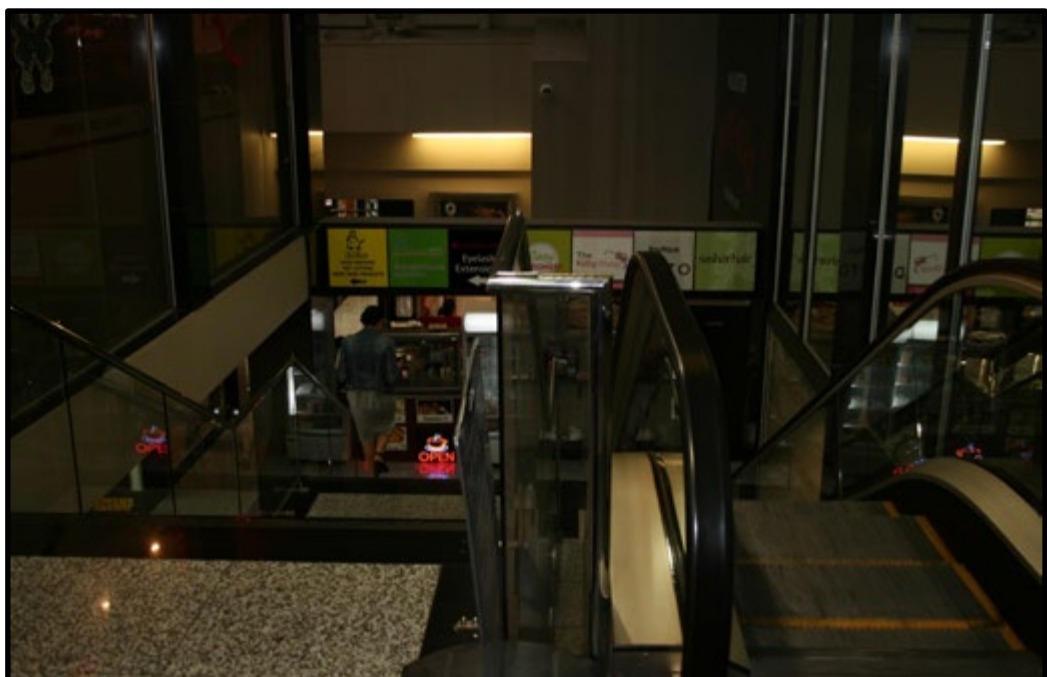


Figure 8.5: Thoroughfare looking out to Queen Street



Appendix Nine: Needs of splice members categorised into place diagram quadrants

Note: Blue: Access and Linkages; Yellow: Uses and Activities; Red: Sociability;

Green: Comfort and Image

	Splice Members
Thoroughfares	<ul style="list-style-type: none"> • Shortcuts - Quicker to get to nice places • Need to feel safe - Good lighting • Natural, environmental and cultural incorporations • Offer an improvement in someway, to walking along the street • Open & not cramped • Quiet • Improves accessibility • Well known - signposting obvious so residents use them (See faces of other residents using these routes!)
Public Space	<ul style="list-style-type: none"> • Quiet • Common-knowledge • More of them, so don't have to walk as far • Away from traffic • Away from hustle and bustle and busyness of city • Not commercial • Indoor options • Have a culture, vibrancy and character • Available to U18's • Promotes interaction between residents

	<ul style="list-style-type: none">● Neutrality● Retreat (space to think rest and relax)● Close to nature● Allows balance between personal space and feel safe● Smaller, highly frequented spaces so neighbours bump into each other● Attractive - brings residents out of their homes● Can play host to low-key community events● Can be booked by community groups● Residents aware of how spaces can be used.
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GROUP B

Summary of Sites Assessed

Six sites were assessed for this report, as shown in Figure 1:

1. Crowne Plaza/ Atrium on Elliot
2. 150 – 154 K Road (Ironbank)
3. 1 Khartoum Place
4. 85 – 95 Customs Street West (Sebel Hotel)
5. 23 – 29 Albert Street (ANZ Tower)
6. 'Site 14' Wynyard Quarter

Figure 1: Sites assessed for this report



A summary of the successes, failings, similarities and differences of each individual site is provided below. Please see Appendices A and B for full site assessment checklists and site photography.

Executive Summary

This report seeks to provide information about the experience of public space in Auckland's Central Business District.



Some sites provide convenient access between streets. Some sites provide a space where people can sit and relax.



Most sites need better lighting and mobility access. Some sites may not be a safe place at night.



Bonus Floor Area and its Importance to Residents

Bonus floor area is essentially a tool where developers provide some public benefit from an otherwise private development to increase a buildings floor area (Dempsey, 2003 pg 34). In Auckland City, this gives developers an incentive to gain greater floor area if the building incorporates elements that result in public benefit (Ampanthong, 2011 pg 1).

Providing public benefit from high density development creates a positive contribution to the liveliness and vibrancy of the central city (Auckland Council, 2010 pg 3). Features that achieve 'liveliness and vibrancy of the central city' include through-site links, works of art, plazas, heritage floor space, cycle parking facilities and accommodation (Ampanthong, 2011; Dempsey, 2003; Auckland Council, 2010).

The regulation of public amenity within private developments is not unique to Auckland or New Zealand for that matter. In an example from Hong Kong, Tang and Tang (1998 pg 33) suggest that regulating this type of development control enables city transformation and aids the renewal of dilapidated city centres.

Why is Bonus Floor Area Important to CBD Residents?

To understand why bonus floor area is important to residents it is imperative to hear from the residents themselves.

SPLICE is an inner city neighbourhood group that works with community development in Auckland's CBD. They enable the inner city community to input into connecting communities together (SPLICE, 2016). The findings from meeting with SPLICE are summarised below:

- "Auckland wasn't planned with the intention of people living in the CBD"
- "There isn't a lot of open space in the CBD because historically the CBD was not intended to be a place of living"
- "Living in apartments means the street becomes your living room"
- "If you are going to be squashed inside, you need outside space to compensate"
- "People living in apartments often become isolated"
- "There are a lack of indoor spaces that can be used"
- "Families can be constrained to the apartment if there aren't public spaces available"
- "Using public space in the CBD has a lot more restrictions than in the suburbs"
- "Accessibility is an issue – good places to meet but inaccessible to some people"
- "Throughways become really important when you live in the city – they link places without using roads"

(SPLICE, 2016)

1. The Crowne Plaza/ Atrium on Elliot

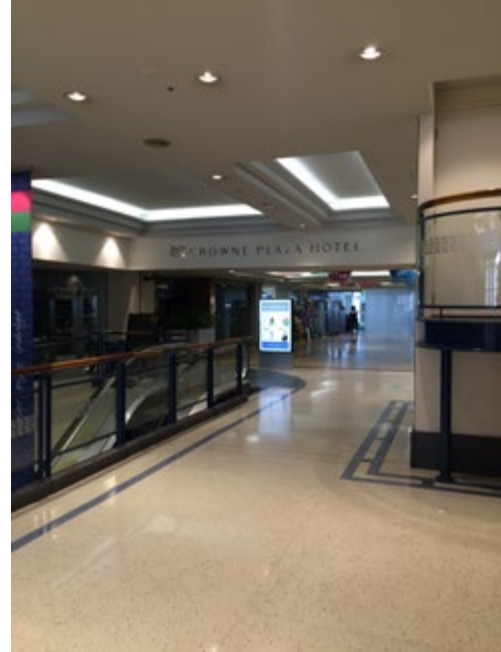
Figure 2: The Crowne Plaza pedestrian link



The Crowne Plaza/ Atrium on Elliot link provides a twenty-four hour public thoroughway between Elliot and Albert Streets. The link is well-integrated with Elliot Street which has minimal traffic and a people-centric atmosphere. Elliot Street entrances are sign-posted adequately and the 24-hour access sign is clearly displayed. Unlike a number of other spaces visited, this link was well-activated during the site visit. Passive surveillance is good and CCTV cameras are installed, which for some may be reassuring. The lighting in the spaces is suitable and arguably this site is the least likely of all sites visited to invoke fear or uneasiness.

Unfortunately, signage at the Albert Street entrance is entirely absent. Albert Street is also a main arterial route for buses and cars and a carpark exits where the pedestrian link opens to the street. This is not safe or pleasant for users. Disabled access is also inadequate; lifts are available but can only be accessed via stairs or escalators, and no alternative routes are sign-posted. There are also unsatisfactory way-finding signs once within the pedestrian link. Overall the link may be useful to the public who are familiar with it, but would benefit from improved signage and pedestrian safety measures on Albert Street.

The Crowne Plaza/ Atrium on Elliot



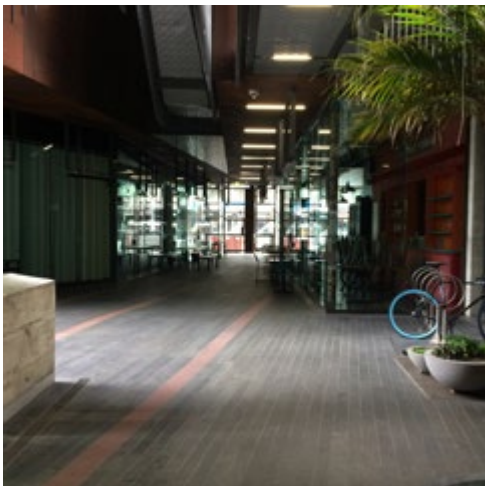
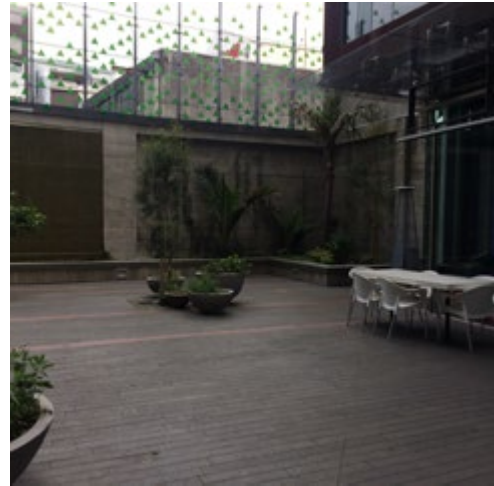
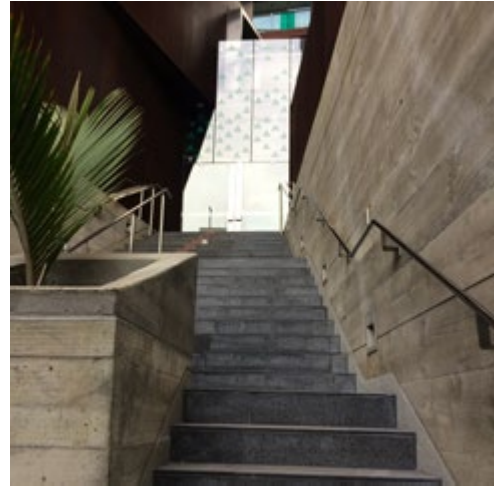
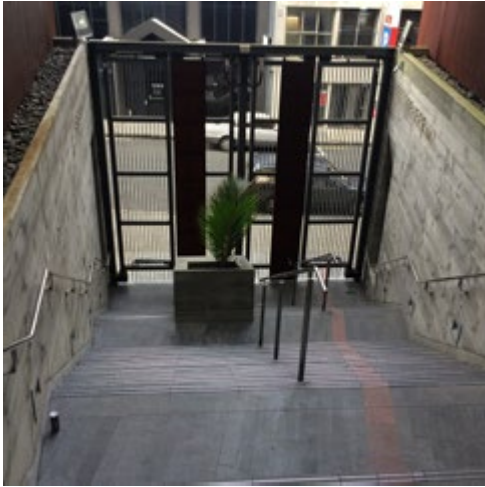
2. Ironbank (150 – 154 Karangahape Road)

