

# CARTER'S FLAT

## Draft Local Area Plan

July 2022





# DRAFT

## DOCUMENT ACCEPTANCE

	Name	Signed	Date
Prepared by:	Sam Foster / Emily Zheng		12 April 2022
Reviewed by:	Annette Jones		13 April 2022
Approved by:	Annette Jones		13 April 2022



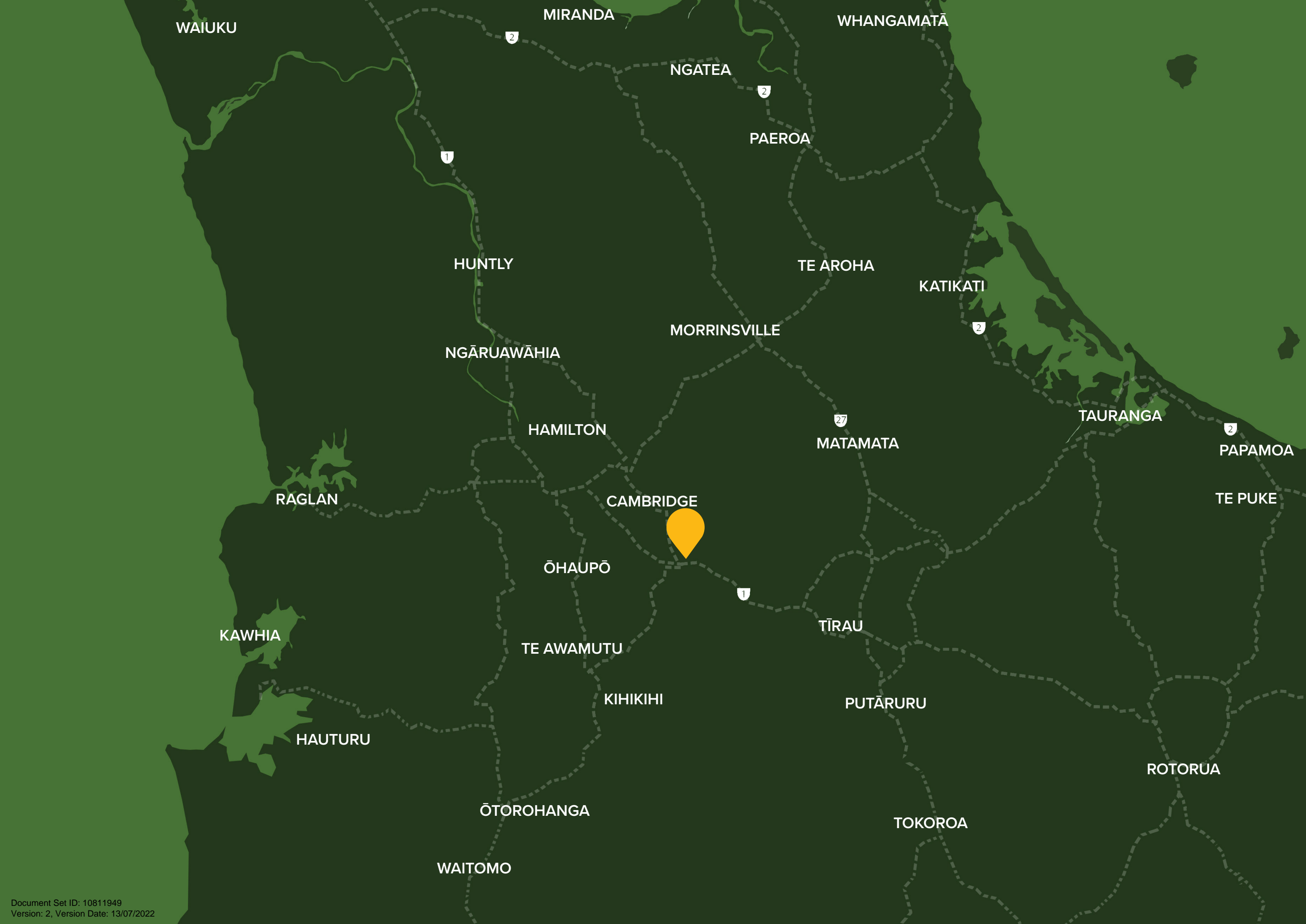
# DRAFT

## CONTENTS

1	INTRODUCTION	5
2	PURPOSE	6
3	VISION	6
4	PRINCIPLES	6
5	ENGAGEMENT AND CONSULTATION SUMMARY	6
6	LOCAL AREA PLAN OVERVIEW	8
6.1	Context	8
6.2	Land Use and Character	9
6.3	Transport and Accessibility	10
6.4	Open Space	11
6.5	Natural Hazards	12
6.6	Infrastructure	13
7	OPPORTUNITIES AND CONSTRAINTS	14
8	KEY MOVES	16
9	ACTIONS AND PRIORITISATION	20
10	URBAN DESIGN GUIDELINES	22
10.1	Context and Character	23
10.2	Building location and site design	23
10.3	Building design	24
11	PRECEDENTS	28







WAIUKU

MIRANDA

WHANGAMATĀ

NGATEA

PAEROA

HUNTLY

TE AROHA

KATIKATI

MORRINSVILLE

NGĀRUAWĀHIA

HAMILTON

MATAMATA

TAURANGA

PAPAMOĀ

RAGLAN

CAMBRIDGE

TE PUKE

ŌHAUPŌ

TĪRAU

KAWHIA

TE AWAMUTU

PUTĀRURU

HAUTURU

KIHIKIHI

ROTORUA

ŌTOROHANGA

TOKOROĀ

WAITOMO



# 1 INTRODUCTION

Carter’s Flat is located to the east of Cambridge CBD on a lower terrace of land between Lake Te Koo Utu and Karapiro Stream as shown in Figure 1. The area currently contains a mix of commercial and industrial land uses. The area has been signalled to change to a Commercial area that supports, and does not compete, with the Cambridge Central Business Area. This Local Area Plan (LAP) has been developed to guide future development and investment in Carter’s Flat, providing a spatial framework for the site as the area changes.

The LAP has assumed that the area will be rezoned to Commercial Zoning and identifies key moves and interventions that will assist in the creation of a well-functioning urban area that adds to the vibrancy and amenity of Cambridge, providing an environment that will continue to grow and develop into the future.

Carter’s Flat was unofficially named after William Kennedy ‘King’ Carter, who operated a coach service and built his house and stables on the terrace in the late 1870s. By the early 1900s, the land was farmed before changing to industrial development.

Carter’s Flat was rezoned to its current zoning in 2012 – to partly Commercial and partly Deferred Commercial as shown in Figure 2 below.

Council has provided for Industrial zoned land in Hautapu, north of Cambridge. It is expected that over time industrial land uses will move to Hautapu from Carter’s Flat.



Figure 1. Carter’s Flat LAP Boundary

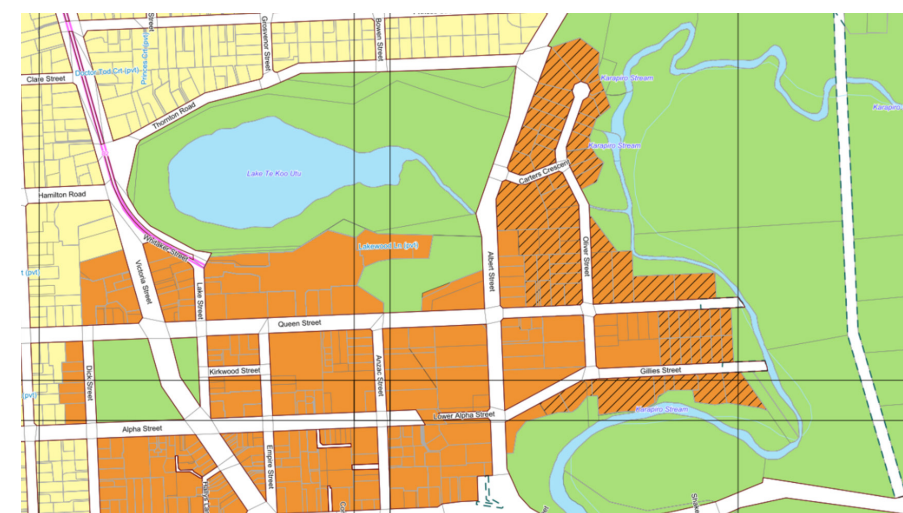


Figure 2. Carter’s Flat Existing Zoning (2022)

- Commercial Zone
- Deferred Commercial Zone
- Deferred Industrial Zone
- Deferred Large Lot Residential Zone
- Deferred Residential Zone
- Hydro Power Zone
- Industrial Zone
- Large Lot Residential Zone
- Lake Karapiro Events Zone
- Marae Development Zone
- Mystery Creek Events Zone
- Deferred Reserve Events Zone
- Reserve Zone
- Residential Zone
- Rural Zone





# DRAFT

## 2 PURPOSE

Council is seeking to re-purpose Carter's Flat from an industrial/commercial area to a mixed use area that complements, rather than competing with the Central Cambridge Business Area by enabling a mix of larger format commercial activities with apartment living. The Carter's Flat LAP is to provide a spatial framework to guide future development and investment in the Carter's Flat area as it transitions. The LAP will identify key moves and investments to support this change and establishes a vibrant mixed use area that has a high level of vitality.

## 3 VISION

Taking advantage of Carter's Flats location near the Cambridge Central Business area, Lake Te Koo Utu and the Karapiro Stream Gully, establish an attractive mixed use area that enables larger floor area commercial activities; including retail and office space supported by apartment living. Carter's Flat will become a high amenity environment through the development of high-quality buildings and attractive public spaces, that enhance access and connection with the surrounding areas.

