



# CAMBRIDGE TOWN CONCEPT PLAN

*Final Report*

June 2010

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## ADOPTED BY WAIPA DISTRICT COUNCIL 29 JUNE 2010

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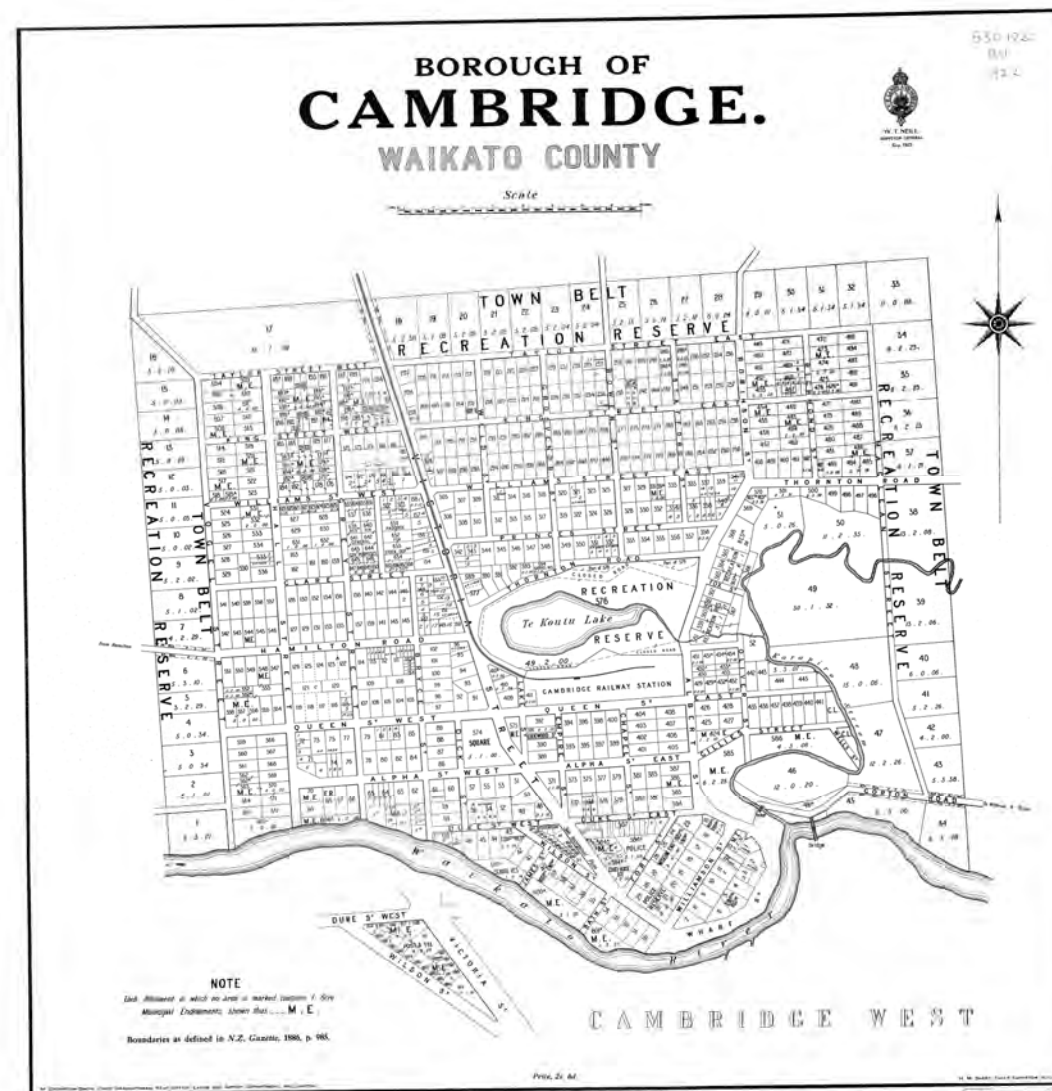


Figure 1: 1922 Town Plan (provided with the authority of the University of Waikato, subject to copyright) of Cambridge showing the planned grid street layout, surrounding Town Belt Recreation Reserve and Waikato River to the south, all of which remain key characteristics of the town today.

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Good urban design is central to achieving environmentally sustainable development, facilitating growth of urban areas that interact positively with their local environment. As a signatory to the New Zealand Urban Design Protocol, Waipa District Council is seeking to provide a framework for the future growth of Waipa District and, in doing so, understands that the future growth of Cambridge has the potential to contribute to the making of a great place for people to live and visit in the District. Waipa District Council's Growth Strategy has established a strong vision for the District and its urban areas that, with the aid of the right design tools, will see Cambridge grow positively into the future. One of those tools is this Town Concept Plan.

The purpose of the Cambridge Town Concept Plan (the Plan) is to assist in achieving the Council's vision for the Waipa District as the Home of Champions - a great place to live, work and play. As part of this, the Council seeks to provide for the sustainable future growth of Cambridge, such that it provides for the social, cultural and economic wellbeing of the community, while protecting the existing environment for future residents and visitors to the town to enjoy in the future.

Integral to the preparation of the Cambridge Town Concept Plan has been engagement with local community and visioning group, Waipa Council's elected members and staff and wider stakeholders. The input from each group has helped shape the outcomes of the Plan and the future of the Cambridge and wider Waipa communities.

Following on from initial consultation and analysis, the Cambridge Town Concept Plan seeks to define and enhance the town's relationship with its immediate physical environment, including the Waikato River, the Town Belt Recreation Reserve, the local road network and the surrounding rural environment. This Plan seeks to achieve this by providing relevant objectives, principles and strategies that respond to these inherent qualities of the town. With the assistance of framework plans, the Plan integrates physical and social infrastructure into the overall framework for future growth. Responding to a variety of matters (such as the need for greater access to open space and community facilities; better management of roads and traffic; and providing for economic growth that has regard to the built character of the town) have formed a fundamental part of the framework plans for the town.

The outcomes sought within this Plan will form the basis for future statutory and non-statutory methods of controlling and shaping future growth of Cambridge as it grows towards 2050. The proposals within the Plan are significant and will require a collaborative approach between key stakeholders to achieve over time. Along with the District Plan, it is anticipated that this Plan will assist the Council, community groups and other organisations to move towards a holistic and common vision for Cambridge.



Figure 2: Lake Te Ko Utu



## 2 TOWN CONCEPT PLAN OVERVIEW

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### 2.1 Process for Preparing the Cambridge Town Concept Plan

The preparation of this Plan is derived from an iterative approach following on from the preparation of the Waipa District Growth Strategy and associated technical profile statement reports. Waipa 2050 identifies a strong vision around matters relating to urban and rural living, employment, movement, infrastructure and the protection of the environment. This Plan builds upon the Waipa 2050 vision and seeks to provide a framework for how Cambridge may contribute to achieving this vision through sustainable future growth.