Figure 3: Ironbank pedestrian link



Ironbank is a site link which joins Cross Street and Karangahape Road. It is accessible during limited times, though no signs exist to inform the public of this. Poor lighting, absent entry / exit signage, and no consideration for people with disabilities are features of this space. The design of the space is consistent with the development it is a part of; the space is industrial and austere and there were no people present when we visited. Large gates and steep stairs on the Cross Street side of the link may act as deterrents. Once in the space there is a naturally lit area with landscaping which is pleasant and could be better utilised. The general public, however, may be unaware that this space exists, and the divide between private and public space was particularly unclear. On Karangahape Road, where foot traffic is high, it is difficult to locate the entrance to this link. On the Cross Street side the entrance is clearer – though the absence of passive surveillance and the potential reputation of the area may discourage pedestrians entering from here. Generally speaking Ironbank is an exclusive public space which is difficult to access, not especially useful, and makes no real consideration for the community it should be serving.

Ironbank (150 -154 Karangahape Road)



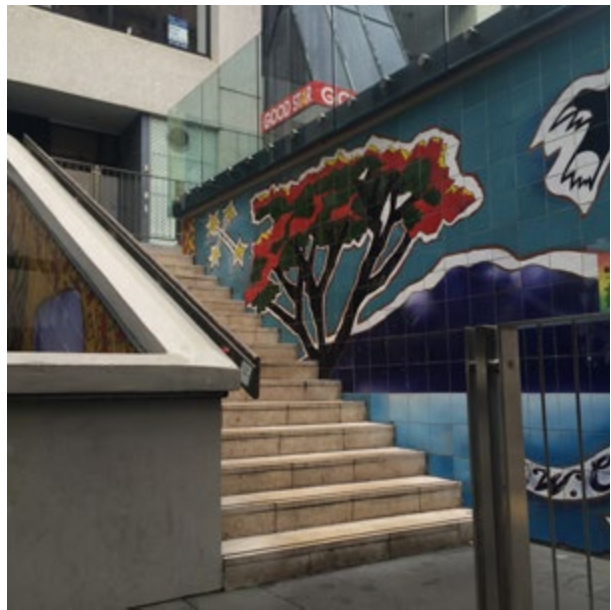
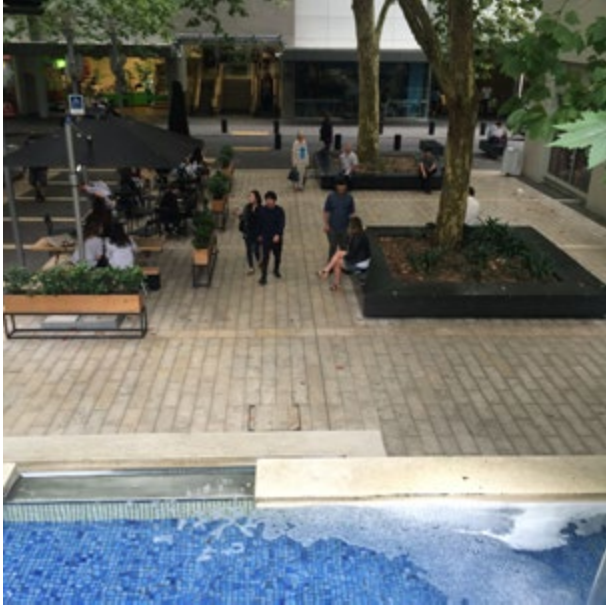
3. Khartoum Place

Figure 4: Khartoum Place Public Square



Khartoum Place is a public square that connects Lorne Street with Kitchener Street. It is an attractive and social space, and during two week-day site visits it was well-utilised both as a pedestrian link and as a space to meet and socialise. The space unfortunately fails to accommodate the mobility-impaired, however. There are no ramps or lifts available and stairs must be traversed to reach the end points of the link. In addition, though aesthetic qualities of the space are high, on the Lorne Street side large trees reduce the level of lighting available in the evening. The lighting on the stairs could also be brighter. Passive surveillance was possible during our site visit due to the number of people in the space. Signs indicate that the space is monitored by CCTV cameras, suggesting the area is potentially unsafe. Others may interpret the CCTV cameras positively; assuming that the space is secure if monitored. There are alternative pedestrian routes through the square and this adds to the interest of the space, though it also creates some blind corners and potential entrapment spaces. This site is interesting, popular and useful, and certainly feels the most public of all those visited.

1 Khartoum Place



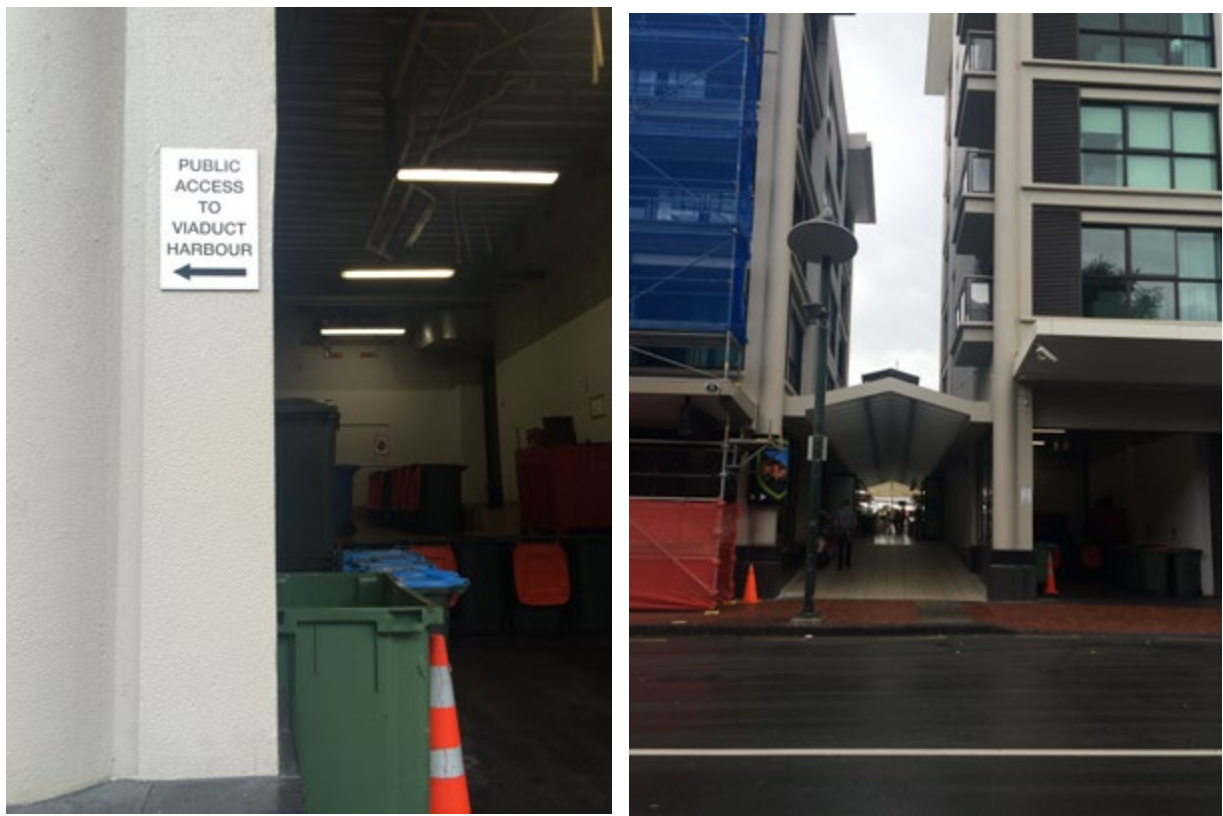
4. Sebel Hotel (85 – 95 Customs Street West)