## 4 PRINCIPLES

- › A vibrant commercial centre that is complementary to, and does not undermine the role of, the Cambridge Central Business Area or enable mall-type development.
- › Connect to and integrate with Lake Te Koo Utu and the Karapiro Stream.
- › Create a high quality commercial environment that supports economic growth in Cambridge.
- › The transportation network supports safe, efficient and multi-modal methods of travel and connects with the existing business areas in Cambridge.
- › Recognise and respect the cultural significance and history of Carter's Flat.

## 5 ENGAGEMENT AND CONSULTATION SUMMARY

Initial consultation has been undertaken with a range of stakeholders in developing this area plan. This has included:

1. Workshops with business owners in the area, co-ordinated with the Cambridge Chamber of Commerce.
2. A design workshop with representatives from the Cambridge Chamber of Commerce and Cambridge Community Board and technical experts from Waipa District Council.
3. Circulating The Carter's Flat Local Area Plan as part of statutory consultation carried out for Plan Change 19: Carter's Flat Rezoning.

Formal feedback on the Local Area Plan from the wider community related to the notification of Plan Change 19: Carter's Flat Rezoning, will be considered and addressed once received.





PROFESSIONAL FARM SERVICES

body  
PERFORMANCE  
CLINIC

PHYSIO  
therapy  
EXERCISE  
therapy  
MASSAGE  
therapy  
PHYSIO-LED  
PILATES  
YOGA

Queen Queen



# DRAFT

## 6 LOCAL AREA PLAN OVERVIEW

### 6.1 Context

The following section considers the existing context of the area. Strategically, the Cambridge Town Concept Plan Refresh, 2019 (TCP) identifies Carter’s Flat as a Large Format Retail Area that supports the town centre. The TCP identifies the creation of healthy green networks, the encouragement of walking and cycling, safe speed environments, the creation of a viable town centre and linking key locations with bus services.

The original Town Centre Concept Plan vision remains relevant and includes building on the character of Cambridge through tree lined streets. The Carter’s Flat LAP looks to develop this vision and provide a framework for its implementation.

#### Sites of Significance and Key Destinations

Carter’s Flat is a short distance to destinations within Cambridge such as the town centre, the Library and Victoria Square which are approximately 700-800m distance. However, due to the topography of the area and the level difference between Carter’s Flat and land to the west, access for active mode users is challenging.

Carter’s Flat and the surrounding area has a number of sites of cultural significance, with multiple Pā sites and borrow pits in the area. These sites and the area have a history and significance to tangata whenua. There are also a number of European heritage sites such as the Band Rotunda.



Figure 3. Existing context



Figure 4. Sites of Significance and Key Destinations



# DRAFT

## 6.2 Land Use and Character

Carter's Flat contains a range of retail, industrial and mixed-use activities, reflecting the previous zoning of the area. It is anticipated that the area will continue to change over time as enabled by future commercial zoning. The character of the area is typical of a mixed-use commercial services environment which plays an important role in the Cambridge Business offering, providing local services and employment without relying on larger centres. Figure 6 shows the general land use activities within Carter's Flat, which are generally aligned with the current zoning allocation of 'live' Commercial and Deferred Commercial Zoning within the District Plan.

Buildings are typical of the commercial/industrial nature of land use and predominantly have large floor areas, are one storey and are on large sites, with large yard or parking areas. There are some recent developments that have smaller footprints including the Oliver Street Developments at 6 Oliver Street which are two-storey mixed use units providing garage/workshop space with attached office space.

Council has recently provided for additional industrial zoned land in Hautapu, north of Cambridge. It is anticipated that over time industrial land uses will move to Hautapu from Carter's Flat, and the area will take on a more commercial character.



Figure 5. Existing built form and character



Figure 6. Existing land use



# DRAFT

## 6.3 Transport and Accessibility

Access to Carter's Flat is from Albert Street which provides access from the North, East and South. The majority of Carter's Flat is located on the eastern side of the road, with a smaller area to the west between the road and the escarpment. Oliver Street provides internal north/south access and Queen Street is the main east/west corridor.

### Road classification

Albert Street is a Major Arterial south of Queen Street and a minor arterial road north of Queen Street under the District Plan. Prior to the opening of the Cambridge Expressway, Albert Street was State Highway 1 and the main route through Cambridge. The road remains busy with traffic volumes of approximately 16,500 vehicles per day. 7% of these are heavy vehicles, which equates to approximately 1,150 vehicles a day.

Albert Street has a width of approximately 28.8m and a typical cross section is shown below. The carriageway is wide, approximately 13.6m including shoulders and the berms are also generous. A footpath is only provided on the western side, approximately 1.5m wide.

Albert Street continues to provide an important vehicle connection through Cambridge, including access to SH1 to the South and through to Leamington.

All other roads within Carter's Flat are classified as local roads. These have a typical width of 20m, with the exception of Carters Crescent, which is approximately 18m wide.

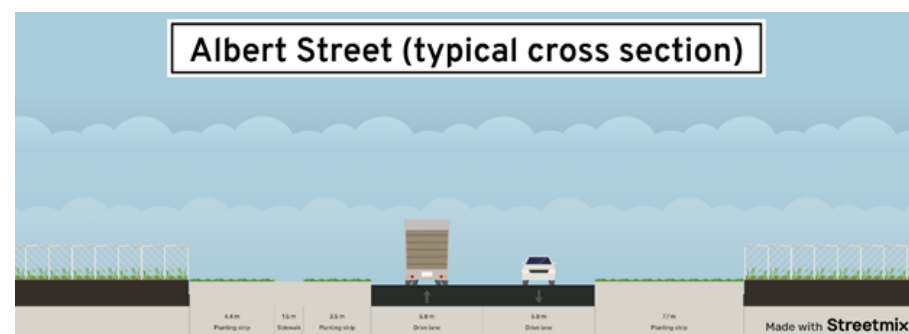


Figure 7. Typical Cross Section of Albert Street within Carters Flat

### Walking and cycling

The area is vehicle dominant with access via active modes challenging due to the nature of the road network and topography of the area. There are no dedicated cycle facilities and there are minimal footpaths within the area; where footpaths are provided, they are narrow, often unclear and conflict with vehicle crossings. Due to the industrial nature of the area, many vehicle crossings are wide reducing pedestrian safety. The location of footpaths is shown in Figure 8.

### Public Transport

There are no public transport services or stops within Carter's Flat.

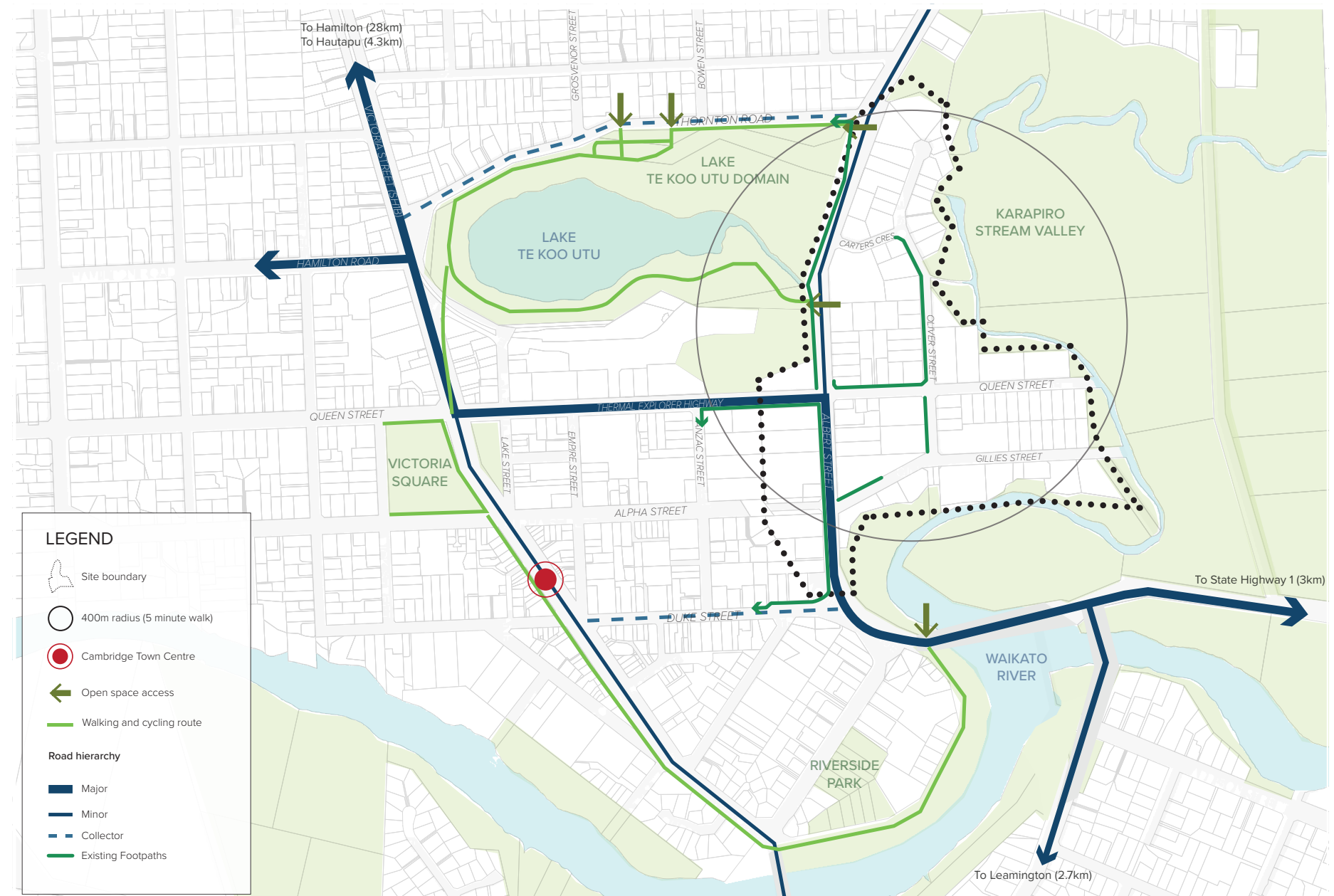


Figure 8. Existing access and connectivity



# DRAFT

## 6.4 Open Space

Carter's Flat is adjacent to Lake Te Koo Utu and the Karapiro Stream. The Lake Te Koo Utu Concept Plan has recently been prepared and describes the domain as being well-used and including a number of historical and memorial features, a walking trail, picnic areas, fitness equipment and sports clubs.