Preparation of the Cambridge Town Concept Plan was broken down into stages, broadly summarised as:

- **Step 1: Data Collection and Analysis:** The review and analysis of the Plan area and preliminary strategic concepts. During this fieldwork period, streets were driven and walked and photographs taken recording observations and features of interest. These observations then formed an analysis report, highlighting key characteristics of Cambridge, the existing issues and potential opportunities.
- **Step 2: Consultation with community and elected members:** To ensure that observations were in line with those of the community (and to introduce local communities to the Waipa 2050 Town Concept Plans), a series of community visioning workshops were undertaken throughout the District. These workshops incorporated a cross section of the community, from Council staff and iwi representatives to residents and college students. The workshops identified: community likes and dislikes, key issues, needs and challenges, and helped to determine a desired future character or 'vision' for Cambridge.
- **Step 3: Preparation of draft objectives and principles:** To provide direction to the ongoing preparation of the Town Concept Plan, draft objectives and principles were prepared, responding to initial analysis and consultation undertaken.
- **Step 4: Preparation of urban framework plans:** Building upon the objectives and principles, draft framework plans for Cambridge were developed. The framework plans draw upon the Ministry for Environment's New Zealand Urban Design Protocol and People, Places, Spaces publications and have regard to best practice urban design principles, including:
  - Legibility and identity - To promote environments that are easily understood by their users, and that display a strong local identity and appropriate visual character. This facilitates an enhanced usage, enjoyment and pride in local places.
  - Consolidation and dispersal - To promote higher-intensity development around existing or new nodes (such as commercial areas or areas of higher amenity) and lower density on the periphery.
  - Integration and connectivity - To promote development that is integrated and connected with the surrounding environment and community. This facilitates ease of access, economy of movement and improved social interaction.
  - Diversity and adaptability - To promote choice through the provision of a mix of land use activities and residential densities, thus promoting healthy social and cultural growth.
  - Ecological responsiveness - To promote urban environments that are responsive to natural features, ecosystems, water quality, reduced energy usage and waste production and balance the spatial needs to achieve this with those required for urbanisation. This facilitates improved ecological outcomes.
- **Step 5: Preparation of the Cambridge Town Concept Plan:** The final stage of the process was to bring the objectives, principles and framework plans together as a single document, supported by a concise set of strategies to assist in its implementation.



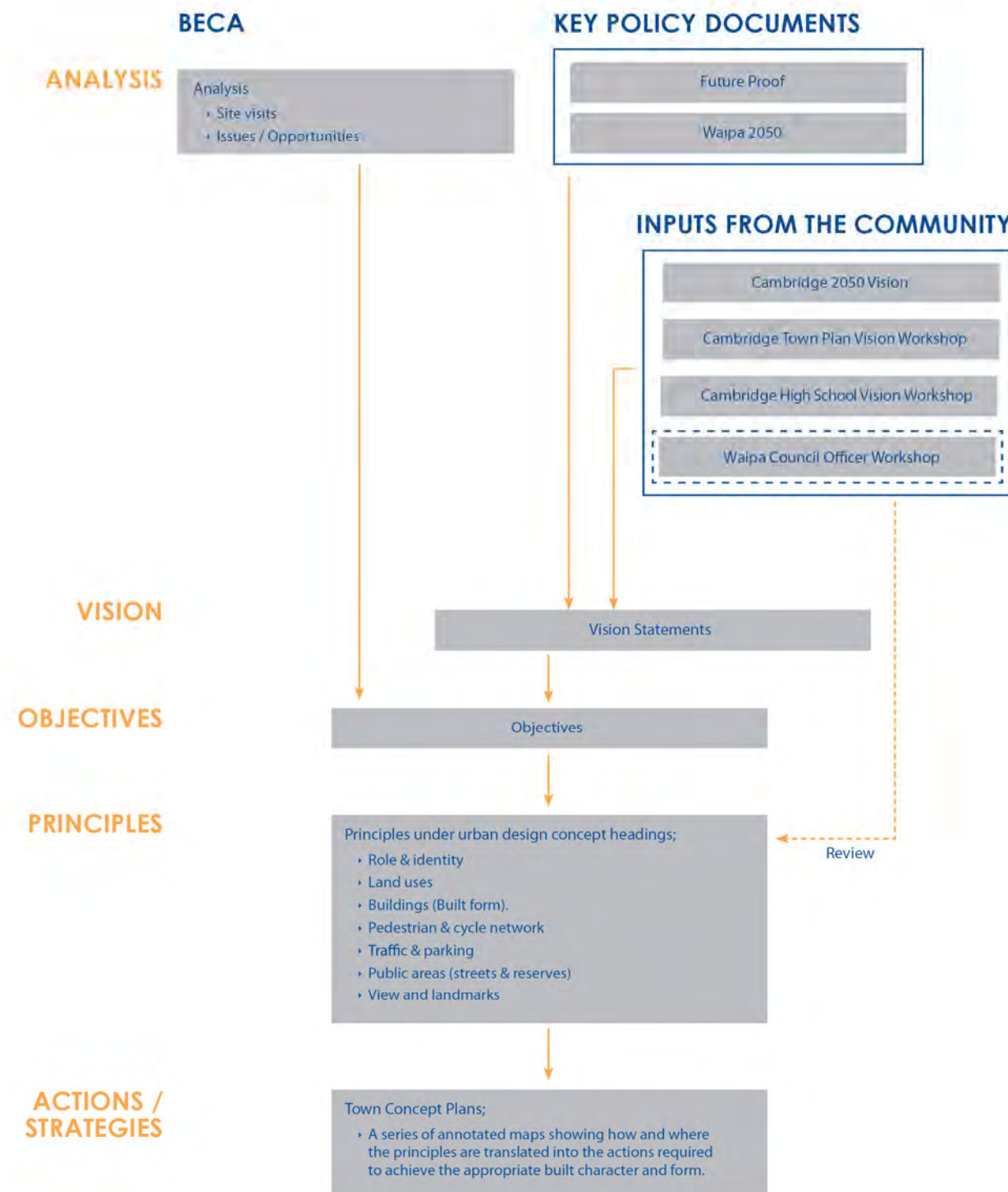


Figure 3: Town Concept Plan development process

### 2.2 Analysis Report Summary

The Cambridge Analysis Report provides a foundation for this Town Concept Plan. Town analysis and community consultation have enabled informed and focused design decisions to be made, significantly influencing strategic, conceptual and design outcomes.

The analysis plan outlined the following key qualities of Cambridge as integral to forming its existing character:

- The Town Belt Recreation Reserve
- The Waikato River and Karapiro Stream valley
- Historic grid road layout, providing for defined views and vistas
- Mature street trees and built form along streets
- A predominance of Edwardian architecture in the town centre - with some examples from the Victorian period