Figure 5: Pedestrian link provided by the Sebel Hotel



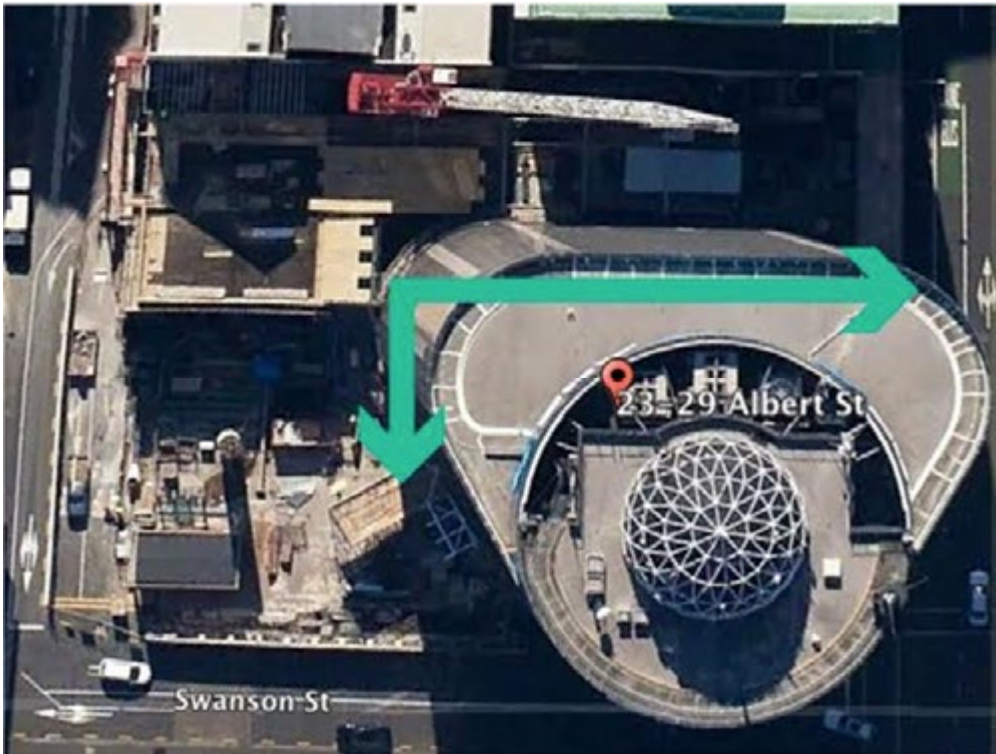
The Sebel hotel pedestrian link provides an alternative route between the Viaduct Harbour and Customs Street West. The site was previously audited by Auckland Council and found to be non-compliant due to a lack of appropriate signage and the fact that furniture from restaurants was encroaching into the walkway (Waitemata Local Board, 2011). The former issue appears to have been rectified, however the latter remains a problem; restaurant seating is clearly not for the general public and whether it should be here is questionable. There is also inadequate lighting in general and around signage, and no guidance on where to seek help if needed. This is not a space where the public would feel comfortable at night or in the dark. Additionally the route is likely prone to the elements of nature, and the streetscape and receiving environment on Customs Street is uninviting if not repellent. The link opens to a loading dock / rubbish bay and a narrow footpath where construction works are in progress. When this site was visited, the only users of the space were those visiting the Viaduct Harbour restaurants. There is no real incentive to walk through to Customs Street and the public benefit of this space is unclear.

85 – 95 Customs Street West (Sebel Hotel)



5. ANZ Tower (23 – 29 Albert Street)

Figure 6: Pedestrian link provided through the ANZ Tower



The ANZ Tower link connects Swanson and lower Albert Streets. The purpose and public benefit of this link evades this researcher, and during the site evaluation visit utilisation was nil. The link is available to the public on weekdays between 8:30am and 5:30pm, and there are small signs advising this. There is also sign-posted disabled access, though it is an awkward route and people with disabilities may actually find it faster to simply take the street route. The internal atmosphere of the link is corporate, it is not a space that reflects any obvious needs of the wider community. The atmosphere is likely to deter some users who may feel uncomfortable or unwelcome. On a positive note the likelihood for crime to occur in this space appears marginal. The link is open only when the tower itself is open and occupied with workers. There do not appear to be any hidden spaces or alcoves in the light airy foyer. This space is also sheltered and was previously well-connected with bus routes on Albert Street which have generally now been re-positioned as transport upgrade works are in place. The space certainly has potential for the public though this researcher argues pressure from the public or the council would be necessary to achieve this.

23 – 29 Albert Street (ANZ Tower)



6. 'Site 14' Wynyard Quarter

Figure 7: North Wharf/ Wynyard Quarter's pedestrian link

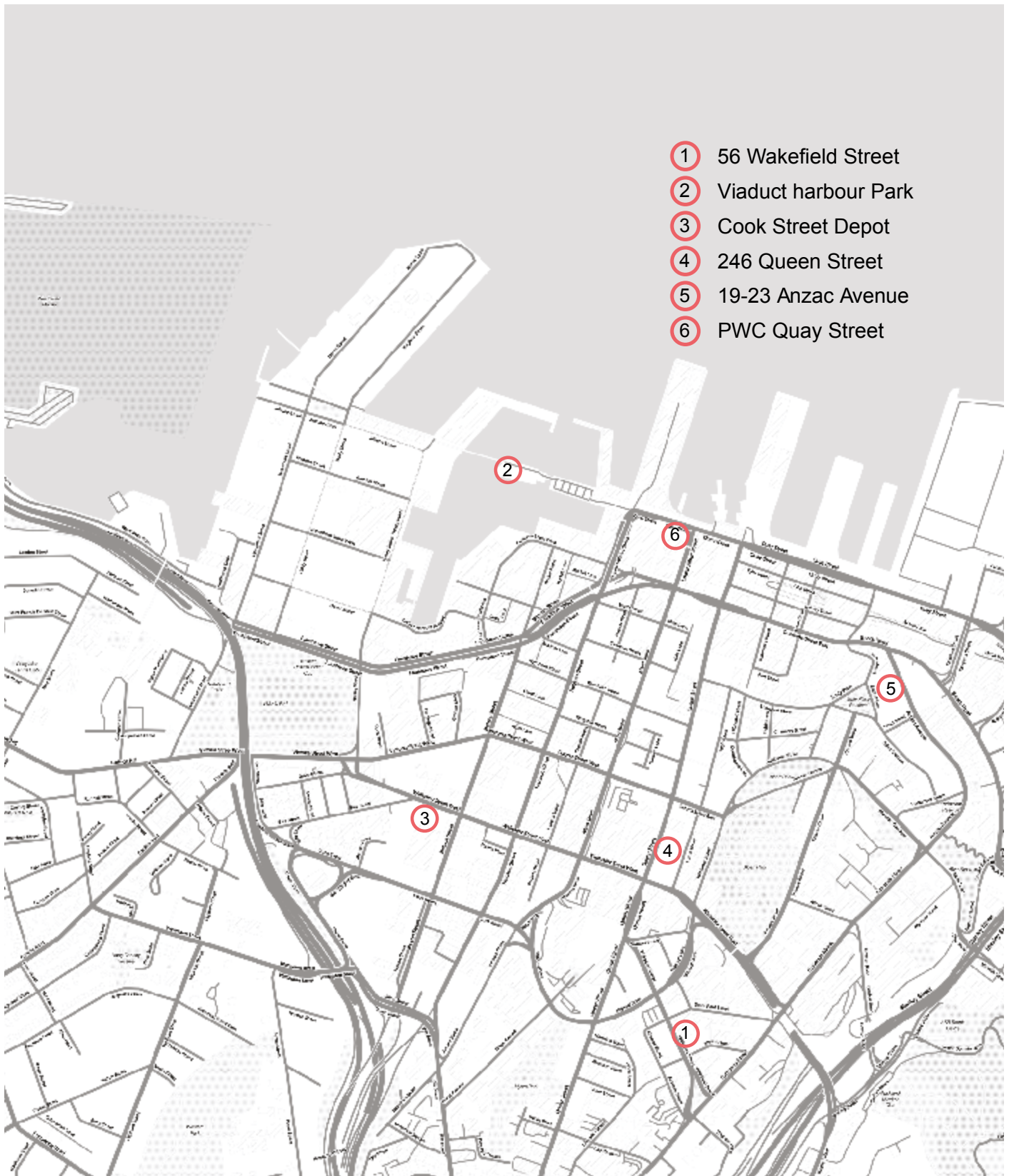


This new site forms part of North Wharf at Wynyard Quarter (connecting the waterfront promenade to Jellicoe Street). The advantage of this link is not immediately obvious, and on a busy sunny Sunday site visit nobody was using the space. The space is dark and uninviting, and resembles a leftover space with little consideration for how the public might use it. The site is not sign-posted though a direct site line through the link is possible, so this is not critical. A positive feature of Site 14 is that it is accessible for those in wheelchairs or with prams, and cyclists can also pass through. The link opens to the Jellicoe Street footpath with attractive streetscape, and Jellicoe Street itself is a minor traffic route - so an appropriate integration point for pedestrians. The space has some benefit for the public though it should be lighter, and would be improved vastly by the addition of some bright colours, interesting textures, and / or public seating.

Site 14 Wynyard Quarter



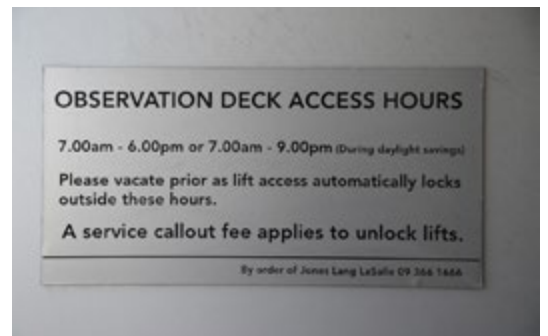
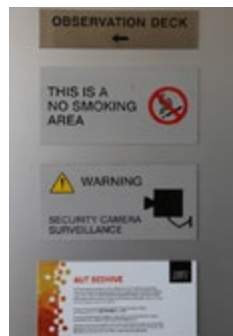
GROUP C



- ① 56 Wakefield Street
- ② Viaduct harbour Park
- ③ Cook Street Depot
- ④ 246 Queen Street
- ⑤ 19-23 Anzac Avenue
- ⑥ PWC Quay Street

MAP OF AUCKLAND CITY, SHOWING THE LOCATION OF THE SIX PUBLIC SPACES COVERED IN THIS REPORT.

// SITE 1 - 56 WAKEFIELD ST //



THE HIDDEN GARDEN

56 WAKEFIELD STREET

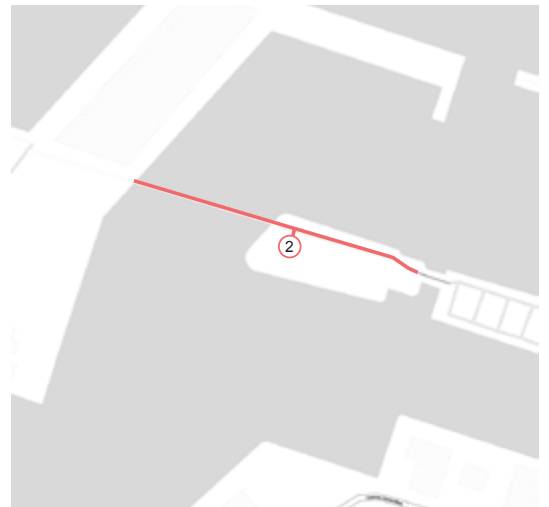
Located at 56 Wakefield Street, this rooftop garden can be accessed during the hours of 7am-9pm Weekdays. Access to the site is not very aesthetically pleasing and does not invite the public to use the space. The rooftop garden is accessed via a lift, that when operational takes members of the public to the 17th floor. Access via the lift is only available during the weekdays (7am-9pm or 7am-6pm (Daylight saving)). The rooftop provides an excellent vantage point for the city, with 360-degree vista out towards the Hauraki Gulf. The rooftop makes use of decking and artificial grass, in contrast with feature planting. Much of the furniture and materials used in the design look quite worn out, suggesting that regular maintenance is not a common occurrence. The site involves many levels and steps; therefore, making it disjointed and making disabled access is very limited. There is no visible signage on the ground floor indicating that there is a public space on the rooftop. There is also a distinct lack of seating thorough the whole rooftop, and not many areas of shade or shelter from

the harsh weather. On the 17th floor, there are a few signs telling users of the opening hours, that this is a non-smoking area, and that there is active surveillance. There is also signage telling users, there is a beehive located on the roof (Provided by AUT), this may pose a threat to members of the public allergic to bee stings. If a member of the public is stuck on the 17th floor, there is an after hour's release fee.