*The Concept Plan identifies that Lake Te Koo Utu has spiritual, cultural, traditional and historic significance to mana whenua. Ngāti Korokī Kahukura and Ngāti Hauā have a long association with Lake Te Koo Utu, the lake was referred to as the oko horoi or wash bowl by Kiingi Taawhiao. Some say that it refers to the sorrow of land confiscation, others to the activities of the Indigenous Land Court in Cambridge. There are other references to the ceremonial washing of wounded in the waters of the lake. For Ngāti Korokī Kahukura and Ngāti Hauā Lake Te Koo Utu is an important connection with the Kiingitanga.*  
- Lake Te Koo Utu Reserve Concept Plan – Boffa Miskell (2021)



Figure 9. Lake Te Koo Utu and Karapiro stream joined 1943 (Retrolens)

The Karapiro Stream and gully system is to the east of Carter's Flat also contains a number of sites of significance to tangata whenua including Pā sites and borrow pits. There are some existing walking tracks that provide some access to the gully however these do not connect. Work was completed in 2012 by Environs to set out a consistent approach to planting, restoration and access to the Karapiro Stream Gully, this included identifying walking routes and bridge locations across the gully to complete a walking circuit.

The location between Lake Te Koo Utu and Karapiro Stream provides opportunities to enhance connections to these areas and take advantage of the amenity they offer. The Waikato River is to the south of the area, however active mode access is difficult from Carter's Flat.

Karapiro Stream and Lake Te Koo Utu were previously joined via a stream, which appears to have been culverted over and is able to be seen in the 1943 Aerial Photograph shown in Figure 9.



Figure 10. Open Space Access



# DRAFT

## 6.5 Natural Hazards

The District Plan identifies that the area is subject to subsidence risk. There is also various identified sites with filled ground throughout Carter's Flat

There are numerous HAIL (Hazardous Activities and Industries List) sites throughout Carter's Flat, with the majority of sites included on the HAIL register. This means that due to previous activities undertaken on the site, it is likely that there is land contamination on these sites that may require rehabilitation to be undertaken. This process is managed via the District Plan.

Future development of the area will be required to address issues related to natural hazards as per regulatory requirements; including but not limited to the Waipa District Plan, the Resource Management Act and the Building Act.

Flooding hazards have been identified in Carter's Flat and will need to be considered as part of any redevelopment.





# DRAFT

## 6.6 Infrastructure

Carter's Flat is serviced by 3 waters infrastructure and there are no known capacity or service issues. There are however two sites, which manage wastewater on site. These are located at the eastern edge of Carter's Flat on the low terraces.

Future development will be need to meet the servicing requirements of the District Plan in order to maintain the capacity and operation of the network.

There are two sites that currently manage their own waste water on site due to being lower and not connected to the reticulated network, these are identified on the adjacent map.



- Stormwater Pipes
- Water Supply Pipes
- Wastewater Pipes
- Current on-site Wastewater treatment area





## 7 OPPORTUNITIES AND CONSTRAINTS

### Sites of Significance and Key Destination

- › Acknowledge, respect and recognise sites of significance and cultural value – honour the history of the place.

### Land Use and Character

- › Support transition to commercial land use
- › Encourage residential activity to be located above ground floor and be located to take advantage of amenity of the area such as outlook over Lake Te Koo Utu and Karapiro Stream.

### Transport and Accessibility

- › Improve safety and access to Carter's Flat for all users.
- › Future proof connections to Carter's Flat.
- › Improve the look and feel of the streets within Carter's Flat.
- › Maintain through route capacity for Albert Street.

### Open Space and Environment

- › Provide connection and access to the Karapiro Stream Gully System.
- › Enhance and restore biodiversity in the area.

### Natural Hazards

- › Implement appropriate gully hazard setbacks for future development.
- › Consider any locations where restriction of development may be required due to natural hazards.

### Infrastructure

- › Undertake modelling to understand capacity of network to accommodate a range of land uses in the area as it transitions to commercial zone (which may include residential activity).



# DRAFT

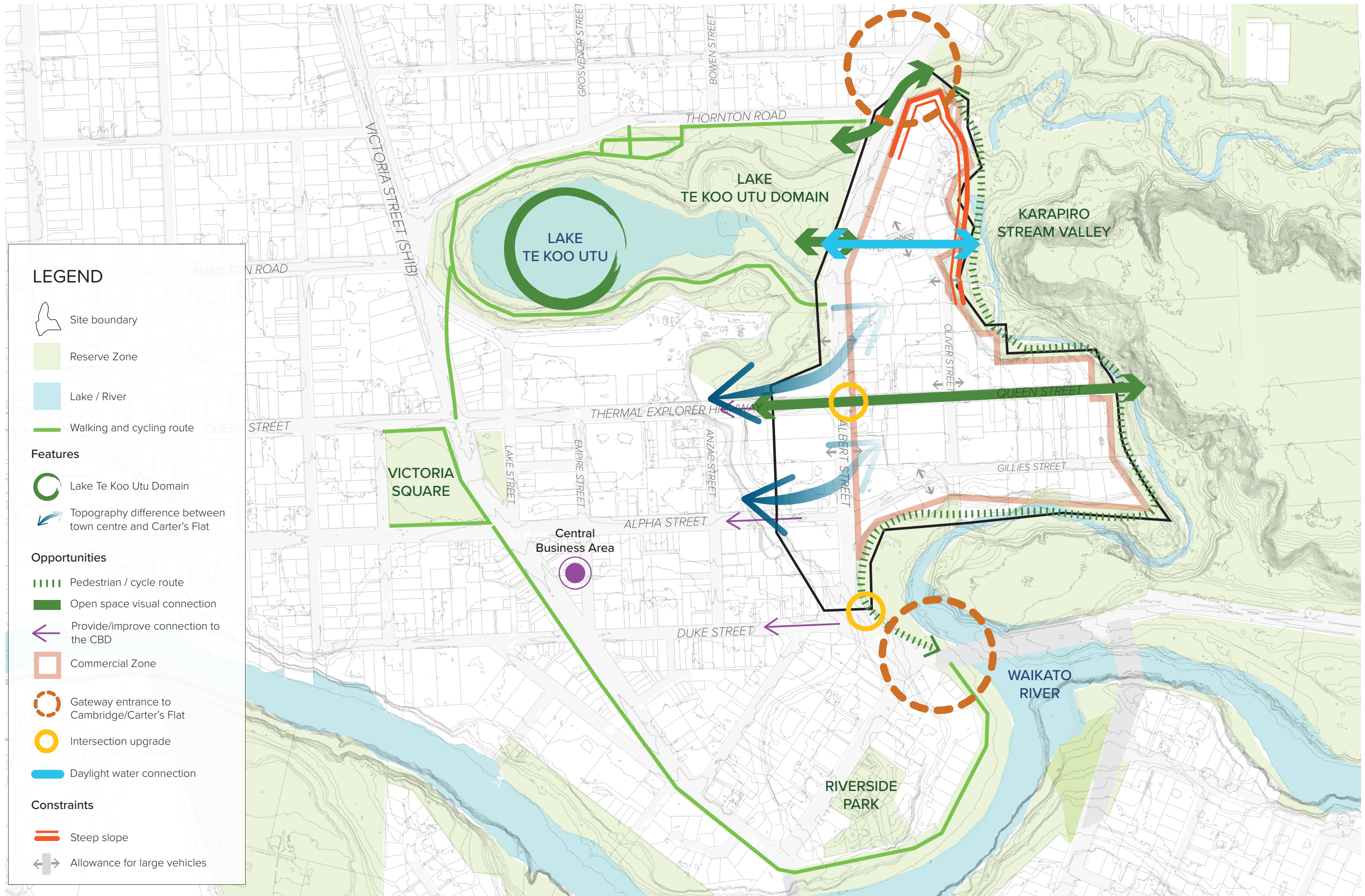


Figure 11. Opportunities and constraints



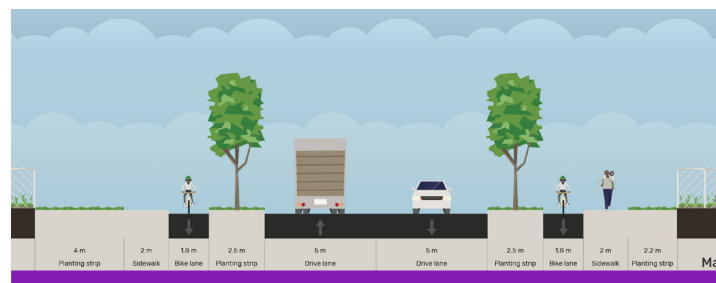
# DRAFT

## 8 KEY MOVES

### Transport and Accessibility

- › Streetscape upgrades throughout the area
  - › Provision of footpaths/cycle paths on all corridors
  - › Intersection upgrades to facilitate access to Carter's Flat while allowing continued through traffic on Albert Street. Provide safe crossing and access opportunity for active/micro modes.
  - › Strategic crossing locations on busy roads
  - › Anticipate future provision of an internal bus network within Cambridge.
  - › Provide safe, clear connection to Lakewood and Central Business Area by improving active mode facilities and crossings:
    - On Queen Street to improve access to Lakewood.
    - On Albert Street to improve access to Duke Street.
  - › Provide a connection up Alpha Street escarpment.
    - Explore feasibility of structure on escarpment.
  - › Creation of gateways at northern and southern entries to Carter's Flat as part of intersection upgrades.