Figure 4: Cambridge, the town of trees



## 2 TOWN CONCEPT PLAN OVERVIEW

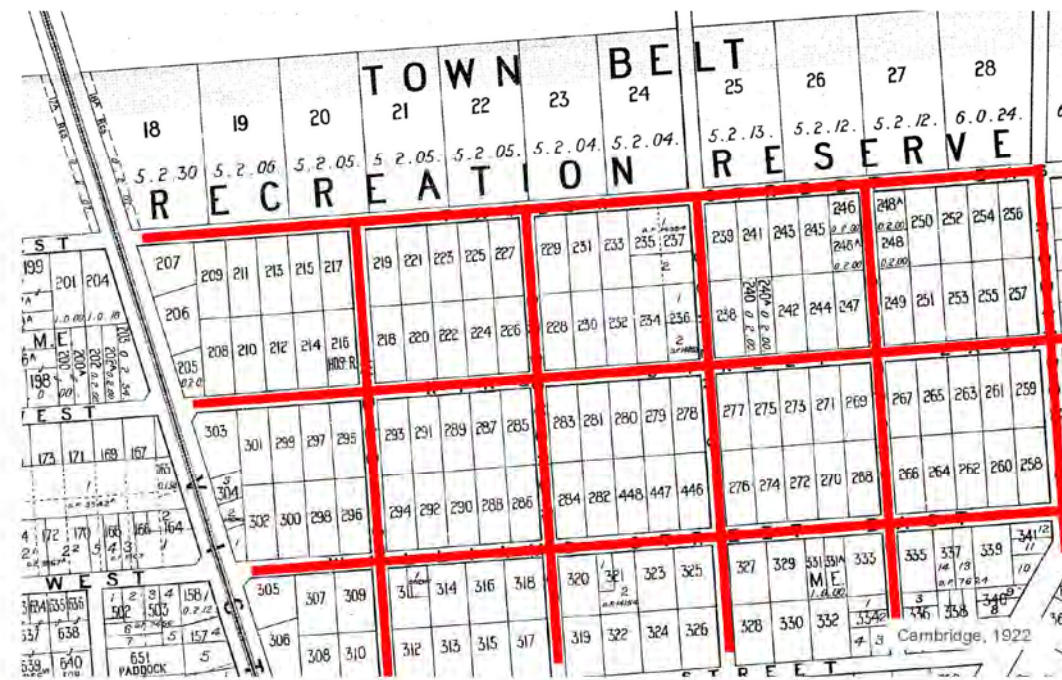


Figure 5: Cambridge 1922, historic grid layout

As part of their preparation for the Waipa Growth Strategy, the following vision statement was prepared by the Cambridge Visioning Group in consultation with the wider public. Key elements of the proposed statement have assisted in informing the Cambridge Town Concept Plan.

- A vibrant town centre – the Heart of Cambridge – that exudes a quality historical ambience.
- Wide tree-lined streets provide a continuous link to an extensive network of well-used green spaces that support a range of passive and active recreational opportunities.
- A diverse, open and inclusive community that is easily accessible, where residents and visitors feel safe and neighbourhood means caring and supportive citizens.
- A well-defined town boundary effectively separates the compact urban area from an uncluttered productive rural hinterland.
- Economic activity, development and growth are planned and managed to a high standard in harmony with the environment, while meeting the needs of all sectors of the community.
- Community and education facilities and services are first class, with Karapiro and Maungatautari offering unique and world class experiences for residents and visitors alike.
- The quality of education and educational facilities are first class. Cambridge is nationally recognised for its quality education from pre-school to high school and opportunities are provided for higher education.
- Maungatautari is taonga – a treasured national storehouse of biodiversity.
- The transportation network supports efficient methods of travel, where walking and cycling become preferred methods of local travel.
- Entrances to the town are welcoming and designed to reflect all that is special about Cambridge.

### 2.3 Significance to Tangata Whenua

Cambridge enjoys a cultural heritage that spans from the 14th Century to the present day. The descendants of Tainui Waka have inhabited Maungatautari and the surrounding Districts for many generations. Ngati Koroki, Ngati Kahukura and Ngati Haua are the current mana whenua. Cambridge also has an association with the Maori King Movement and was frequented by each monarch. Te Ko Utu was termed as the 'wash bowl of sorrow' by King Tawhaio in the mid 19th Century. From the battle fields of Karapiro, to the foothills of Pukekura, from the floodplains of Kemureti to the narrows of the Waikato River.



### 2.4 Hierarchy of Objectives, Principles and Strategies

The Cambridge Town Concept Plan is based on a series of objectives, principles and strategies, each of which has been included to assist in achieving the overall vision for sustainable growth of Cambridge.

#### Objectives

The Plan contains urban design objectives set out to respond to the issues and opportunities identified within the initial analysis carried out for Cambridge. Each objective sets out what needs to be undertaken to assist in achieving sustainable future growth within Cambridge. Specifically, the urban design objectives in this plan relate to:

- Role and identity
- Land uses
- Buildings (built form)
- Pedestrian and cycle network
- Traffic and parking
- Public areas (streets and reserves)
- Views and landmarks

#### Principles

The principles in this Plan outline the courses of action that will be used to achieve the intent of the objectives. Wherever possible, the principles are implemented through the framework plans for the town and within the strategies for future growth.

#### Strategies

The strategies in the report outline the means by which the principles and objectives will be achieved.

### 2.5 References

The following documents have been referenced during the preparation of the Cambridge Town Concept Plan:

- Ministry for the Environment. March 2005. New Zealand Urban Design Protocol.
- Ministry for the Environment. March 2002. People + Places + Spaces – A design guide for urban New Zealand.
- Waipa District Council. 10-Year Plan- 2009-2019.
- Waipa District Council. Annual Plan - 2008/2009.
- Waipa District Council. Waipa 2050: District Growth Strategy
- Waipa District Council. 2008/2009. State of Waipa District Report.
- Waipa District Council. 2008. Waipa District Cycling and Walking Strategy.
- Waipa District Council. Waipa District Plan – Heritage Inventory Record Forms.
- Waipa District Council. 1997. Operative Waipa District Plan.
- Environmental Management Services Ltd. November 2008. Cambridge West Development Concept and Urban Design Statement.
- Waipa District Council. August 2008. Leamington Streetscape Concept Plan.

### 3 CAMBRIDGE CHARACTER AREA DESCRIPTIONS

Waipa District Council's Growth Strategy has established the 2050 Cambridge town boundary, defined by the outer limits of future growth cells catering for projected population growth and urban land needs. Building upon those areas outlined, this section describes the character of existing urban areas and future growth areas.