THIS ROOFTOP TERRACE HAS GREAT POTENTIAL BUT NEEDS TO BE BETTER MAINTAINED AND HAVE ITS FACILITIES UPGRADED.



// SITE 2 - VIADUCT HARBOUR PARK //





PRIME PUBLIC SPACE

VIADUCT HARBOUR PARK

Situated at the end of Viaduct harbour, this public space incorporates welcoming seating and a functioning book swap. The space is vibrant and aesthetically pleasing with a friendly vibe. Three containers (Libraries), artificial grass and outdoor seating define the small park. The Site has an excellent outlook onto the harbour and provided users with a great space to relax. It is a very family friendly location, with library books and interactive objects around. There is abundance of natural light in this area all throughout the day, which allows for explicit surveillance. Colourful markings on the ground adorn the pathways to the site, allowing members of the public to find their way to the site. The pathways around the site are all shared spaces amongst pedestrians, cyclists, and vehicles allowing for

easy and safe accessibility. Auckland City Council provides the library facility, and keep the area well maintained. The container library books are available to all members of the public between 9am – 5pm every day. The artificial grass does make the area look unnatural, but it provides a good quality low maintenance space. The site could be improved through



VIADUCT HARBOUR IS AMAZING FIRST CLASS RESIDENTIAL, COMMERCIAL AND ENTERTAINMENT AREA. FULL OF LIFE DURING THE DAYTIME AND NIGHTTIME, VIADUCT HARBOUR IS WHERE AUCKLAND CITY MEETS THE OCEAN

THIS GREAT LITTLE SITE IS LOCATED IN A PRIME PIECE OF PUBLIC SPACE IN AUCKLAND, IT IS CREATIVE AND ENGAGING

// SITE 3 - COOK STREET DEPOT //



CITY WORKS DEPOT
STARTED LIFE
AS AUCKLAND
COUNCIL
WORKSHOPS,
AND HAS
SURVIVED MANY
REINCARNATIONS.
THESE SPACES
ARE NOW HOME
TO CREATIVE
AND TALENTED
HOSPITALITY
GROUPS

SUAVE HOSPITALITY

COOK STREET DEPOT



The city works depot (CWD) is a large post-industrial site located between Wellesley st west and cook street. The large site is mainly comprised of car parking and hospitality businesses. The site is quite disconnected from the main CBD area and functions as a destination location. The public space in CWD comprises of a small grassed area, covered by and architectural structure and adorned by planting. The small park looks out onto car parking spaces, and corporate buildings. The site has no defined boundaries, and therefore it is hard to distinguish between public and private spaces. The remaining public space around

the park is not usable due to the movement of cars in the parking lot. The site also suffers from quite a bit of traffic noise from Wellesley St West and Nelson St. Although the park has quite a bit of greenery, the natural components are not well integrated into the site, and seems to be forced. The linear layout of the park enhances disconnection and tends to obstruction conversation. On a positive note, the park makes good use of the natural daylight, whilst providing areas of shade. The site has passive surveillance, though the patrons of the surrounding businesses. This site does have an accessible route, but some areas such

as the spiral staircases to the lower level carpark may pose an issue. This site has a lot of potential to be five star public space, improvements such as accessibility to the main road for public transport and naturalising of the surrounding area would improve the site.



Suave hospitality location, in a hip post-industrial building.

// SITE 4 - 246 QUEEN STREET //



RELIC FROM THE PAST

246 QUEEN STREET

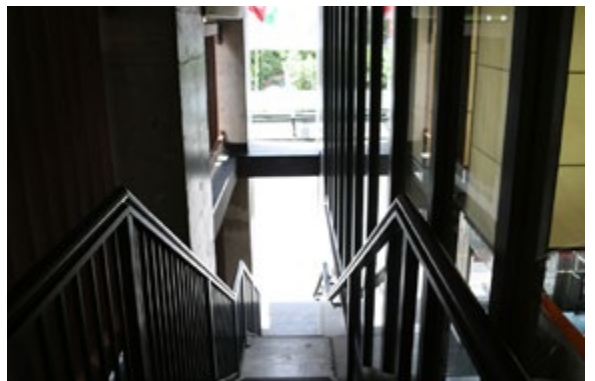
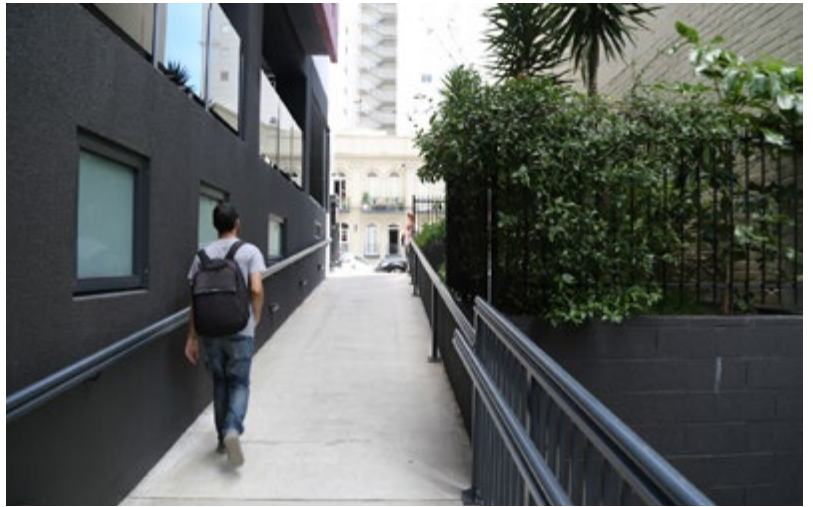
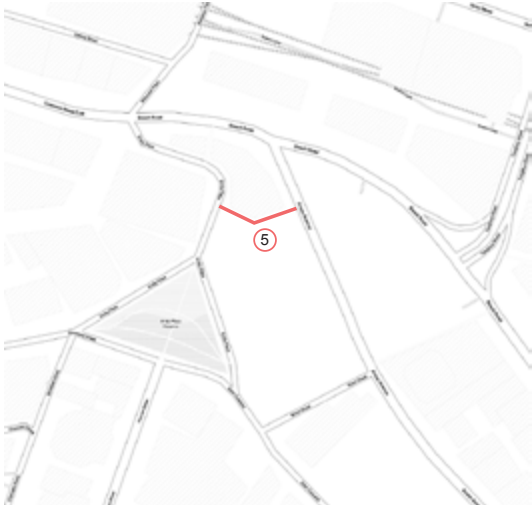
This shortcut links queen St and Lorne street, and is mainly used by commuters. From Queen St. The site is accessed via a small lobby and lift to the second floor. The second floor contains a large plaza style foyer with escalators in the middle. The shops that surround the arcade are mostly vacant, with the few shops near the entrance leased to a hair salon. The lower level of the arcade was completely vacant. The site is quite underutilized, and looks to be a relic from the past. The site is only open weekdays during business hours, therefore limiting the hours in which the public can access the area. The arcade is also quite dimly lit; therefore, it does not look inviting to members of the public on the street. Throughout the whole site, there is a distinct lack of seating and nature, the site was very bare and appeared as if the developer did not intend for the space to be used by the public. The ground floor of the arcade on Queen St is currently leased to cotton on. The site has steps at the Lorne st entrance,

therefore it does not provide ample accessibility to those with disabilities. With the addition of seating and planting, I would imagine that a lot more of the units surrounding the arcade would be leased.