### Albert Street Upgrade



### Internal Access Road

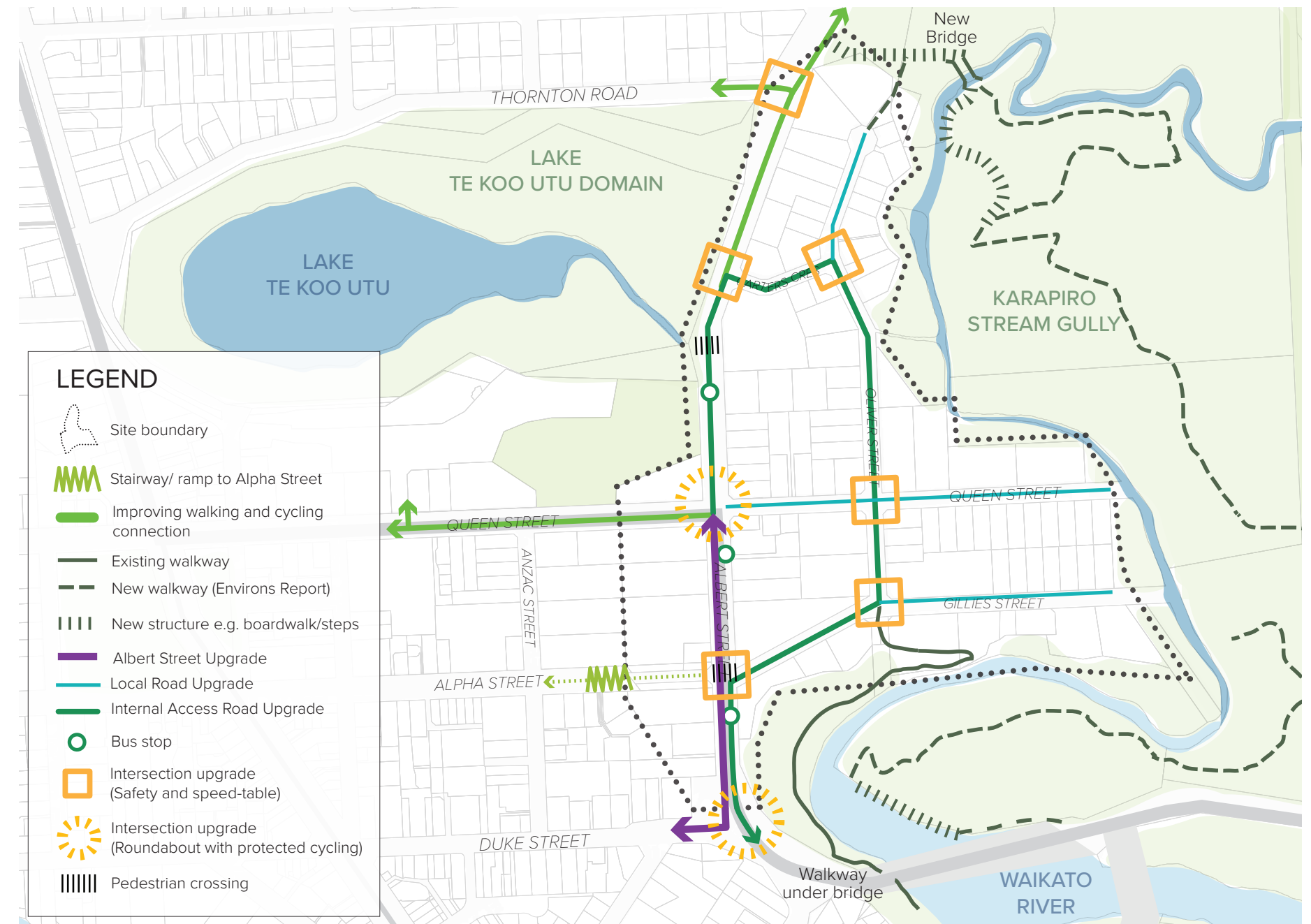
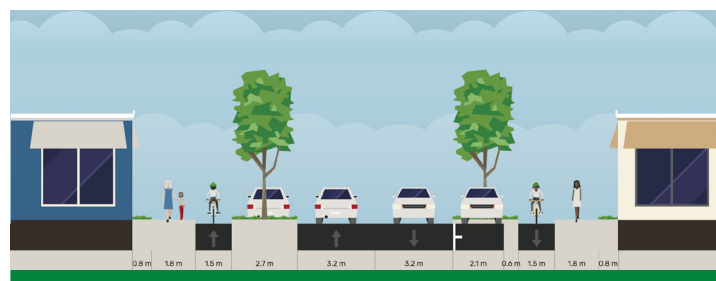
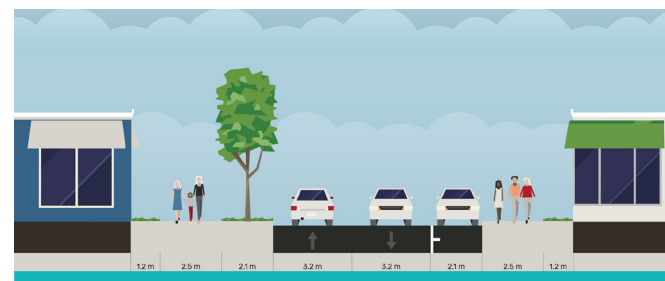
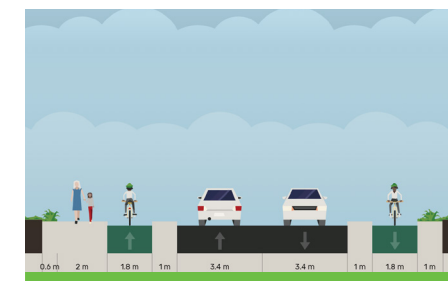


Figure 13. Transport & accessibility key moves

### Local Roads



### Queen Street Connection



### Albert Street Connection

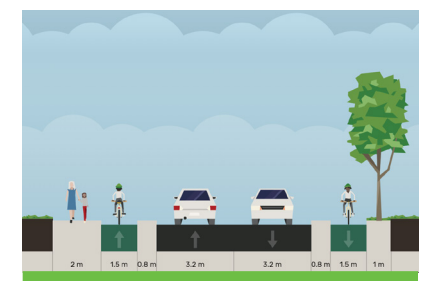


Figure 12. Indicative cross sections



# DRAFT

## Land Use and Open Space

- › Support transition to commercial land use.
- › If residential activity is provided, it is to be located above ground floor and designed to provide for a high level of residential amenity. Encourage dwellings to be located and take advantage of amenity offered by Lake Te Koo Utu, Karapiro Stream and the proposed neighbourhood centre.
- › Establish a neighbourhood centre for the Carter's Flat area that provides opportunities for activities such as a café, and food and beverage outlets to service local business.
- › Locate and design the neighbourhood centre to take advantage of open space amenity and enhance activity for the Lake Te Koo Utu Domain. This is to be sized to ensure it does not compete with the Central Business Area.

## Sites of Significance and Destination

- › Partner with iwi to progress projects that acknowledge, respect and recognise sites of significance and cultural value to honour the history of the area.

## Open Space and Environment

- › Reconnect Lake Te Koo Utu and the Karapiro Stream with a new amenity reserve that daylight a portion of the previous stream connection.
- › Implement gully walking route including bridges across Karapiro Gully as per Environs plan.
- › Work with community to consider outdoor recreation opportunities that may be appropriate in the area.
- › Implement gully restoration and enhancement programme.

## Natural Hazards

- › Development will need to consider and respond to the hazards of the area including flood hazards, subsidence and slope instability near the gully.

