

STAFF REPORT

TO: Chairman and Members, Engineering Services Committee

FROM: Roger Ashworth, Transportation Manager

REFERENCE: RD3335

DATE: 03 May 2007

SUBJECT: **CROUCHER SQUARE DEVELOPMENT**

1 PURPOSE

To update the Committee on progress following the last Engineering Services Committee meeting whereby the resolution was to defer physical work on the Crouch Square project until 2008.

2 COMMENT

The Croucher Street owners, residents and ratepayers representatives have met several times following the last Engineering Services Committee meeting. They have appointed three members to represent all of the Croucher Street businesses – Warwick Savage, Mark Holland and Glenys Della Bosca. Lou Cleland is representing the Croucher Street residents and Graham Anderson on behalf of the ratepayers, Steve Baigent the Mall and David Howard, Pak 'n Save.

This group of representatives are currently putting in writing any issues and will be meeting with staff and consultants in the next couple of weeks. Therefore, this phase of the consultation is continuing.

Running parallel with the consultation we are also finalising some of the key design issues which will then enable us, following final consultation, to be in a position to tender the Croucher Square project later this calendar year. Our programme is to have a contract awarded prior to Christmas 2007 for a start in February 2008.

3 AESTHETIC DESIGN THEME

Just to recap for the committee on the background to the design theme

Drawing on local character was the key design aesthetic in creating an identity for the Richmond Town Centre development.

Richmond has a mix of residential, light industrial and coastal areas very close to the town centre and the design challenge was to reflect that in the design solutions.

The outcome was to install subtle reflections of the surrounding area and design through the careful selection of materials, custom-designed furniture and planting that would express this approach. The proposed paving colour palette takes inspiration from the estuarine environment and is based on hues of grey, green and blue (resembling settlements and water) with patches of copper, rust and tan (resembling vegetation and sediments).

Planting throughout the design will reflect the gardenesque style of Richmond's urban townscape as well as elements of the nearby estuary while streetscape furniture including elements such as seating, lighting, bins and shelters will feature a robust contemporary style inspired the town's prominent light industrial area.

4 KEY DESIGN PRINCIPLES

In addition the following design principles underpin the detailed design of Richmond's town centre spaces.

5 CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

The design has been reassessed in relation to the document, '*National Guidelines for Crime Prevention through Environmental Design in New Zealand, Part 1: Seven Qualities of Safer Places*', produced by the Ministry of Justice, to which Dr Frank Stoks was an advisor.

CPTED – CPTED is a crime prevention philosophy based on proper design and effective use of the built environment leading to a reduction in the incidence and fear of crime as well as an improvement in quality of life. CPTED reduces criminal opportunity and fosters positive and social interaction among legitimate users of space. The emphasis is on prevention rather than apprehension and punishment. CPTED's four principles of surveillance, access management, territorial enforcement and quality environment form the foundations of the national guidelines for CPTED in New Zealand. The Richmond Town Centre design has put forward a best practice application of CPTED. Overall measures incorporated into the concept ensuring that safety and security are intrinsic to the design and not applied after the fact. These include:

- Clear routes are provided for different modes of traffic. All routes including pedestrian and vehicle follow the rectilinear form of the space which allow for long interrupted view corridors. Pedestrian footpaths have been widened to improve visibility and surveillance opportunities.
- Safe movement after dark has been improved significantly with the lighting upgrade. The amount of light will be increased and the colour will change from orange to white providing increased sense of vitality and safety. The lighting will highlight the main pedestrian routes and key destinations and is a primary consideration to the overall design.
- Multiple exit points will be provided from the public spaces and along the pedestrian routes. Individual spaces include Queen Street, Garden area, Lawn area, Market Square and Croucher Lane.

- Entrapment spots (small physically confining spaces shielding views), such as the existing shelter have been eliminated and replaced with modern 'transparent' shelters.
- Clear sightlines will exist so users are able to clearly see their destination well in advance of travel. A consistent ground plane provides users different choices of routes and direction.
- Landscaping and streetscape features are designed to help visibility and support legibility of the spaces.
- Encouraging 'active' street frontages (for e.g. widened footpaths) to eliminate inactive dead spaces lacking in casual surveillance.
- Supporting diverse activities and uses of the area and provides connections for power, data & communications that can be used for surveillance and to support markets and events throughout the year.
- Encouraging community interest, ownership and identity through inclusive design (catering for parents, young persons, children, senior citizens, disabled, etc).
- Improving formal and informal supervision through maintaining clear sightlines, introducing a clear visual order of rhythms and patterns, and increasing the number of users of the space.
- Creating desirable spaces and seating options arranged to optimise supervision and informal surveillance.
- Planting ground covers and shrubs not higher than 900mm and ensuring trees have clear trunks up to 2000mm to maintain sightlines.
- Public space is of a high quality, serving a purpose and supporting an appropriate level of legitimate activity.
- An integrated approach to design involving a range of specialist disciplines has been taken.

Complementing these design initiatives with a robust Council management and maintenance plan will ensure that space is used safely and enjoyed by all users of the town centre in the future.

6 RECOMMENDATION

THAT this report be received.

Roger Ashworth
Transportation Manager