DATED RELIC FROM THE PAST,
WHICH HAS SO MUCH POTENTIAL
TO BE A GREAT PUBLIC LIVING
ROOM



// SITE 5 - 19-23 ANZAC AVENUE //



THE SHORTCUT

19-23 ANZAC AVENUE

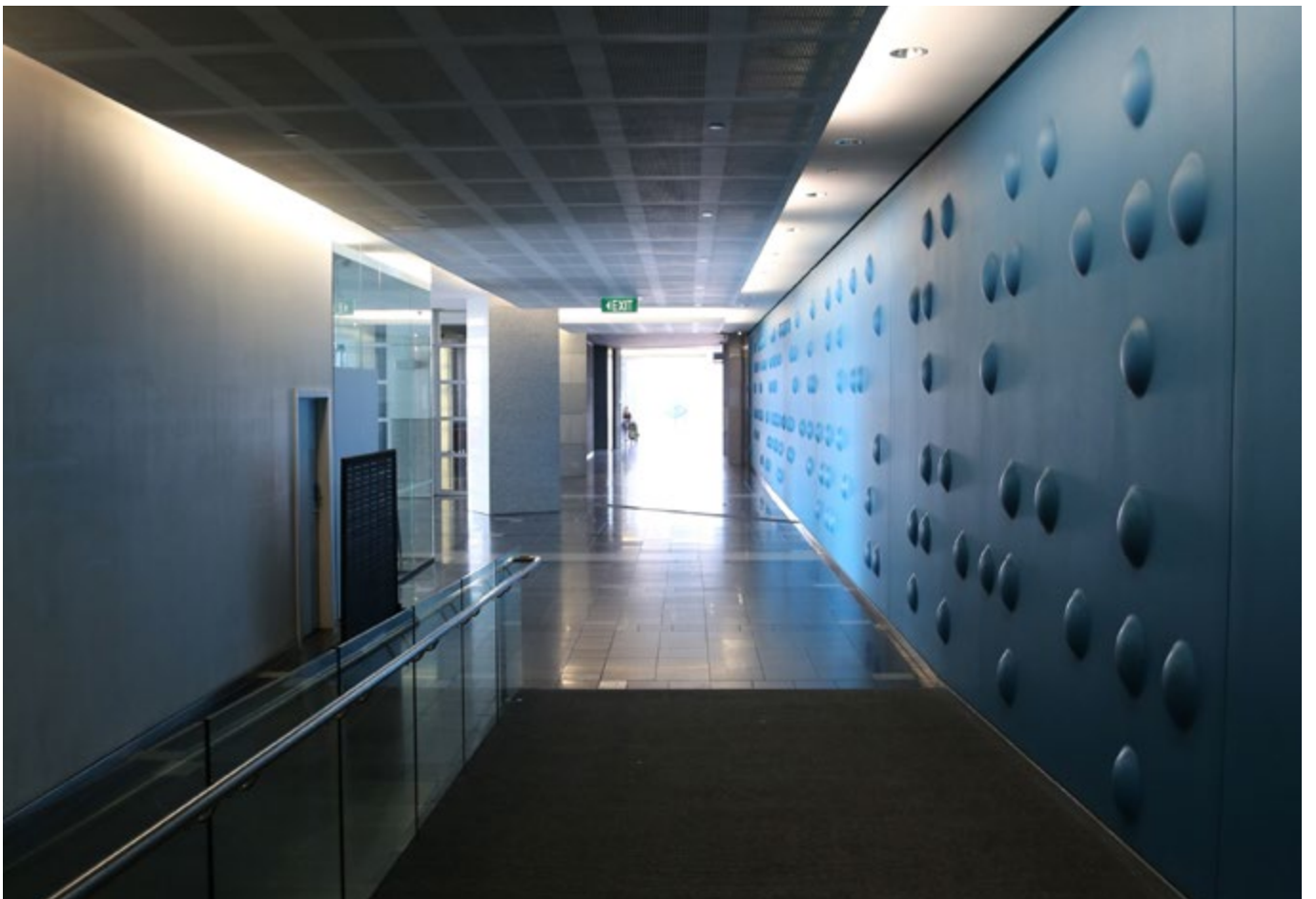
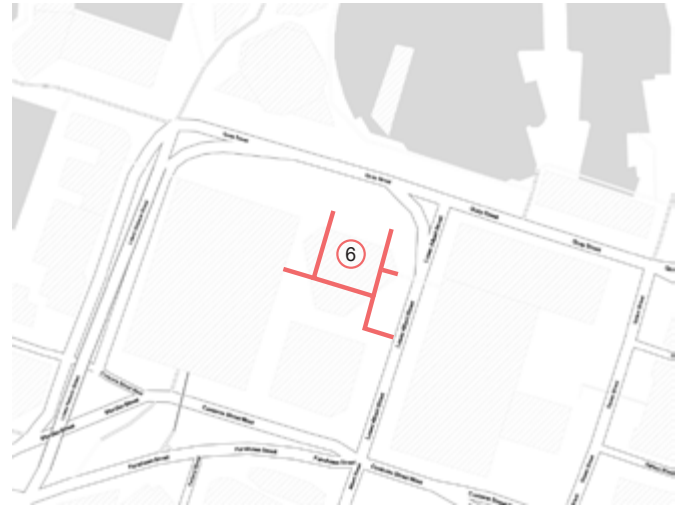
A QUICK COMMUTER SHORTCUT, CONNECTING PEDESTRIANS TO VITAL LINKS

This narrow staircase connects Emily place and Anzac Ave together. The site is contained in the neighbouring Waldorf hotel. The staircase is maintained by the hotel and open during the hours of 7am - 7pm every day. The hotel staff informed us that the stairway is quite underutilized, and only used by young professional commuters who park at Emily place. The concrete stairway is safe to use and has sufficient railings to prevent falling. Once criticism of the site is that it has dark corners and there is not a clear path ahead. Mirrors could

be used in order for pedestrians to see around corners. In some places the site feels quite exposed to the weather, and would benefit from a roof structure to shelter pedestrians during rough weather. The site has plenty of artificial lighting, making the pathway safe to use at nighttime.



// SITE 6 - PWC QUAY STREET //





A CORPORATE LOBBY ENHANCED WITH GREAT ATMOSPHERE AND ARTWORK, LACKS ACCESSIBILITY.



THE CORPORATE LOBBY

PWC QUAY STREET

Located on the corner of Quay St & Lower Albert St, this site functions as a lobby for the PWC tower. The site is elevated and accessible through a multitude of routes; the main pedestrian access is up three large sets of stairs to the upper plinth that the tower sits on. Accessibility for disabled people and mothers with pushchairs is through the lifts located at the Quay St entrances. Once inside the site is quite comfortable, and vast. There are a few cafes and a barber located on the inside of the plaza, which add to the friendly environment. The commercial activities of the site really do stimulate the environment and offer public a great place to rest. The site also serves as a great space to wait for public transport as it is close to the Britomart transport node. Members of the public can use the site from 7am – 8pm. The plaza also has a few pieces of artwork scattered about from well know New Zealand artists such as Colin McCahon and Dick Frizzell. One criticism of the site is that it is not very well signposted, and nothing alludes to the space being open for public use. The site is well lit, and there is active CCTV monitoring throughout. There is a lack of seating inside the building, which is a shame as the space does have great views of the harbour.

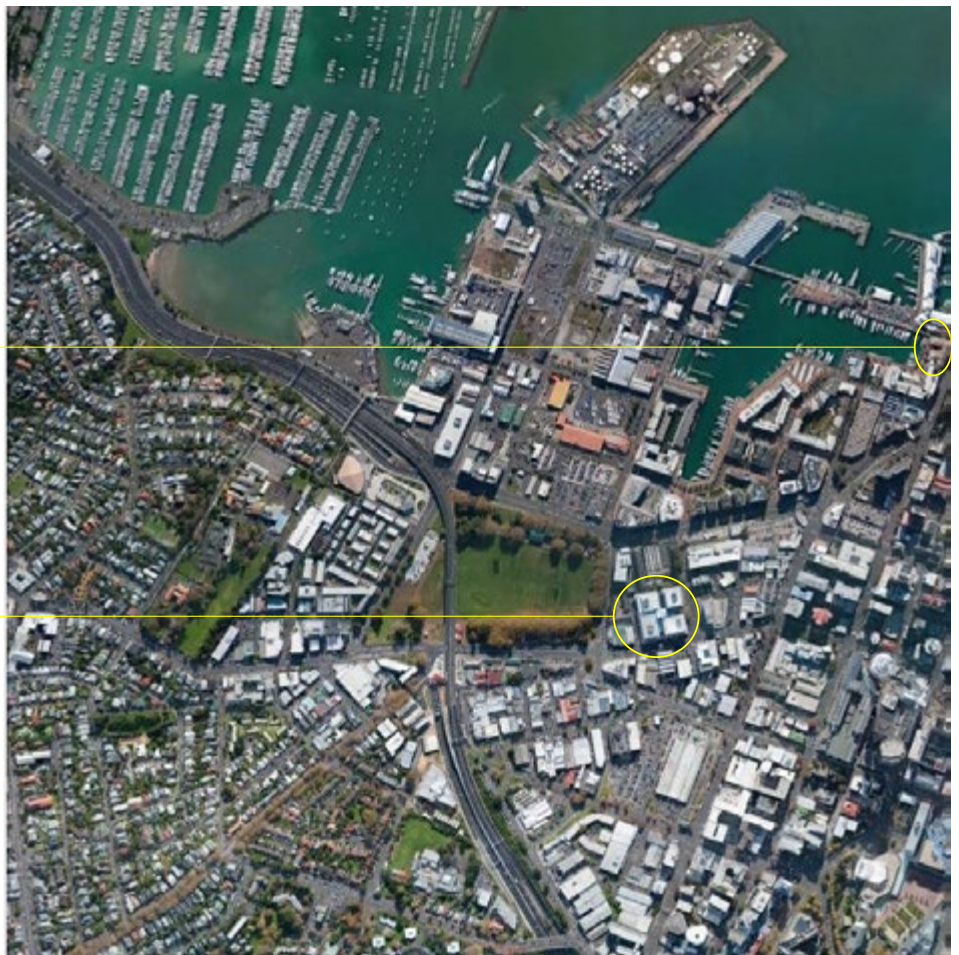
GROUP D

SITE LOCATIONS

AUCKLAND CITY

204 QUAY ST
VIADUCT HARBOUR
DEGREE GASTROBAR

167-191 VICTORIA ST
WEST (SPARK)



HILTON HOTEL PRINCES WHARF

28 SHORTLAND ST

27-35 VICTORIA ST WEST
/ DURHAM ST

280 QUEEN ST

500 metres
Image sourced from Google Earth

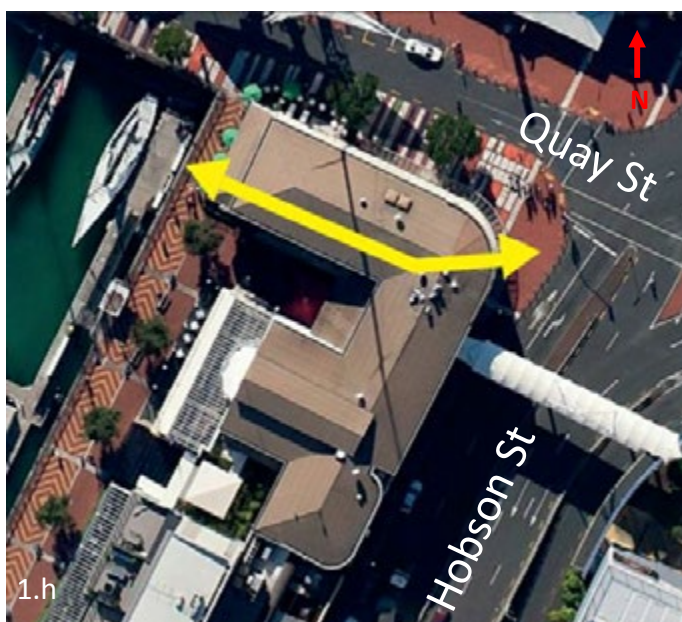
204 QUAY ST VIADUCT HARBOUR (DEGREE GASTROBAR)

General Site Information

204 Quay St is a thoroughfare bonus floor space. The thoroughfare runs between The Doolan Brothers, and the Degree Gastrobar. There is also a Phillips store, a real estate agent, and restaurant in the complex above. The thoroughfare is not publicised via signage, and is to some extent unnecessary as it would be just as easy to walk around the building to get to the other side. This was not a space that any of us would spend a lot of time in, however I do remember sitting on the steps at the Hobson St/ Quay St entrance (Figure 1.a) to eat ice cream with my family when I was a kid.