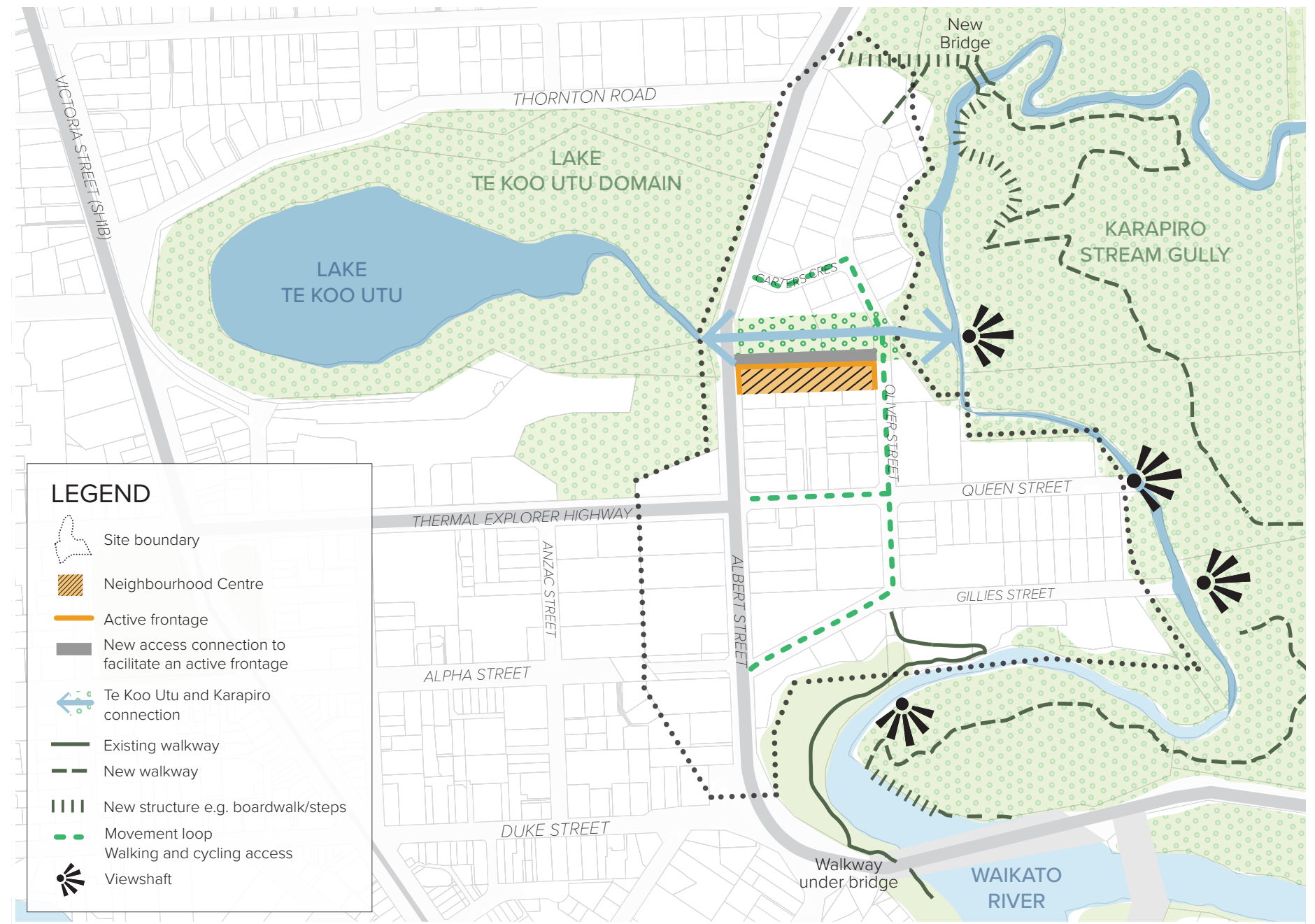


Figure 14. Land use and open space key moves



Figure 15. Existing Carter's Flat land use and environment




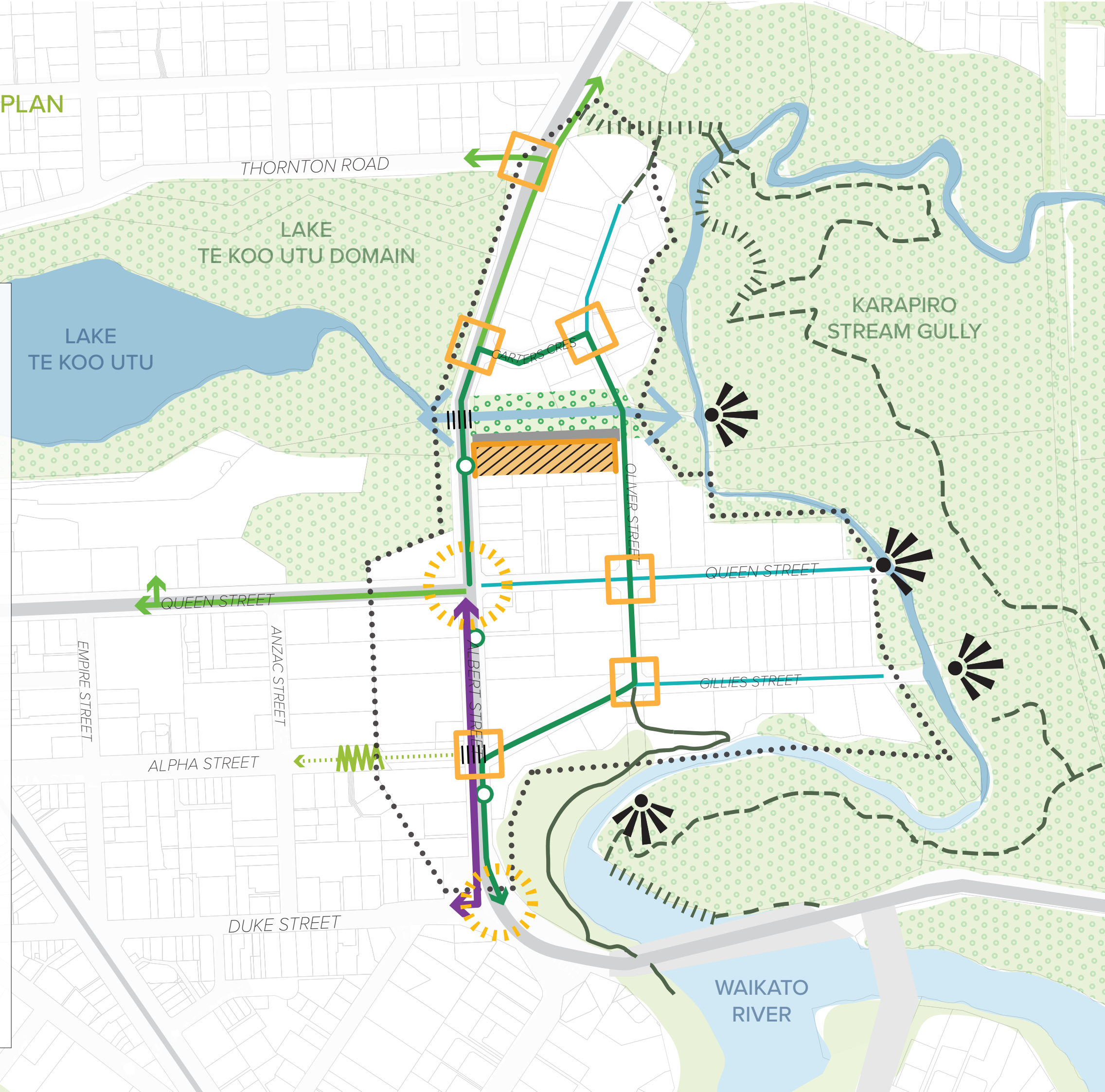




# CARTER'S FLAT LOCAL AREA PLAN

## LEGEND

-  Site boundary
-  Neighbourhood Centre
-  Active frontage
-  New access connection to facilitate an active frontage
-  Te Koo Utu and Karapiro connection
-  Stairway/ ramp to Alpha Street
-  Local Street upgrade
-  Albert Street upgrade
-  Internal access loop upgrade
-  Improving walking and cycling connections
-  Bus stop
-  Intersection upgrade (Safety and speed - Table)
-  Intersection upgrade (Roundabout with protected cycling)
-  Pedestrian crossing
-  Viewshaft
-  New walkway (Environs Report)
-  New structure e.g. boardwalk/steps





# DRAFT

## 9 ACTIONS AND PRIORITISATION

Projects identified will be delivered over the short to long term. Some projects may be able to be delivered under existing budgets or through other funding mechanisms. Other outcomes will require inclusion in the Long Term Plan and require funding to be identified. Projects will require concept, costing and detailed design prior to progressing.

### Transport & Access Key Moves

Areas of investment	Projects & Initiatives
1. Connections to central Cambridge	<ul style="list-style-type: none"><li>› Provide improved connections to Lakewood and Cambridge Central that provides for safe active mode movements via Queen Street and Albert Street into Duke Street.</li></ul>
2. Streetscape upgrades	<ul style="list-style-type: none"><li>› Upgrade the streetscapes within the Carter's Flat area to provide improved, safer access for active and micro mode users as well as enhance the amenity of the streetscape through the inclusion of street trees, improved stormwater treatment. This is be achieved through improvements to intersections and reallocation of space within the road corridor. Provide for safe mid-block crossings at strategic locations across busy roads.</li><li>› Albert Street upgrade, including intersections</li><li>› Internal Loop Road and intersections</li></ul>
3. Future-proof for access to Public Transport	<ul style="list-style-type: none"><li>› Include space and consideration for a future public transport network in Cambridge.</li></ul>
4. Alpha Street Connection	<ul style="list-style-type: none"><li>› Provide a connection between upper and lower Alpha Street that enhances connections between Carter's Flat and Cambridge Central.</li></ul>

### Land Use Key Moves

Areas of investment	Projects & Initiatives
1. Identify cultural values of the area	<ul style="list-style-type: none"><li>› Work with tangata whenua to understand key cultural values of the area and how these can be woven into projects including the streetscape, gateways, intersections and walking trails.</li></ul>
2. A green connection between Lake Te Koo Utu & the Karapiro Stream	<ul style="list-style-type: none"><li>› Create a green connection that functions as a linear open space between Lake Te Koo Utu and the Karapiro Stream that daylights as much of the connection as possible, providing the opportunity to reconnect and restore the environment.</li></ul>
3. Establish the social heart of Carter's Flat	<ul style="list-style-type: none"><li>› Enable the development of a neighbourhood centre that acts as the social heart of Carter's Flat and activates and interacts with the new green connection and the Lake Te Koo Utu Domain.</li></ul>
4. Enable access to the Karapiro Stream Gully	<ul style="list-style-type: none"><li>› Build off the Karapiro Stream Gully concept design and establish a walking track around the Karapiro Gully that provides the opportunity to reconnect with the environment.</li></ul>
5. Restore and enhance the gully network	<ul style="list-style-type: none"><li>› Undertake planting restoration and pest management to enhance the biodiversity values of the Karapiro Stream Gully.</li></ul>







# DRAFT

## 10 URBAN DESIGN GUIDELINES

### Commercial Zone

#### Introduction

Carter's Flat is an existing commercial/ light industrial area within Cambridge of approximately 20ha. Carter's Flat is proposed to be rezoned to uplift the deferred commercial zone leaving a commercial zoning. The Cambridge Town Concept Plan identifies Carter's Flat as a large format retail area that supports the Cambridge Central Business Area.