Figure 6: Cambridge location map

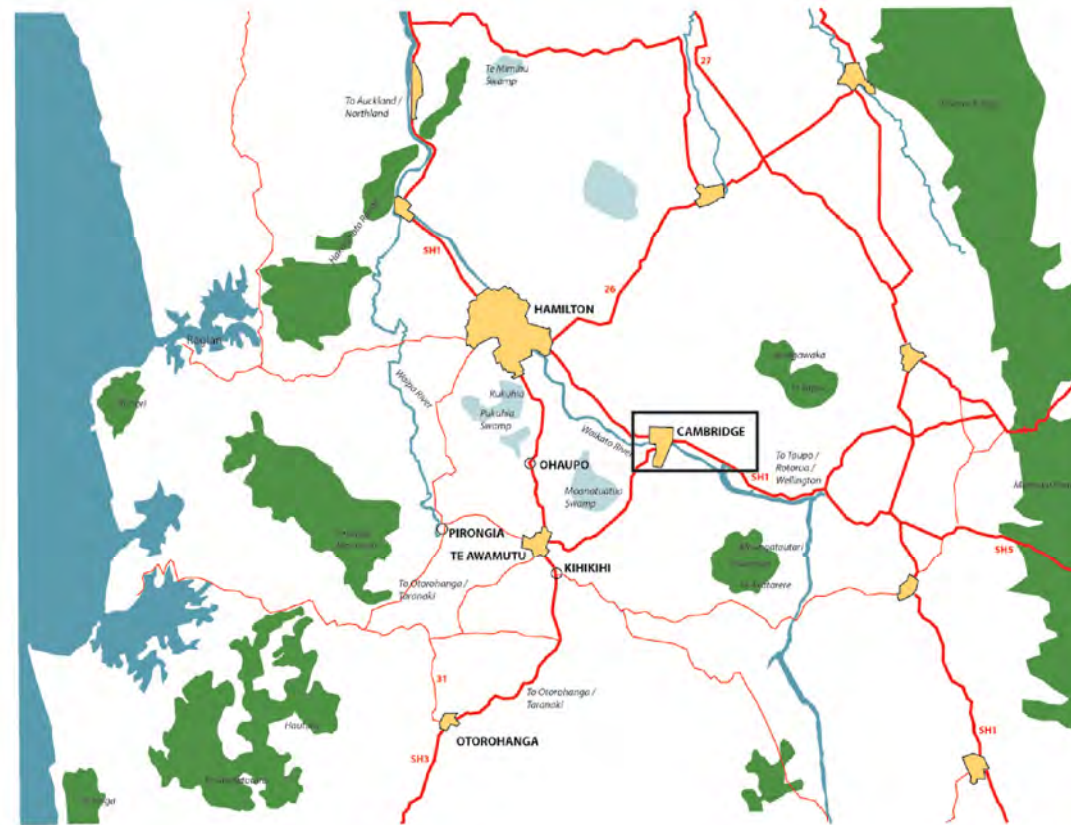


Figure 7: Cambridge 2050 boundary and character areas





## 3 CAMBRIDGE CHARACTER AREA DESCRIPTIONS

Character areas are shown on the map on the previous page.

### 3.1 Town Centre (Character Area 1)

The town centre is located north of the Waikato River and south of Lake Te Ko Utu, offering potential for good physical and visual links with the surrounding natural environment. The centre is characterised by two storey retail and commercial buildings along Victoria Street and one storey buildings throughout the adjoining blocks. Victoria Street's streetscape includes mature trees, wide paved pedestrian ways covered with awnings and provision for cyclists. The town centre's street and block pattern is based on a regular grid with the diagonal main street cutting through it. The regular block provides continuous vistas along the main streets and also supports prominent built form with corner buildings enhancing the character of the town.

Moving away from Victoria Street towards the northeast, the area becomes characterised by larger retail and commercial uses, and industrial uses on the town centre periphery. Carter's Flat to the east provides for a mix of industrial and large format retail uses. The area is located adjacent to the Karapiro Stream valley; however, little opportunity has been taken to open up access to this area, with the majority of industrial uses backing onto the valley banks.

### 3.2 Cambridge Central Residential Area (Character Area 2)

The Cambridge Central Residential Character Area, located to the north and west of Cambridge's town centre is characterised by existing residential development overlaid on a strong grid pattern and flat topography, providing for strong vistas down the length of the streets and through the surrounding town belt. Bound to the north, east and west by the town belt and to the south by Cambridge's town centre, the area provides for excellent access to open space and local community facilities.

Historically, the character area was subdivided into a rigid grid of 200m x 200m blocks, generally providing for ten 4,000m<sup>2</sup> lots within each. Over time these lots have been further subdivided to provide for a range of lot sizes ranging between 500m<sup>2</sup> to 1400m<sup>2</sup>. This has resulted in blocks with a mix of housing stock from older Victorian through to newer contemporary dwellings, some of which are accessed by short cul-de-sacs and others by a series of right-of-ways.

Cambridge's residential area is characterised by its established low density, predominately single storey residential character and wide open streets (sometimes tree lined) with footpaths on one side and grass verges on the other. Properties are generally well vegetated and contain varying street setbacks and boundary treatments including open yards, fences and vegetation. The consistent street planting along many of the streets screens the range of housing styles and gives this area a sense of permanence. The area contains a number of buildings and structures of historical interest, as well as Cambridge East and Middle Schools.

### 3.3 Leamington (Character Area 3)

The Leamington Character Area is characterised by its small scale town centre and existing residential development overlaid on a strong grid pattern and flat topography, providing for strong vistas down the length of the streets and through the surrounding town belt. Bound to the south, east and west by the town belt and to the north by the Waikato River, the area provides for excellent access to open space.

The character area's established low density, predominately single storey residential character and wide open streets (sometimes tree lined) with footpaths on one side and grass verges, contributes strongly to the image of Cambridge. Properties contain varying setbacks and front boundary treatments including open yards, fences and vegetation. Throughout the area are a number of buildings and structures of historical interest as well as a number of green open spaces including Leamington Domain and Gwyneth Common.

As with the Cambridge Central Residential Area, this character area was historically laid out in a grid of generally 200m x 200m blocks, providing for ten 4,000m<sup>2</sup> lots within each block. However, it was not until the second half of the 20th century that rapid growth of the area took off resulting in a variety of lot sizes within the original block layout. Over time these lots have been further subdivided to provide for a range of lot sizes in the community ranging between 500m<sup>2</sup> and 1400m<sup>2</sup>, many of which are accessed by short cul-de-sacs and others by a series of right-of-ways, detracting from streetscape amenity and resulting in areas with no interaction between public and private space.

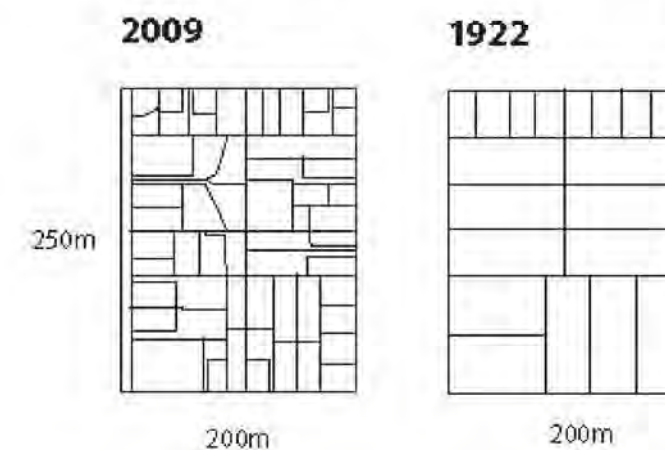


Figure 8: Development of the Cambridge and Leamington residential block between 1922 and 2009

At the heart of the character area is the Leamington town centre, located on Shakespeare Street. This area provides an attractive commercial precinct, with local shopping and community facilities, for the southern side of Cambridge, reducing the need to travel to the town centre.



## 3 CAMBRIDGE CHARACTER AREA DESCRIPTIONS

### 3.4 Town Belt Recreation Reserve (Character Area 4)

The Cambridge Town Belt Recreation Reserve is a unique approach to urban planning in New Zealand that has the potential to be an outstanding active and passive recreation space benefiting the wider community. The recreation reserve runs around the periphery of Cambridge, forming what was historically the town boundary, described on the 1922 Borough of Cambridge map as the Town Belt Recreation Reserve. With the exception of the eastern edge adjoining the Karapiro Stream, the town belt remains a continuous open space, approximately 200m wide, around the existing residential areas of Cambridge. The open space is largely characterised by pastoral fields with intermittent community uses such as sports grounds, playgrounds and public parks. The openness provides for strong views and vistas from the town's edge and roads within Cambridge. Roads passing through the town belt form historic gateways into the town as well as recently developed access to new residential development outside the town belt.