Crime Prevention Through Environmental Design

This bonus floor space has poor lighting on the far side from Hobson Street (see figures 1.d, and 1.e), giving a low safety impression. This space has signs up on the outside of the building advertising that there are Police monitored surveillance cameras in the area (Figure 1.f), which indicates a likelihood of crime previously taking place in the area. The site also has many places where someone could hide. The site is otherwise kept in good condition.



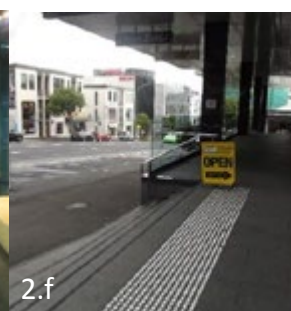
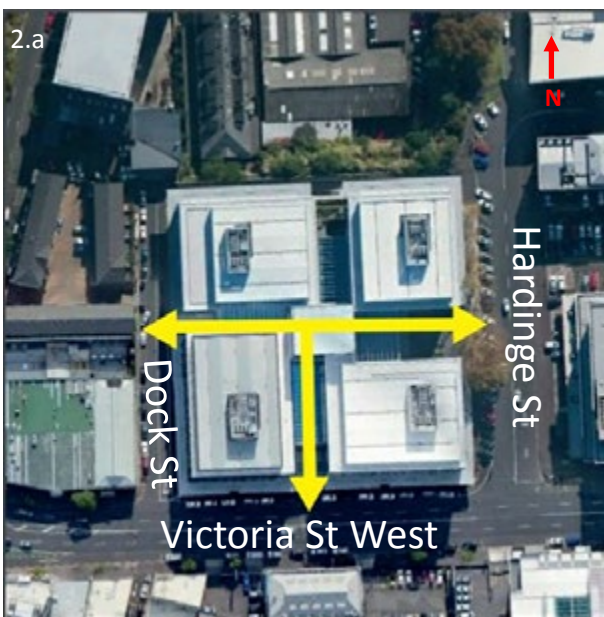
167-191 VICTORIA ST WEST (SPARK)

General Site Information

This building houses Spark, TVNZ and some eateries which gives the space a very corporate feel, which can be unwelcoming at times. Unfortunately you have to use stairs at all three entrances to access this space (figures 2.d, 2.f, and 2.g), and we could not find an elevator entrance for wheelchair or pushchair users. The signage although available, was ineffective as it was printed onto a reflective surface, making it hard to read even up close (Figures 2.c, and 2.g). It seemed unnecessary to use as a thoroughfare as it would be quicker to walk around the building than through it, and the site itself is a bit off the beaten track. There was plenty of seating on the inside (Figure 2.e) as well as a garden courtyard on the opposite side of the building to the entrance from Victoria St West.

Crime Prevention Through Environmental Design

We found this site to be the best when analysing it from a CPTED standpoint, but there is always room for improvement. This building is only open during business hours, and had a Spark security desk in the foyer making it easy to find who to talk to if assistance was needed (Figure 2.d). The offices above all had windows overlooking the space, thereby giving passive surveillance (Figure 2.d), as well as security cameras.



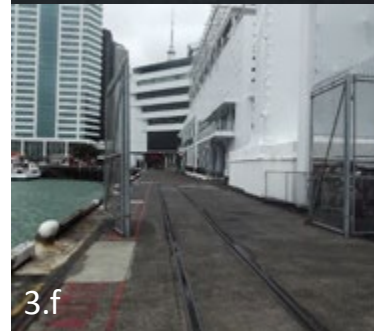
HILTON HOTEL PRINCES WHARF

General Site Information

This site gives the public a view over the Waitemata Harbour. We asked the reception where the bonus floor space was, and not even a manager could tell us where to find the space. So our only logical conclusion was that the bonus floor space was around the Hilton Hotel on Princes Wharf which overlooked the Waitemata harbour (Figure 3.d). This area would be open all the time, except for a section on the eastern side which would be closed off due to customs and security when cruise ships are docked (Figures 3.e and 3.f). We felt that we couldn't sit outside the Hilton without buying something to eat or drink.

Crime Prevention Through Environmental Design

There were sporadic life saving rings attached to the Hilton (Figure 3.g). But inadequate lighting and lots of hiding places (figures 3.b, & 3.c) did not leave good impressions of crime prevention. There was also a lack of passive surveillance as there weren't many people around.



28 SHORTLAND ST

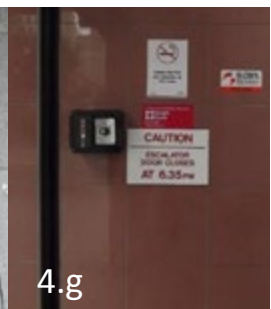
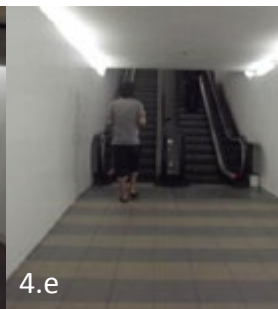
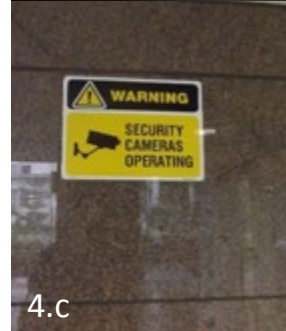
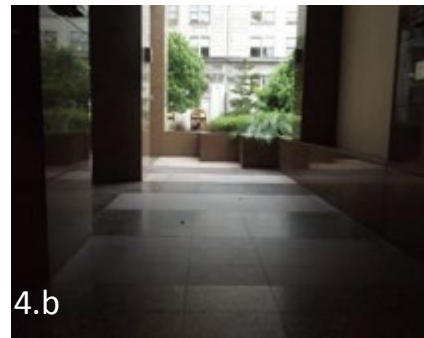
General Site Information

This is a thoroughfare bonus floor space that utilises escalators between Fort Street and Shortland Street. This space is well maintained by Barfoot & Thompson, and has a clear access point with good signage on the Fort Street entrance (Figure 4.f) but not for the Shortland St entrance. The escalators do not provide use for wheelchair and pushchair users (Figure 4.f). Although we would use this space we would not spend much time here as its only current purpose is as a thoroughfare.

Crime Prevention Through Environmental Design

By closing at 6.35pm this site lowers the risk of crime (Figure 4.g). By utilising mirrors (figure 4.d), pedestrians travelling downwards are able to look behind them without turning around heightening their safety.

Although pedestrians cannot see the end of the route from the beginning (Figures 4.d, & 4.e), the route is clear with no hiding spots. The only exception is from the entrance from Shortland Street where passive surveillance is not available from passers-by on Shortland Street (Figure 4.b). Advertising security cameras and a phone number to call security is a reassuring safety measure (Figure 4.g).



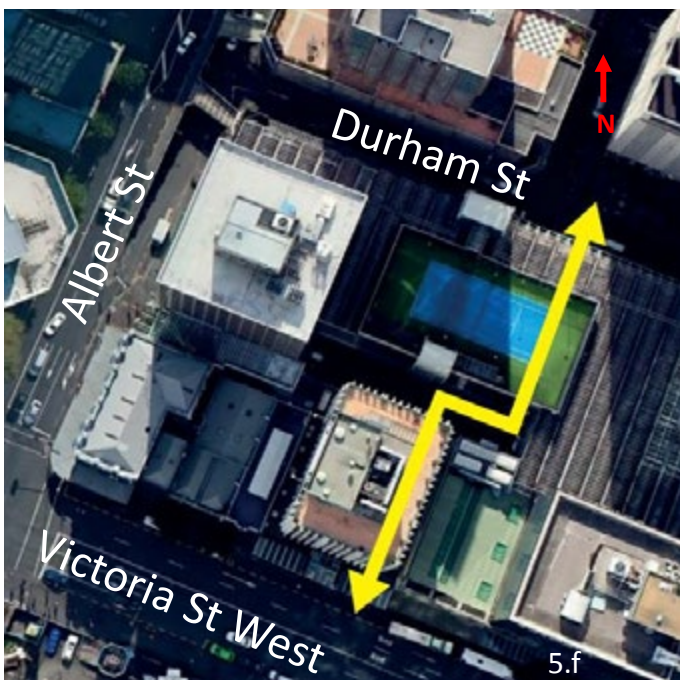
27-35 VICTORIA ST WEST/ DURHAM ST

General Site Information

This site was deemed as a non-compliant thoroughfare by Auckland Council. There are signs on doors at both entrances stating that there is no public thoroughfare access through the Hotel lobby (figure 5.a). If public thoroughfare access was allowed disabled persons would not be able to use it as there are lots of stairs toward the back entrance (Figures 5.c, & 5.d). The interior of the site was well maintained, but the outside was feeling neglected due to construction on Victoria St (Figure 5.a).

Crime Prevention Through Environmental Design

The Durham St entrance seemed like a place where crime could easily take place as it was not well lit, had very few people around and lots of hiding places. However inside the building there were security cameras and notices stating 24 hour surveillance (Figure 5.e).



GROUP E

Sites Covered



1. 77-89 Symonds Street – Langham Hotel
2. 145 Nelson Street – Sugar Tree Apartments
3. Beaumont Quarter
4. 20 Wyndham Street – Ibis Hotel
5. 34 Shortland Street - Vero Building
6. 41 Shortland Street - AIG Building (former AXA building)

1. 77-89 Symonds Street – Langham Hotel

The hotel is not required to provide a through-site link under its consent conditions (WLB, 2011), but has still been suggested as a possible thoroughfare.

When visited, there was no signage suggesting a link, and staff told us no passage was possible. Eventually we were informed a link was possible between the Symonds Street frontage and the carpark on Karangahape Road.

The route is difficult to follow and winding, and only available in one direction (Symonds to Karangahape), due to a one-way locked door at the Karangahape end. It isn't a shortcut compared to walking along the street, due to the convoluted route. Disabled access is possible but slow, requiring further detours to use lifts.

It does provide a covered route, but in order to use it you must walk across the uncovered porte-cochère, so in practice there is little benefit over the largely awning-covered street route.