To support the redevelopment and transition of Carter's Flat to a large format commercial area, a Local Area Plan has been prepared. This identifies key moves and investments in the area that will assist in establishing a high-quality commercial environment.

These guidelines have been developed to support the Carter's Flat Local Area Plan (LAP) and establish high quality, consistent development in the area. They will be supported by the provisions of the District Plan which will provide the statutory framework to manage the future development of the area.

#### Purpose

The design guide is to be used by business owners, developers, designers and Waipa District Council to inform the future development of the area as it transitions from a deferred commercial zoning with a light industrial character to a commercial zone with a focus on large format retail.

The design guide helps to articulate the principles of the Local Area Plan into the built environment:

- › A vibrant commercial centre that is complimentary to, and does not undermine the role of, the Cambridge Central Business Area
- › Connect to and integrate with Lake Te Koo Utu and the Karapiro Stream.
- › Create a high-quality commercial environment that supports economic growth in Cambridge.
- › The transportation network supports safe, efficient and multi-modal methods of travel and connects with the existing business areas in Cambridge.
- › Recognise and respect the culturally significant sites and history of Carter's Flat.

Carter's Flat is already developed and the road network and site boundaries are set. Therefore, the design guides focus on the built form in anticipation of the redevelopment of the area. It also provides direction on the creation of a quality public realm to guide the design of streetscape renewals and interventions in the open space network.

The design guide is separated into three sections, providing guidance for the built form, streets and open space.



# DRAFT

## 10.1 Context and Character

Development should be place-led and respond to the context of Carter's Flat. In Carter's Flat this means considering defining features of the area such as Lake Te Koo Utu, the Karapiro Stream Gully network and the topography of the surrounding area and how development can respond to these. Development should consider how maintaining visual and physical connections to the landscape can be incorporated into the design and layout of buildings and sites to establish a distinct character in the area.

1. Maintain visual and physical connections to Lake Te Koo Utu and the Karapiro Stream Gully. Views and vistas identified in the Carter's Flat Local Area Plan should be protected and enhanced, maintaining a strong connection with the surrounding context.
2. Respond to identified cultural history. Development should respond to, and respect, locations of cultural significance.
3. Choose colours that suit the environment and minimise reflectivity and glare.



Figure 18. Karapiro Stream Gully network

## 10.2 Building location and site design

The location of buildings on a site has an influence on the character of the streetscape and the public realm. Buildings should provide a strong connection with the street, activating the frontage. This provides a more inviting street environment that is safer and more comfortable for people. When designing the site, the following shall be considered:

1. Locate buildings on the site so they are oriented towards the street and to take primacy over areas of parking and service areas. This means that buildings are placed on the front of the site, interacting with the street.
2. Parking should be located to the side or rear of buildings so these are not visually dominant. If parking is located on the side of the building, it should be setback and include landscaping along the street frontage to maintain the primacy of the building.
3. Locate service areas away from view of streets and public spaces. These areas should be located to the rear or side of the building to minimise the visibility of these spaces from the public realm. This helps to maintain a high-quality streetscape, without loading/unloading bays, management of waste and outdoor storage being highly visible.
4. Consider landscape design as part of the site layout to avoid its inclusion as an afterthought. Landscaping should be designed to soften the façade of the building and any parking areas visible from the street, while maintaining visual connections and activation of the street frontage. Landscaping should be of a size and scale that allows for clear sightlines to building entrances and not create safety issues between pedestrians and vehicles.
5. Consider how people will access the site and the buildings from all modes of transport. Pedestrian access should be clearly visible, direct and safe for people of all ages and abilities.



Figure 17. Conceptual development showing activation and access to the new open space corridor.



# DRAFT

## 10.3 Building design

The design of new buildings within Carter's Flat will begin to change as the area transitions into more of a commercial area, moving away from the current light industrial/service character. The bulk, size, scale and design of the buildings will play an important role in establishing the character and quality of the area.

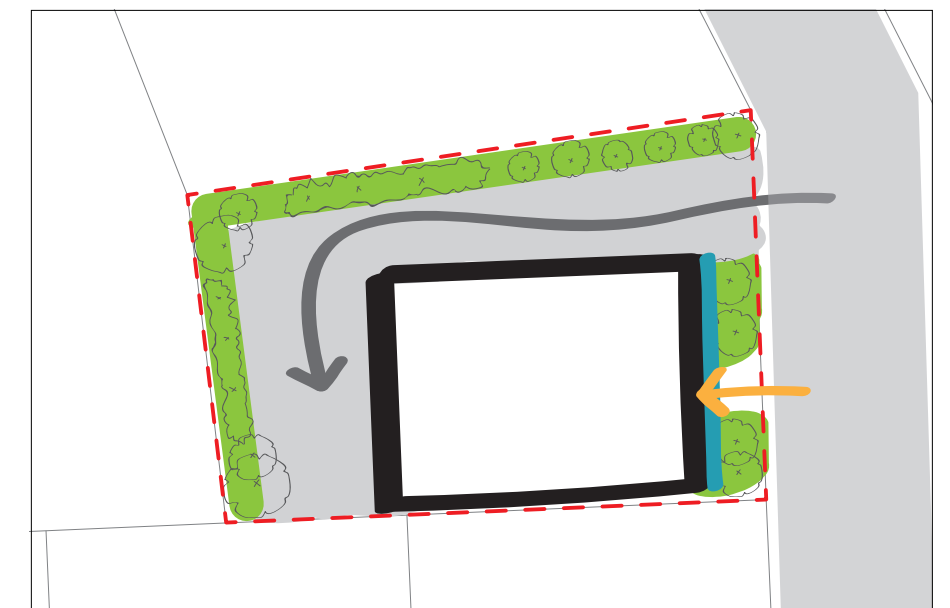
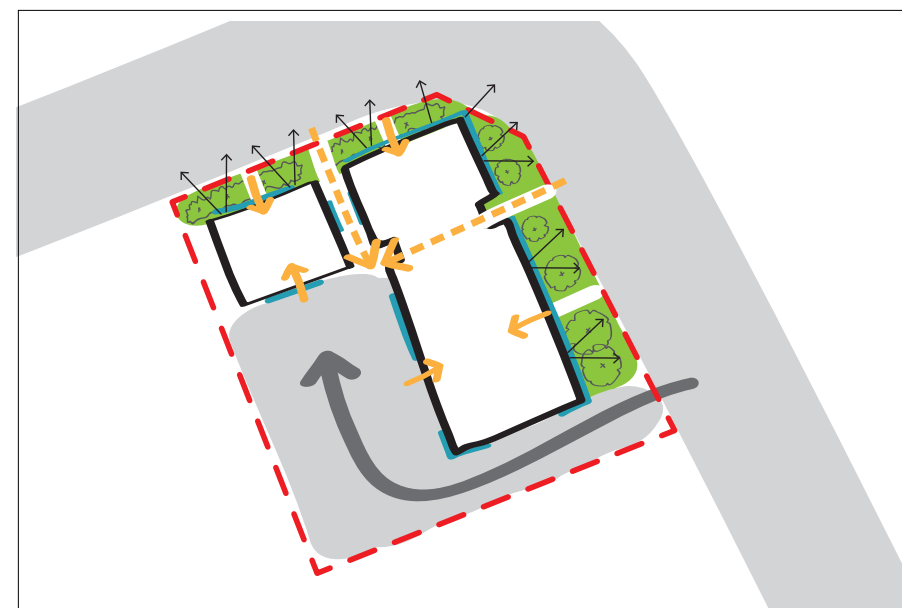
1. Design building façades with active frontages. This means including large amounts of glazing on the building front providing a visual connection between those inside and outside the building. This creates "eyes on the street" and assists in creating a safe and attractive street environment. The front building façade should include a minimum of 50% glazing. Where buildings front onto areas of open space, they should also provide active frontages, interacting with, and activating the public realm.
2. Buildings should be designed to provide a scale that is comfortable on the street. While commercial buildings will typically have larger floor areas and more bulk and mass, it is important that the façade is designed to be well articulated, through the use of architectural rhythm and detail. This helps to break up the bulk of building and provide a more interesting streetscape. This can be achieved through, stepping the front building line and varying the depth of the façade. It can also be achieved through the inclusion of privacy and shading screens, variation in materials and changes to the roof shape and design.
3. Locate entrances to the building at the front of the building, making sure that they are easily identifiable for visitors. Entrances should be well-lit and provide shelter from the weather for people arriving and leaving the site.
4. Design rooflines to break up the bulk and scale of the building. Minimise the use of long expanses of roofing without variation.