Figure 9: Hautapu Rugby Club grounds in the Town Belt Recreation reserve

The northeast edge runs adjacent to the Karapiro Stream and is characterised by steep banks of native vegetation and unimpeded views down the Karapiro Stream valley. Included within the town belt character area is the Waikato River running through the centre of Cambridge. The river is characterised by steep, heavily vegetated banks. For the most part, the river remains inaccessible from the town except at the eastern boundary of the town where the topography provides more gentle slopes that meet the river's edge and the potential for the town to enhance its relationship with the waterway.

The Cambridge Town Belt Recreation Reserve Character Area also includes the Cambridge Golf Course and Club to the east. Located on the edge of the Waikato River and as the Waikato's oldest golf club, Cambridge Golf Club is a popular local and visitor destination.



Figure 10: Lake Te Ko Utu



## 3 CAMBRIDGE CHARACTER AREA DESCRIPTIONS

### 3.5 Cambridge North (Character Area 5)

Located to the north of Cambridge's town belt, this area includes the existing Cambridge North structure plan area and lands to the west of Victoria Road. The future area is currently characterised by areas of recent residential development and rural lands. The lands are bordered to the north by the proposed State Highway 1 bypass route and have been identified for future residential and mixed use residential / commercial development as Cambridge grows to the year 2025. The Waipa Council has prepared a structure plan for Cambridge North (excluding lands east of Victoria Road) to guide future development of the area. In particular, the structure plan has had regard to the following matters:

- **Character:** Overall scheme to be an aesthetically pleasing and functional urban subdivision commensurate with the character of Cambridge.
- **Roads:** Traffic flow to and from main roads and within subdivision, safety (especially around schools), staging, interaction with State Highway 1 bypass.
- **Reserves:** Location, size and layout of reserve areas access to them from residential lots, use of reserves for walking/running/cycling tracks (especially link with outer buffer reserve and green belt).
- **Stormwater:** Maximisation of soakage, sufficient drainage paths to prevent flooding of sections, treatment prior to discharge to the environment, detention to prevent downstream flooding issues.

The future design treatment of Victoria Road will have a lasting effect on the image of Cambridge, both as a first impression for visitors to the town and as a much used movement route for locals. Accordingly, its design will need to be considered carefully to ensure that it adds positively to the amenity values and character of the town.

### 3.6 Cambridge West (Character Area 6)

Located to the west of Cambridge's town belt and north of the Waikato River, this character area is currently characterised by a small pocket of established residential development and agricultural lands. The lands are bisected by Hamilton Road (currently State Highway 1). To the north of Hamilton Road, the character area has been identified for residential development in stages, over the period of 2026 to 2050. To the south of Hamilton Road the character area has, subject to demand, been identified as land suitable for development beyond 2050.

Following the implementation of the State Highway 1 bypass, this character area will see reduced traffic, although will still remain an important entrance to the town and connection to St Peter's College.

### 3.7 St Kilda Waterways (Character Area 7)

St Kilda Waterways, located northeast of the proposed State Highway bypass, is an approved large lot / rural residential zone, currently in the planning phases.

St Kilda Waterways is located in a perimeter urban area approximately 70 metres from the existing Cambridge North residential area which is separated by an existing buffer reserve (30 metres) and the existing designated State Highway 1 bypass corridor (40 metres). The area is bounded by Watkins Road, St Kilda Road and the proposed State Highway 1 Cambridge Bypass and is approximately 89ha in area. It is anticipated that the first residential homes within the zone will be available for occupation in 2010.



Figure 11: Existing residential development and walking paths at the northern part of Cambridge North



## 3 CAMBRIDGE CHARACTER AREA DESCRIPTIONS

### 3.8 Cambridge Park / River Gardens / Lamb Street Residential (Character Area 8)

Located to the west of Cambridge's town belt on the southern side of the Waikato River, this area is made up of a mix of uses including urban residential, rural residential living, rural land uses and a woodland/wetland area.

Lands located between the Town Belt Recreation Reserve and the woodland/wetland area include the Cambridge Park and River Gardens residential areas, both of which have been approved for mixed density residential development.

To the west of the woodland/wetland area lands are primarily in agricultural use. High voltage power lines pass through this area, the northern part of which is also located in close vicinity to the Cambridge wastewater plant. This character area has been identified for gradual development to the year 2050.

### 3.9 Leamington East (Character Area 9)

Located to the east of Cambridge's town belt on the southern side of the Waikato River, this area is currently characterised by open rural land with good views to the east. The lands have been identified for development post 2050.

### 3.10 Leamington South (Character Area 10)

Leamington South is a small area of existing large lot residential development. It is the Council's desire that this area remain in its current form and, where appropriate, be enhanced to include additional links to the town belt and Leamington.

### 3.11 Maungatautari Road Large Lot Residential (Character Area 11)

Located to the southeast of Cambridge's town belt on the southern side of the Waikato River, this unserviced area is currently characterised by rural residential development. The area is identified for unserviced residential development as Cambridge grows to the year 2025.

### 3.12 Hautapu Industrial Lands (Character Area 12)

Built upon the qualities of its rural hinterland, Cambridge has provided a base for the ongoing growth of the dairy industry which plays an important role in Cambridge's economy and the lives of its residents. Hautapu, located 1.5km north of Cambridge, is a small rural village and home to one of New Zealand's largest dairy manufacturing facilities. With the exception of the dairy manufacturing facility and small number of residential and commercial buildings, the area remains largely in equine, rural lifestyle land use and other rural type uses. It is anticipated that the land between the proposed State Highway 1 bypass and Hautapu will be developed in the future as industrial uses, compatible with the existing dairy factory. This will mean that the character of the rural area will change over time from a rural area to an industrial area.



Figure 12: Opening of Leamington Town Centre Upgrade



## 4 OBJECTIVES AND PRINCIPLES

To achieve the desired character outcomes for Cambridge, and in response to consultation undertaken during the initial stages of the process, the following objectives and principles have been prepared to assist in guiding the future growth of the town and subsequently, form the basis for the framework plans and strategies in this plan:

### Objective 1 – Role and Identity

Continue to build on and enhance Cambridge's distinctive heritage character and image as a vibrant community located on the Waikato River.

- 1.1 Through appropriate design that aims to tell the story of Cambridge, celebrate the town's natural and cultural heritage including Maori and European, and its relationship with the Waikato River.
- 1.2 Enhance Cambridge's relationship with the Waikato River through greater physical and visual connectivity, through the provision of links to and along the river and access to viewing points.
- 1.3 Acknowledge Maori history within Cambridge through the provision of Maori art, carvings and place names within public areas, and through the acknowledgment of the significance of Lake Te Ko Utu, Maungatautari and connections to the Waikato River.
- 1.4 Establish a well defined urban edge, and protect Cambridge's rural hinterland from inappropriate development and land use.
- 1.5 Enhance Cambridge's town entrances through appropriate streetscape design and land use.
- 1.6 Strengthen the identity of the Cambridge town centre, including its uses, connections, edges and entrances.
- 1.7 Enable the development of affordable housing (incorporating high quality building materials) that is responsive to local needs and character.
- 1.8 Enable the development of good quality affordable housing that is responsive to local needs and character.
- 1.9 Enable the development of a suitable range of accommodation types (including care) to meet the needs of an ageing population that is responsive to local needs and character.