The atmosphere is completely that of a private space. It feels like a private space for hotel visitors and employees only, and is not going to be welcoming to anyone in the general public who does not "fit in".

The opening hours are unknown, but presumably limited to the opening hours of the hotel lobby. There were no specific rules posted, but the constant presence of hotel staff is likely to discourage members of the public from lingering or doing anything unusual.

CPTED Analysis

This site does badly in the CPTED checklist – scoring badly for isolation, movement and connections, layout, signage, activity mix, social/cultural context. It did better in terms of maintenance, sense of ownership, and active security measures. While CPTED focuses on crime and safety issues, it is also about having a space desirable enough to use. While safety is unlikely to be a major issue in such an intensively surveyed and managed space, the space doesn't fill public needs well. It is clearly a space intended only for hotel guests and staff.



2. 145 Nelson Street – Sugar Tree Apartments

At the time we visited this site, it was still under construction. According to the Waitemata Local Board audit (2016) and Clement (2014), it is supposed to provide a through-site link between Union Street and Nelson Street. Construction has not advanced enough to allow this to be evaluated yet.



3. Beaumont Quarter

Beaumont Quarter is an integrated open-air development. There are no gates or signposted rules, and the common areas are effectively open to the public full-time.

This public space was provided in lieu of a reserves contribution, rather than under the bonus floor area scheme. As such, it is a replacement for a more traditional park-like public space.

The space consists of two small and moderately attractive grassed areas. Unfortunately, they are also close to useless. The grassed area is heaped up in what Rudman (2012) described as “burial mounds”, rendering it unusable for most purposes. There is no seating other than the mounds themselves, and those are going to be too steep for many users.

This site may have some marginal use for residents and workers within Beaumont Quarter itself. But the small size and lack of function is going to limit use. In addition, it is very close to Victoria Park, likely to be a superior destination for anyone coming from farther afield.

CPTED Analysis

This site scored relatively well in the CPTED analysis, and it was better suited to this analysis than most of the other sites, being most similar to the fully-public spaces the tool is designed for. There was good passive surveillance, for example. The areas were well-connected, well landscaped, not isolated, and had a reasonable activity mix in the surrounding buildings – retail, office space, and residences. Private space was well demarcated. Lighting and signage were poor, though.



4. 20 Wyndham Street – Ibis Hotel

This is a through-site link through the Ibis Hotel, from Wyndham Street to Durham Lane. It is straight and you can see right through. There is a small sign advertising the link, but misleadingly suggests it is wheelchair-accessible, which it isn't – there are a couple of stairs just before the end of the building, and no alternative access.

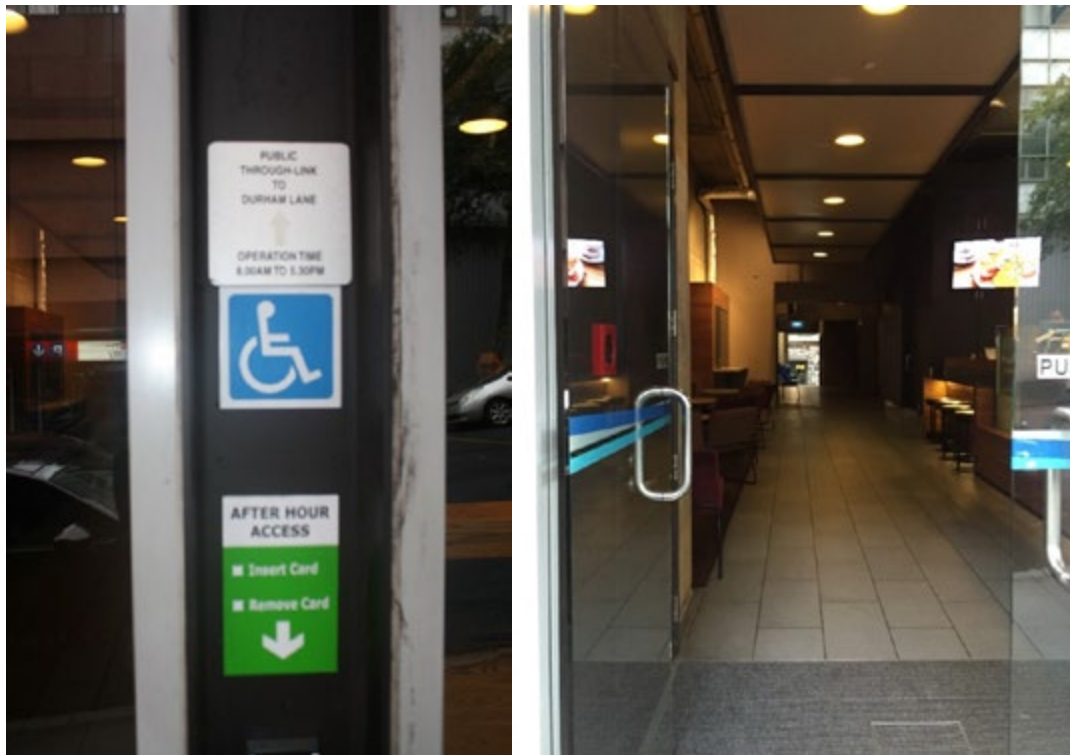
The 2011 WLB audit found that the site was not compliant due to tables and chairs blocking the corridor. This was not an issue at the time we visited.

It is considerably more functional than the Langham link – it provides a very real shortcut, and as a more utilitarian space it is likely not to be unwelcoming to most people.

CPTED Analysis

The link had numerous problems under the standard CPTED guidelines – it was poorly lit, had numerous hiding places and corners, and one of the ends of the connection (Durham Lane) is itself a space likely to have problems. That said, the worst problems would be at night, and the link is only (formally) open 8am-5.30pm.

In principle, it could be surveyed by hotel lobby staff, but they would be unable to see most of the link.

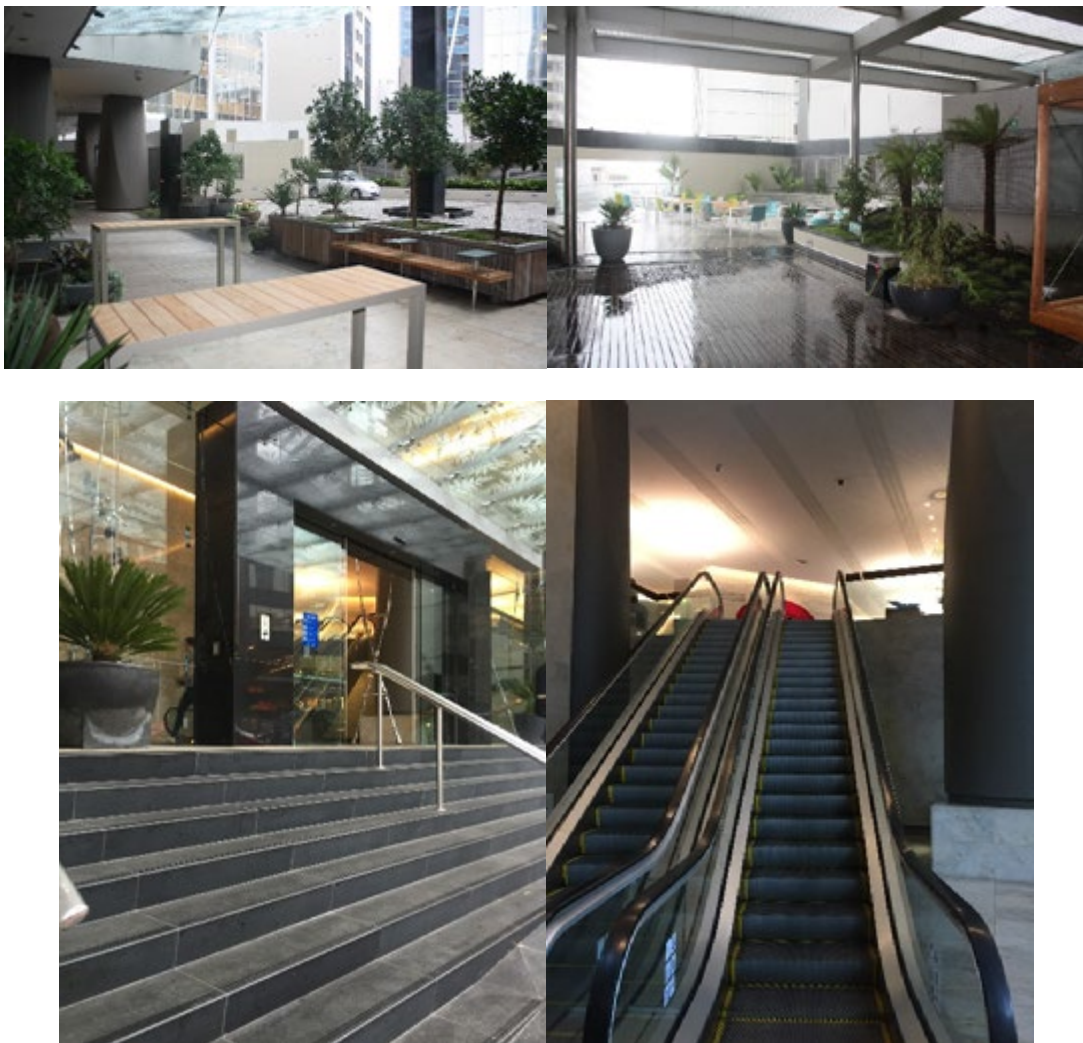


5. 34 Shortland Street - Vero Building

When we visited, it was not obvious what aspect of this building was supposed to be public space. It is, in theory, the entire lobby plus the outside “plaza” (Ministry for the Environment [MfE], 2016b; Kiwi Property, 2016). It is a well- designed enclosed space with artworks, and tables and chairs for seating. In principle it has the ingredients for an inside public space, something SPLICE considered could be of huge value. However, the image is entirely off-putting – it feels as a corporate, highly managed space, and does not seem like somewhere that would welcome the general public.

CPTED Analysis

This site more than any other shows up the flaws in using CPTED for a privatized public space. In theory, it is a huge failure – isolated dead ends, poor visibility, ambiguous public-private boundaries. But the mere fact of being a private space, managed by private security and active surveillance is going to address most safety fears.