5. The building façade should:
  - a. Avoid large featureless walls by breaking up the bulk and mass of the building through the use of vertical & horizontal articulation, and architectural features.
  - b. Avoid long continuous walls without variation by including steps in the building line.
  - c. Clearly define entrance ways to buildings.
  - d. Incorporate changes of materials and colour to emphasise the façade design.
  - e. Where buildings are located on a corner the design of the buildings should emphasis the corner, activating both street corridors.
  - f. Where multiple tenancies are to be located in the same building, each tenancy should be easily identifiable using the techniques identified above.

### Access

The site should be designed to provide clear, safe and direct access to the site for all modes and users.

- a. Provide clear access to buildings for pedestrians from the street. This should be separate from vehicle access to maximise safety and legibility.
- b. Consider vehicle movements on site and how conflict between heavy vehicles, service vehicles, parking and pedestrians can be minimised.
- c. Provide safe and clear access for pedestrians from carparking to any pedestrian access points.
- d. Incorporate the principles of 'Universal Design' into all pedestrian accesses – making routes clear, obvious and step free, enabling access for people of all ages and abilities.



**KEY**  
VEHICULAR ACCESS  
PEDESTRIAN ACCESS

Figure 19. Building design outcomes- showing glazing, access & planting



# DRAFT

## Residential Activity

Residential activity is provided for within the Waipa Commercial Zone where it is above the ground floor. Managing and balancing the effects of residential and commercial activity within the same area is important to provide suitable levels of residential amenity and create a pleasant living environment.

Carter's Flat is envisaged to be a large format commercial area that complements rather than competes with the Cambridge Central Business Area. Large format areas are typically less walkable and have fewer activities that support true mixed use-residential landuse. It is generally expected that Carter's Flat will have a lower level of residential amenity and services when compared to the Cambridge Central Business Area, which includes a finer grain of built form, and more land use activities that create attractive, desirable living locations such as café's, restaurants, small shops and food & beverage supplies.

If residential activity is proposed in Carter's Flat, it should be located in areas with higher levels of amenity. This means encouraging dwellings to be located where they can take advantage of the amenity provided by the Lake Te Koo Utu Domain, the Karapiro Stream Gully and the proposed neighbourhood centre. The areas of open space provide visual relief and connection for residents, offering a more pleasant living environment for residents; the neighbourhood centre provides increased amenity and presents an opportunity to be located next to a small centre. Locating residential activity adjacent to open space or the neighbourhood centre also reduces the risk of reverse sensitivity effects.

With regard to the provision of residential activity in Carter's Flat:

1. Incorporate general design principles for Carter's Flat into the building design including:
  - > Activation of the street.
  - > Design the building to provide visual interest and minimise the bulk and massing of the building.
2. Locate residential activity above the ground floor.
3. Provide safe and secure access for residents that is separated from commercial activities.
4. Orient residential dwellings to maximise solar gain and locate balconies to maximise access to sunlight and views to adjacent areas of open space.
5. Design buildings to provide surveillance over the street and areas of public open space.
6. Incorporate appropriate acoustic design into dwellings to manage effects associated with living in a commercial zoned area.

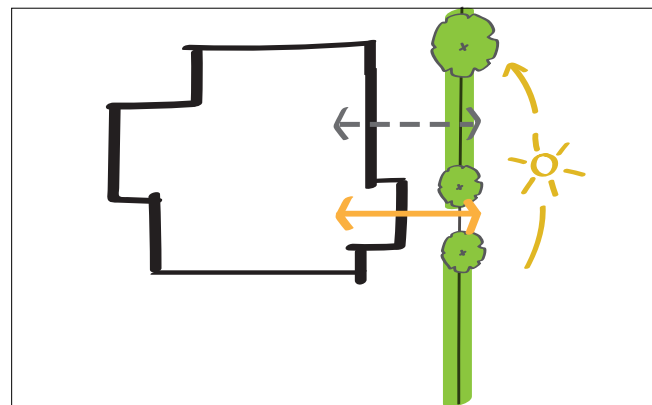
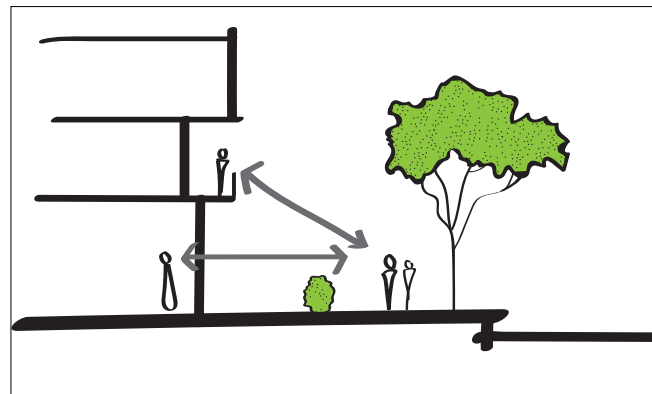


Figure 21. Safety and Security outcomes

## Carters Flat Neighbourhood Centre

The Carter's Flat LAP identifies a neighbourhood centre adjacent to the proposed daylighting of the Karapiro Stream. The neighbourhood centre is small and is intended to provide a central location for the area, with smaller activities such as food and beverage outlets or eateries. This centre will enable access to these services within the area providing options that do not require travel outside of Carter's Flat. The neighbourhood centre also provides the opportunity to activate the greenspace proposed adjacent to the reserve, taking advantage of the amenity that can be created as part of that investment.

The neighbourhood centre is the only location within the LAP that is suitable for smaller footprint activities with narrower shop frontages, creating a finer grain built environment. Buildings in this location should:

1. Be designed to face and interact with the reserve, activating this space and providing passive surveillance.
2. Include a high level of glazing creating active frontages (min 75%).
3. Designing the building façade to clearly identify individual tenancies, providing welcoming and clear pedestrian access.
4. Avoid large blank façades and vary the form of buildings through the use of vertical and horizontal articulation.
5. Avoid the creation of long expanses of roofing without variation.
6. Locate parking to the rear of the site.



Figure 20. Neighbourhood shops fronting and activating open space



# DRAFT

## Street Design

To encourage the transition to a high-quality commercial area, the LAP identifies the need for streetscape enhancement throughout Carter's Flat. While there are a handful of mature street trees throughout the area that provide some vegetation, further planting is recommended. Pedestrian facilities within Carter's Flat are also poor and investment in street corridor upgrades is required.

1. Streetscape improvements should establish a clear street hierarchy which differentiates treatment between road corridors and their function.
2. Redesign road corridors to provide footpaths on both sides of the carriageway on all road corridors of at least 1.5m in width.
3. Include street trees and stormwater treatment within the road corridor.
4. Provide for separated cycleways at least 1.5m wide on identified corridors to facilitate cycle commuting in the area.
5. Establish and delineate parking bays in suitable locations.
6. Intersections are to be designed to provide for the safe movement for active and micro-mode users.
7. Provide for universal access by ensuring routes are clear, legible and step free. This will enable access for mobility impaired users, who may rely on assistive devices or mobility aids such as wheelchairs, walkers or scooters.

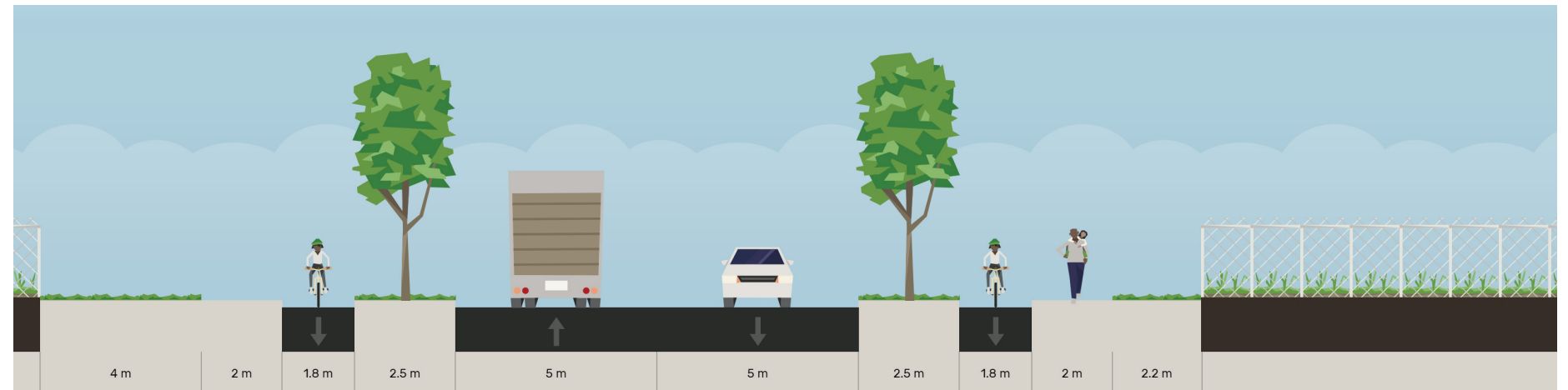


Figure 22. Albert Street indicative cross section design (28.8m road corridor)