### Objective 2 – Land use

Provide for appropriate land uses that enhance the economic wellbeing of Cambridge and contribute to the town's cultural and social wellbeing; and

Continue to develop a sustainable town centre that attracts locals and visitors and provides for the diverse economic, cultural, social and recreational needs of Cambridge's population.

- 2.1 Provide for compact residential living opportunities adjacent to high amenity public open space on the periphery of the town centre and Leamington, and in other high amenity areas identified by the Council as appropriate.
- 2.2 Identify and plan for better utilisation of railway land that is consistent with the vision for the town and its character areas.
- 2.3 Encourage Low Impact Urban Design and Development (LIUDD) initiatives over future development sites.
- 2.4 Support Cambridge as a quality tourist destination through the provision of appropriate tourist facilities and other visitor attractions, and transport facilities for buses and coaches.
- 2.5 Support the provision of places for young people to meet including recreation parks, a range of sporting activities, shops and places to eat.
- 2.6 In Leamington, provide for a local town centre to develop with appropriate locations identified for retail, commercial, community and residential uses.
- 2.7 Maximise retail space at ground floor level within the town centre, while allowing for an appropriate level of mixed use (office and other commercial uses) to assist in providing a vibrant, attractive town centre.
- 2.8 Identify areas within the existing town centre zone for additional retail that contributes to high quality urban design outcomes and contributes positively to the town centre character.
- 2.9 Encourage over time the movement of existing industrial activities from Carter's Flat to the Hautapu industrial area.
- 2.10 Support the increased provision of accommodation for elderly people in sustainable locations that are integrated with the existing community and are close to existing town centres and other established amenities and services.
- 2.11 Provide for an appropriate intensity of accommodation and range of facilities and services to support the long-term accommodation and care requirements of the future elderly population.



## 4 OBJECTIVES AND PRINCIPLES

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### Objective 3 – Buildings (built form)

Provide built form that incorporates sensitive, high quality, integrated urban, landscape and architectural design.

- 3.1 Encourage the development of design guidelines and an urban design panel to assist with achieving high quality urban design outcomes within existing and new urban areas throughout the town.
- 3.2 Require buildings that contribute positively to the character and image of Cambridge. In doing so it is important to recognise that character does change between different areas of the town, for instance, the character of the town centre and Carter's Flat.
- 3.3 Locate and scale buildings to protect and enhance vistas.
- 3.4 Define appropriate height for buildings that is consistent with the vision for the town and its character areas.
- 3.5 Identify, protect and, where appropriate, encourage the development of corner sites that have the potential to reinforce and enhance the local streetscape and the character of Cambridge.
- 3.6 Protect the character, amenity and outlook of residential areas neighbouring the Cambridge town centre by providing for appropriate transitions in scale and built form.
- 3.7 Ensure that future housing and street layout is sympathetic with the existing character of Cambridge.
- 3.8 On large lots, and where lots are consolidated, ensure that the scale, massing and proportions of new development is consistent with the vision for the town and its character areas.
- 3.9 Consider the use of maximum parking standards and preferred access points which support the roading hierarchy, such as from local roads as opposed to State Highways.

### Objective 4 – Pedestrian and Cycle Network

Enhance and extend connectivity throughout Cambridge by providing improved opportunities for pedestrians and cyclists to move safely and comfortably within and around the town.

- 4.1 Provide a public realm strategy for linking public open spaces with the existing street network, and create opportunities for walking, cycling and horse riding throughout Cambridge.
- 4.2 Provide enhanced pedestrian and cycle connections to the banks of the Waikato River and, wherever possible, provide access along the river banks.
- 4.3 Establish safe pedestrian crossings across State Highway 1.
- 4.4 Ensure that new development provides for excellent pedestrian, cycle and open space

opportunities, including connections towards the town centre and other key nodes within Cambridge.

- 4.5 Seek to establish walking and cycling networks on a regional and national level by connecting with Karapiro, Hamilton and wider national routes.
- 4.6 Provide for enhanced connections between Hautapu (Fonterra), Cambridge town centre and other key nodes.
- 4.7 Work with NZTA on speed management on State Highways in order to facilitate increased usage by pedestrians and cyclists.

### Objective 5 – Traffic and Parking

Continue to enhance pedestrian, cycle and other sustainable movement modes to minimise vehicle movement and parking requirements.

- 5.1 Improve pedestrian connections and provide appropriate signs between car park areas and surrounding land uses, particularly within the Cambridge town centre and Leamington areas.
- 5.2 Establish greater connectivity throughout Cambridge and within the town centre by providing for improved pedestrian crossings and reducing traffic flows and speeds where appropriate. In some cases consider the reallocation of road space.
- 5.3 Improve road efficiency through the provision of improved signs and parking facilities.
- 5.4 Ensure sufficient pedestrian, cycle and vehicular connectivity between north, south, east and west Cambridge as the town grows.
- 5.5 Through the Waipa Integrated Transport Strategy, investigate capacity of existing networks including bridge crossings.
- 5.6 Reconsider the way in which parking is managed in the town. Consider providing for parking hubs (including parking buildings) in particular locations.
- 5.7 Take into account the uses and function of roads within the overall road hierarchy.



### Objective 6 – Public Space, Streets and reserves

Maintain and enhance public spaces, streets and reserves, including the qualities that reinforce Cambridge's tree lined streetscape character and high amenity, safe, secure open spaces.

- 6.1 Provide for a range of appropriate recreation activities (such as ball sports, cycling, and horse riding) within appropriate areas of Cambridge's town belt.
- 6.2 Investigate potential for the town belt (such as around McLean Street) to be used for flood mitigation where this has the potential to enhance ecological and amenity values.
- 6.3 Determine the potential for limited compact residential development and associated facilities within the Cambridge Golf Course area, while protecting amenity values associated with the eastern entrance to Cambridge and the Waikato River by ensuring that such development is predominately not visible from either location. Provide for such development as appropriate.
- 6.4 Ensure development contributes positively to street amenity by providing adequate space for landscaping and tree planting (where appropriate) alongside necessary services.
- 6.5 Enhance existing and provide new play areas for a range of ages throughout Cambridge.
- 6.6 Provide continuous awnings for weather protection and require awnings to the edge of footpaths on new development areas. Encourage awnings to provide for light penetration.
- 6.7 With the assistance of appropriate landscape treatment and materials, design public open spaces and streets to ensure they are visible, welcoming and overlooked.
- 6.8 Provide opportunity in Leamington to create a new public square that acts as a focal point, events area (such as markets) and gathering place for the community as the centre grows. Locate the centre to optimise amenity and accessibility.
- 6.9 Continue the existing streetscaping theme (paving, seats, lighting) to streets beyond Victoria Street to lift the quality of the whole precinct.
- 6.10 Provide for an adequate berm width and service separation to enable street trees to grow to their full potential where street trees have been indicated as part of a desired streetscape.
- 6.11 Develop Victoria Road as a high amenity entrance to Cambridge. Provide for a tree lined streetscape along the length of Victoria Street / Victoria Road including Laurent Road to Hautapu.

### Objective 7 – Views and landmarks

Protect and enhance vistas and street views that celebrate significant buildings and features, and reinforce visual connections to wider rural and natural landscape features.