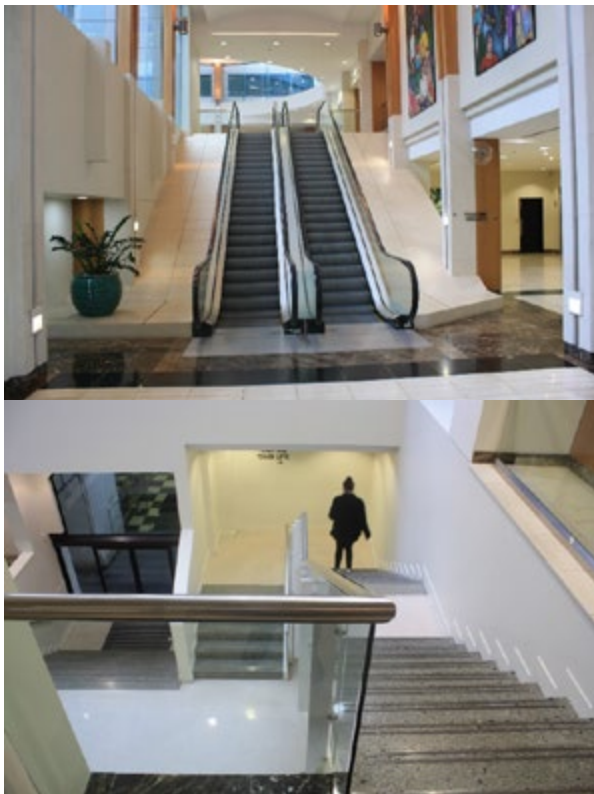


6. 41 Shortland Street - AIG Building (former AXA building)

The AIG building provides several interior through-site links. You can walk directly through the building between Shortland and Chancery Streets, and via the lobby of another building to O'Connell. There is also a parallel outdoor pedestrian-only alley. While not having the same off-putting security presence and corporate feel of the Langham and Vero, the link is still largely pointless – it is a longer route than either the alley or walking down nearby Fields Lane.

CPTED Analysis

The indoor link does not have major issues in the CPTED analysis, for the same reasons as the Langham link. However, the outdoor alley has major flaws. Isolated, linear, few access ways, poorly lit, and with many hiding places and corners to be backed in to. It is slightly uncomfortable in a group in daylight – at night, it is nothing more than a trap.



APPENDICES

Appendix A: List of Students

Will Anderson

Catherine Bannister

Rosanna Daly

Stephen Davis

Natasha Eichler

Mark Guieb

Alyssa Jones

Suraj Mahimkar

Jacob Marshall

James Oakley

Greer Oliver

Gustavo Pernia Rosales

Maneesha Sakamuri

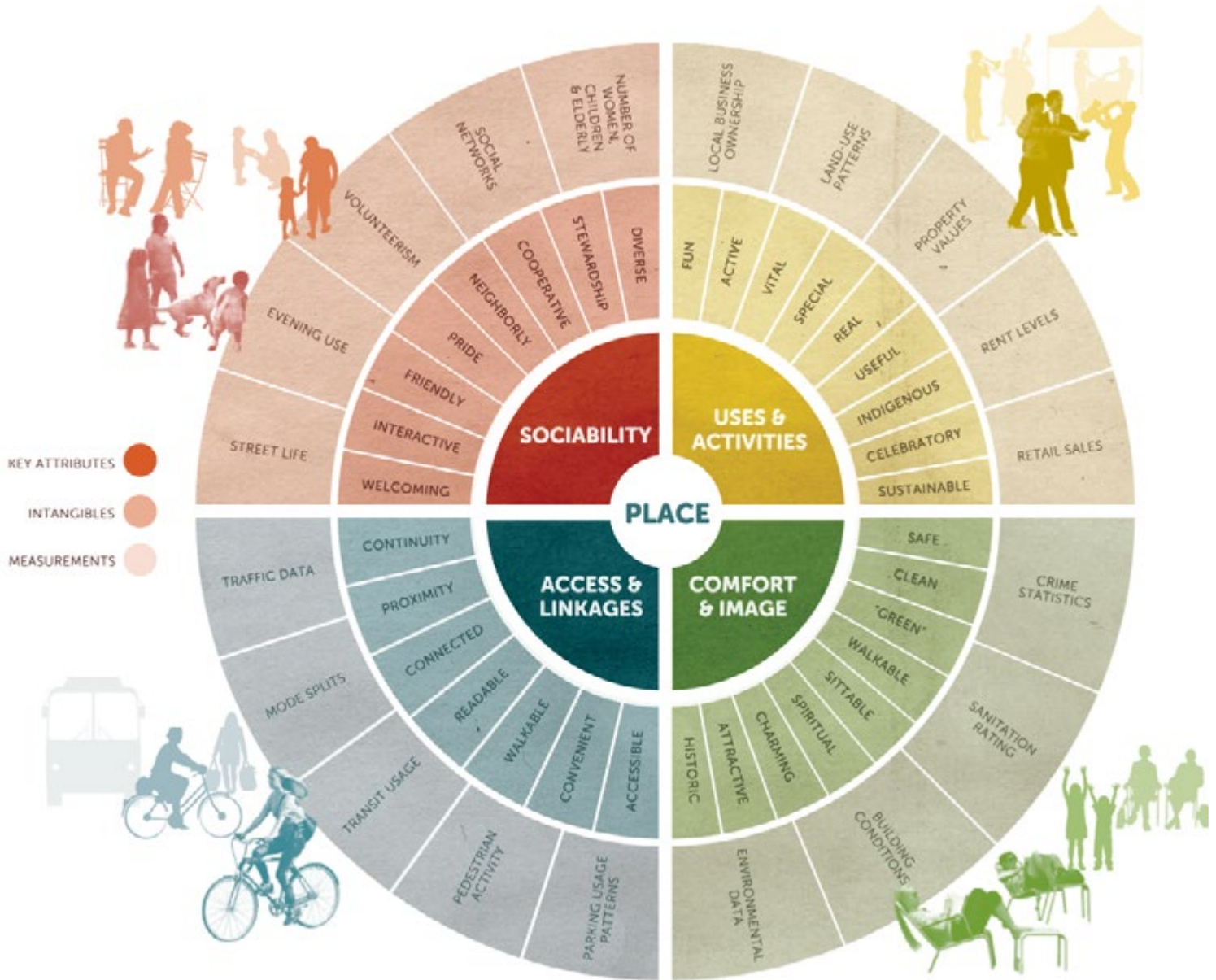
Phillip Shipton

Courtney Sinclair-Eagle

Wei Suo

Maulik Thakkar

Appendix B: PPS Assessment Tool



Appendix C: CPTED Assessment Tool

Site Assessment Form

Practical application of CPTED to a site

A. General Site Information

General Impressions	
What are your gut reactions to this place?	
How comfortable do you feel? What makes you feel this way?	
Demographics	
Who are the likely users of the space?	
Who are the stakeholders for the locations?	
Land Use	
What are the various uses of the area and surrounding area?	
Crime Issues	
What might be the likely crime, antisocial behaviour or disorder issues affecting the site?	
What might be the likely fear of crime issues affecting people using the area?	

Isolation	Yes/No	
Does the area feel isolated?		
Is it easy to predict when people will be around?		
Do you feel safe waiting for public transport here, and are you likely to feel safe here after dark?		
Is there access nearby to seek help?		

B. Application of CPTED Principles and Qualities of Safer Places

1. Access: Safe Movement and Connections		
Are the movement routes direct, and well connected?		
Do the routes provide pedestrians with choice and are there alternative well-lit routes?		
Do footpaths allow have good visibility and surveillance?		
Are access points to private development and communal places clear?		
Are there small confined areas where someone could hide, (between doorways, construction sites, at back entrances etc.?)		
Are there movement predictors or entrapment spots?		
Are pedestrian and cycle routes integrated with surrounding areas and traffic routes?		
2. Surveillance and Sightlines		Yes/No
Can you see clearly what is ahead, if not, why?		
Are buildings designed to allow for surveillance 'outside' from the 'inside' onto main pedestrian routes?		
Can you see what is at the end of routes through the area?		
Are there obstructions to visibility and sightlines?		
Physical Features - Lighting		
Is the lighting sufficient?		
Are pedestrian walkways illuminated?		

Do trees or bushes obscure lighting?		
In the dark, would you be able to identify a face 25 metres away?		
3. Layout: Clear and logical orientation		
Does the design assist the legibility for users? Is it easy to find your way around the site?		
Are entrances and exits to buildings legible?		
Is there a well-defined movement framework with interconnected streets for orientation and way finding?		
Does the design of buildings ensure that entrances are visible, well-lit and face the street?		
What types of behaviours and use appear to be encouraged in the space?		
How could the design be modified to provide an improved means for users to naturally control the activities, to control access, and to provide surveillance within the space?		
Physical Features – Signage and Symbolism		
Are there directional signs nearby?		
Are there signs to show you where to seek emergency assistance?		
Are signs and maps clearly lit for night-time use?		
4. Activity Mix: Eyes on the Street		
Are the spaces popular, supporting activities in the area, during the day and at night?		
Do the activity levels provide for passive surveillance of the area?		

Are activities compatible with each other i.e. is the mix of uses right?		
Are there appropriate night-time uses?		
Are all users groups encouraged?		
Would the area bring together people who are likely to offend and suitable targets, particularly in the same space at the same time?		
5. Sense of Ownership: Showing a space is cared for		
Are the ownership boundaries clear?		
Does signage clearly distinguish between public and private areas and show clear ownership?		
Is it easy to enter or exit the space illegitimately?		
Does the space feel like it has had user involvement in the design, management or maintenance?		
6. Quality Environments: Well-designed, managed maintained environments		
Are public spaces and buildings well designed for safety?		
Is there evidence of graffiti or vandalism?		
Is there litter lying around?		
Do you know who to report maintenance to? Is there a visible presence of maintenance/management staff?		
Does the space feel cared for?		
Are there other materials/textures/colours/features		

that would make the place feel safer?		
7. Physical Protection: Using active security measures		
Are security measures obtrusive or integrated into the overall design?		
Are barriers/fences attractive and do they allow for visibility?		
Does building design allow illegitimate access to upper levels?		
8. Social/Cultural Context		
Are there organised events/activities in the space for users and the community?		
Is the design of the space youth inclusive?		
Does the design of the space reflect the community or cultural needs of the city?		

Physical Features – Landscaping		
Does the landscaping signify the division between public and private space?		
Does the landscaping detract from pedestrians' ability to see or be seen?		
Does the landscaping provide hiding places/secluded areas or allow easy access to areas that are vulnerable to crime?		

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