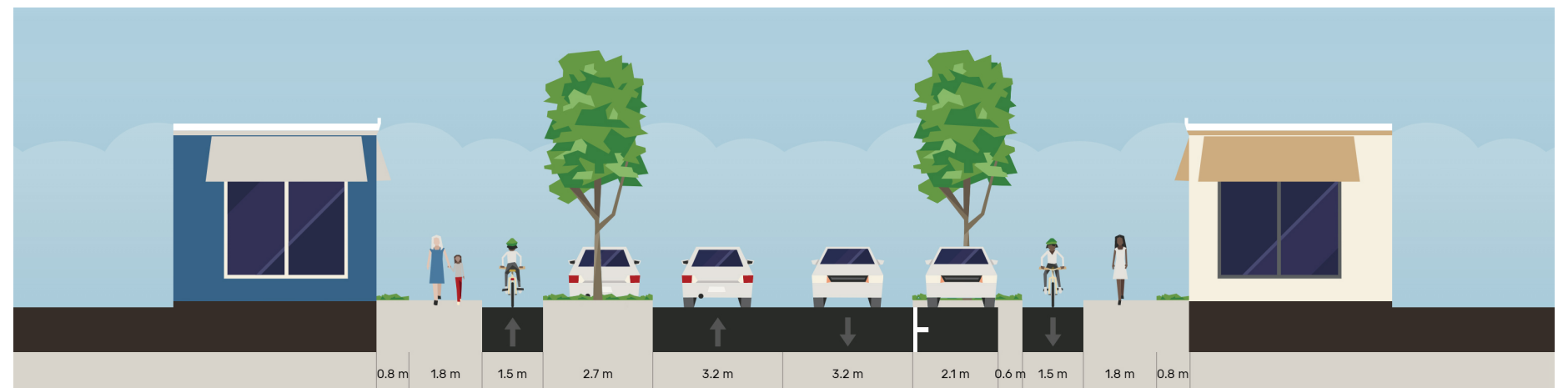


Figure 23. Internal loop road indicative cross section design (20m road corridor)

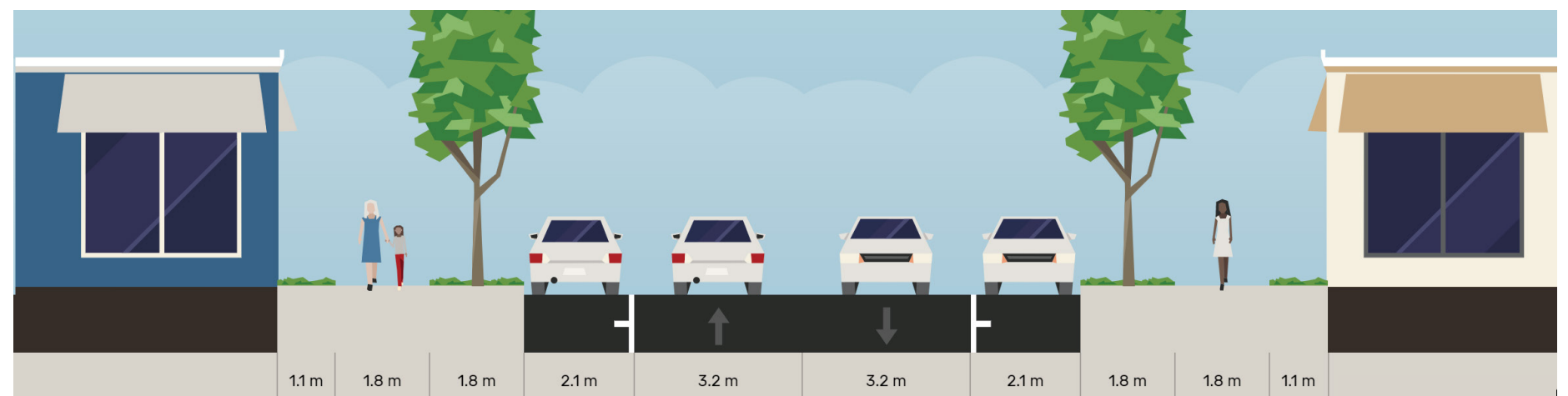


Figure 24. Local Street upgrades – indicative cross section (20m corridor)



# DRAFT

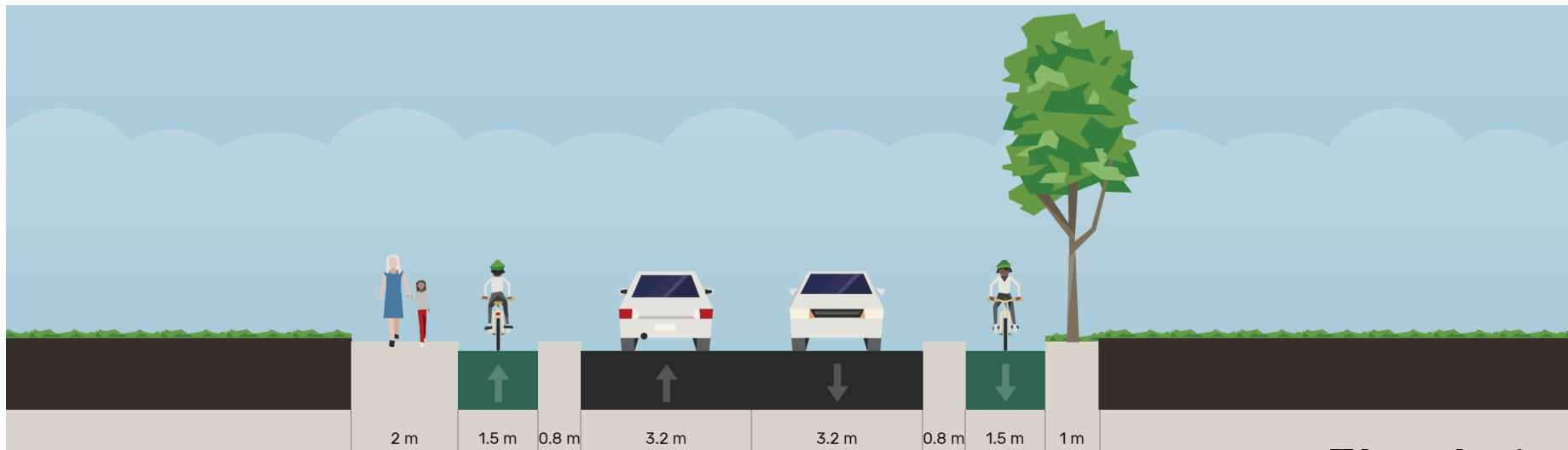


Figure 26. Albert Street north indicative cross section design

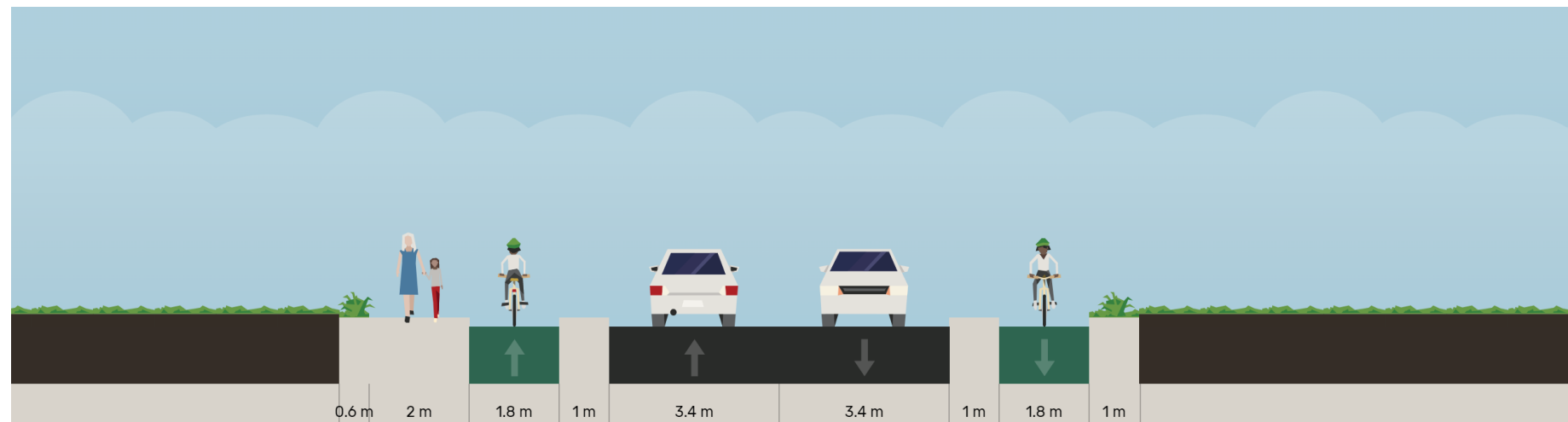


Figure 27. Queen Street indicative cross section design

## Open Space

The Carter's Flat LAP identifies the creation of a new area of open space, daylighting the connection between Lake Te Koo Utu and the Karapiro Stream. The space should be large enough to provide for passive recreational activity with the opportunity to activate the space from the adjacent development.

1. Open space should be activated by a road corridor and adjacent land use.
2. Sufficient width should be provided to
  - a. enable riparian planting
  - b. enable daylighting of the stream in a way that recreates its natural meander.
  - c. Provide for a footpath with a minimum width of 2.5m.
  - d. Provide for opportunities for adjacent land use to access and activate the space.



Figure 25. Open Space (Watermark, Otakaro Ltd).



# DRAFT

## 11 PRECEDENTS



Figure 28. Commercial building with glazing and landscaping



Figure 29. Neighbourhood centre overlooking open space



Figure 30. Two storey commercial building with glazing and landscaping on the building frontage



Figure 31. Cafe opening out to adjacent open space



DRAFT