- 7.1 Protect and enhance significant buildings and other structures within and around the town.
- 7.2 Protect and enhance important street views within Cambridge.
- 7.3 Use street tree planting to line and reinforce view corridors (vistas).
- 7.4 Protect views across open spaces and promote public views.
- 7.5 Identify and provide views of the Waikato River from Cambridge's town centre.

## 5 URBAN FRAMEWORK

### 5.1 Cambridge Framework Plans

Building upon the above objectives and principles, the following framework plans outline key strategies for achieving the desired outcomes and community aspirations for Cambridge.

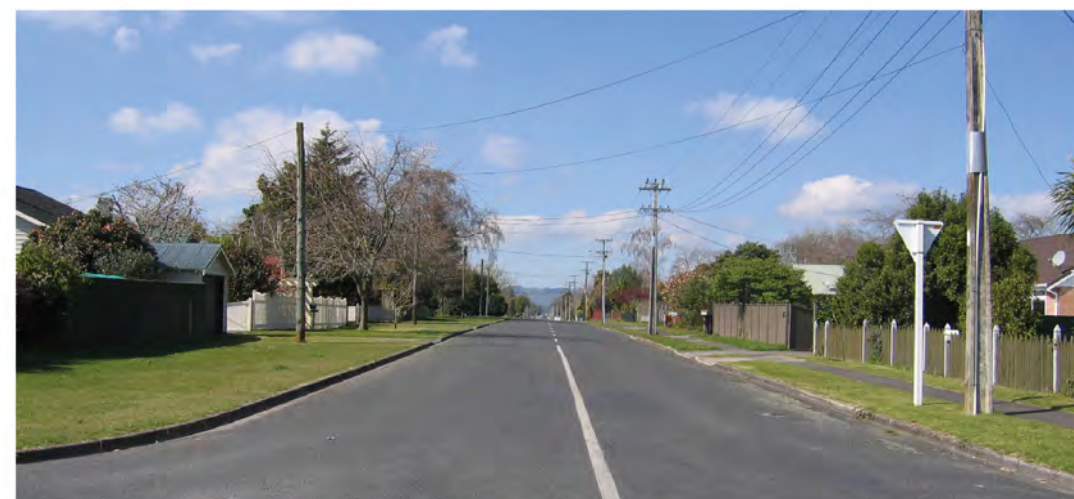
#### 5.1.1 Gateways, views and vistas

Prominent views and vistas are present throughout the town and these will be protected and enhanced where possible. Views promote an environment legible to users and often support a strong sense of local identity within the community. Streets are understood and negotiable through clear visual cues, which help to improve ease of connectivity and promote community integration. Street vistas will be enhanced via appropriate landscaping and land use, framing the view and increasing viewer appreciation. New developments will be carefully designed to ensure that they are sensitive and responsive to surrounding views and vistas. Prominent vistas (as illustrated on Framework Plan 1) will have associated view-shafts that are considered to be significant and should be protected and enhanced.

Town gateways are another way in which to promote legibility and create a strong sense of identity. Gateways provide an opportunity to emphasise town characteristics and display a distinct sense of place. Gateways should respond not only to vehicles passing through, but also to pedestrians and cyclists, taking into account the differences in perception experienced at differing speeds. Gateways will be enhanced and created through appropriate streetscaping, forming an obvious entry or exit point to the town. Consolidation of the town can be promoted through the presence of gateways by restricting sprawl, reducing environmental impacts and creating a more compact and efficient town centre.



View 1: Vista along King Street on Framework Plan 1



View 2: Vista along William Street on Framework Plan 1







## 5 URBAN FRAMEWORK



View 3: Vista along Victoria Street on Framework Plan 1



View 4: View over the Karapiro Stream valley on Framework Plan 1

**1. Enhance the entrances to Cambridge:** Provide for appropriate visual cues, including amenity planting, signs and street lines, to assist in enhancing the character of Cambridge, and to provide drivers with a cue that they have entered the town. Each gateway should respond to its particular qualities and enhance the pedestrian and driver experience as they enter and leave the town:

- **Victoria Street Gateway:** Provide for a continuation of the existing character along Victoria Street up to the proposed State Highway 1 junction, while protecting and enhancing the vista along the carriageway by avoiding inappropriate adjoining land use and activities.
- **Cambridge Road and Lamb Street Gateways:** Protect and enhance characteristics that reflect the equine character of Cambridge's rural area (e.g. Openness, post and rail fences).
- **Cambridge Road Gateway in the vicinity of Kaipaki Road:** Enhance amenity along the Kaipaki Road gateway by enhancing screening in the vicinity of the treatment ponds, and by incorporating tree planting adjacent to new residential development.
- **Tirau Gateway:** Maintain and enhance open views to the adjoining golf course and Waikato River to the south, and enhance ecological and visual amenity values to the north.

**2. Enhance the entrances to Cambridge town centre:** Through the use of appropriate street planting and streetscape materials, enhance the identity and character of the Victoria Street, Victoria Park, and Duke Street entrances to Cambridge town centre. Provide for physical cues to slow down traffic, including street narrowing and pedestrian refuges.

- **Victoria Bridge Town Centre Entrance:** Provide for the ongoing protection and maintenance of the bridge over the long term as an entrance to the town centre from Leamington. The bridge has the potential to become a pedestrian only access route in the future or, alternatively, could become a one lane bridge with enhanced pedestrian access.
- **Eastern Town Centre Entrance:** Enhance the eastern entrance through appropriate landscaping and response to the change in elevation between the river and the centre.
- **Victoria Street Town Entrance:** Provide for the maintenance and enhancement of existing streetscaping and tree planting. Ensure that future commercial uses do not leak out beyond the town centre boundary.





*View 5: Vista along Moore Street on Framework Plan 1*

3. **Protect and enhance vistas.** In particular, protect and enhance street vistas by providing for appropriate tree planting; protect and enhance access to the views available over the Karapiro Stream from Carter's Flat by a gradual change in land use and opening up of the town centre edge for public use in this area

4. **Protect and enhance views.** Provide for the protection of views throughout the town by ensuring that buildings are of a sensitive height, location and scale; and by providing for land use in the communities favour (such as public open space, or uses such as cafes and restaurants) that take opportunity of views over the Waikato River.



## 5 URBAN FRAMEWORK

### 5.1.2 Walkable neighbourhoods

The provision of local and neighbourhood centres assists in reinforcing communities and discouraging the use of motor vehicles. Within Cambridge it is considered that every community should contain a centre that provides for the day to day needs of its residents and also provides for a common meeting place that has the potential to enhance social and cultural wellbeing. Ideally, a person should be able to walk or ride a bike to their local centre in less than 5 to 10 minutes and to their neighbourhood centre in 10 to 15 minutes.

Within Cambridge, it is important to recognise the significance of the town centre as the commercial hub of the town, and that it is beneficial to provide for retail, office and other such commercial activities in a centralised area.

Neighbourhood centres would generally be 3000m<sup>2</sup> to 4000m<sup>2</sup> and include a local superette and may include a mix of the shops outlined below. In Cambridge North it will be important to time the development of the centre with residential growth in Cambridge North.

Local centres would generally contain only 3 to 5 small format shops, including a dairy and some of

following:

- Butcher
- Greengrocer
- Delicatessen
- Pharmacy
- Café
- Restaurant
- Medical Centre
- Take Away
- Post office
- Dry Cleaners
- Video Library
- Bakery
- Florist
- Wine shop / off licence
- Internet café
- Hairdresser / beauty salon

As a rule, a local centre should also include one of the following:

- A community hall
- Local community square / open space
- Playground
- Crèche / Pre-school

Having regard to the above, the following framework plan provides preferred locations for future local centres throughout Cambridge, which will in turn provide a structuring element for future connectivity and land use.



Figure 13: Local centres should not replace or seek to replicate Cambridge's town centre, but rather should seek to provide for daily 'needs' within walking distance of the home.



Framework Plan 2: Existing and proposed neighbourhood and local centres





### 5.1.3 Enhancing Connectivity / Strategic Links

Continued enhancement of connectivity throughout Cambridge will be integral to ongoing sustainable growth of the town. Attractive, safe, legible connections with the town centre, local amenities, communities, working areas and the surrounding work environment will enhance opportunities for locals and visitors and reduce the necessity for motor vehicle use.

Connectivity and community integration facilitate ease of access, economy of movement and can help to improve social interaction. Provision of clear connections within the town centre will help to link places of interest, such as: local amenities, retail, schools, places of work and recreational areas. Signs in key locations will promote way-finding within the town and increase overall legibility. Green spaces will be well integrated within the town to encourage active recreation within the community and networks of safe and attractive walking and cycling routes will also be provided. Provision of these routes promotes choice and diversity, potentially reducing adverse impacts associated with vehicle emissions as other transport modes become increasingly viable. Safe pedestrian crossing points further encourages walking within the town and will be incorporated into new developments and provided elsewhere where necessary. This helps to ensure that new developments are well connected to existing networks (vehicle, pedestrian and cycle), encouraging effective community integration.

It is appropriate to provide for roads adjacent to public open space, such as have been achieved around the inner side of the Town Belt Recreation Reserve (and which should be continued on the outer side as development occurs). This approach assists in enabling good access and passive surveillance, making areas more attractive and accessible to users.

Strategic links should be made not only within the town centre, but also to smaller nodes, surrounding residential areas, and to neighbouring towns and nearby attractions. Bus links will help to encourage these links and promote connectivity within Waipa, integrating large and small towns and creating a tightly knit District.

The following points are illustrated on Framework Plan 3 on the following page. The connections shown are strategic and will be subject to site specific constraints.

- 1 Investigate the feasibility of continuing the Dr Seddon Walkway integrated with a wider town centre loop walk.
- 2 Provide for a network of safe, attractive walking, cycling and horse riding routes around the town belt.

To assist in celebrating heritage within Cambridge, opportunity exists to identify and integrate Maori archaeological sites and historical sites and European heritage and culture with the proposed walking, cycling and bridle path routes. However, an overarching aim of preserve and

protect such sites still needs to remain.

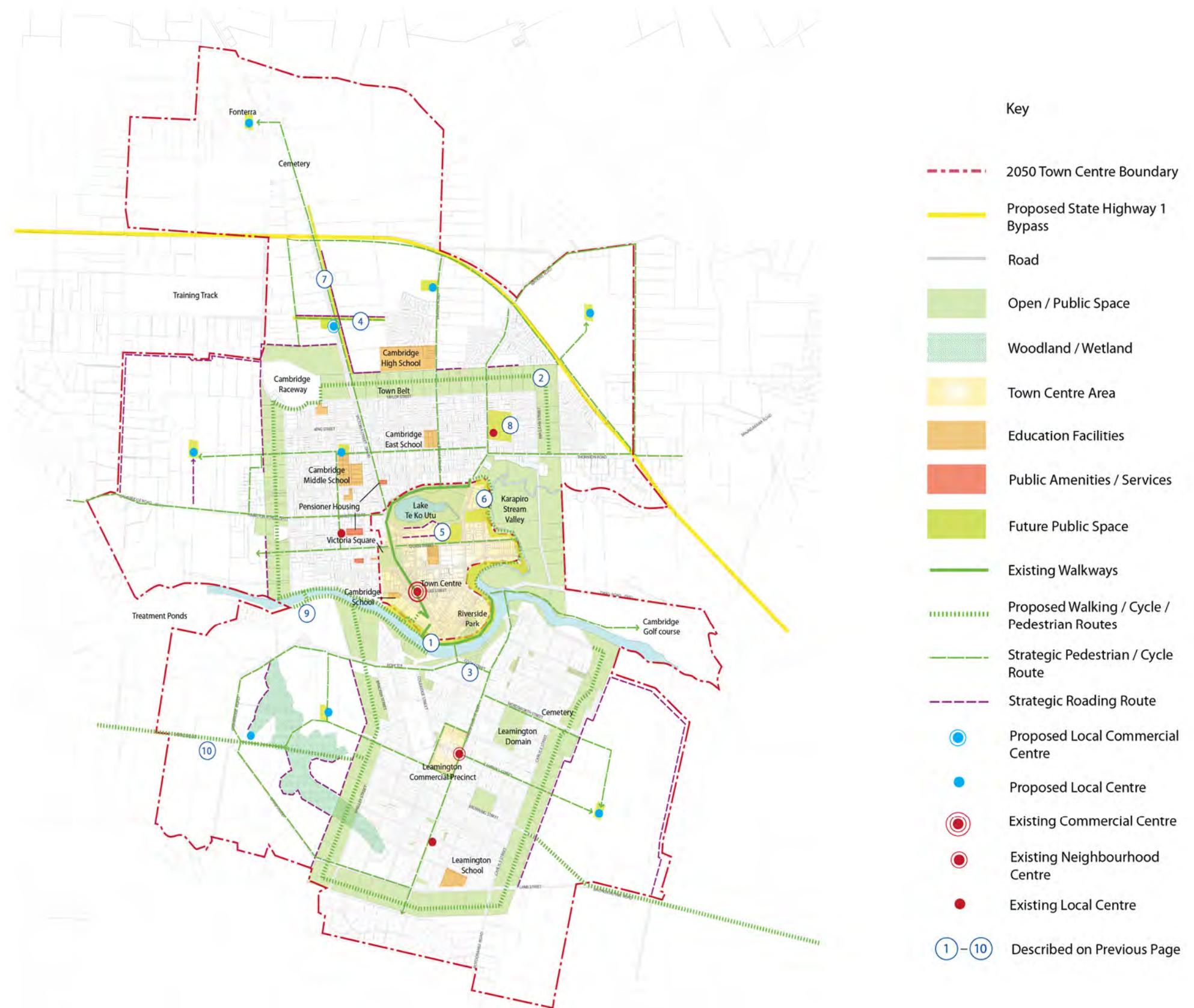
- 3 Provide for a safe, attractive walking and cycling route between Leamington and the Cambridge town centre through the provision of independent walking and cycling routes and appropriate streetscaping that assists in the legibility of the routes.
- 4 Provide for safe, attractive pedestrian, cycle and vehicle links between local amenities and residential activities within Cambridge North.
- 5 Provide for a pedestrian and cycle amenity link between the town centre and Carter's Flat, building upon the views to the east over the Karapiro Stream valley and providing for a legible connection between the two areas.  
  
In the longer term promote future residential uses in the area known as the "Railway Land" to the edge of Lake Te Ko Utu. Mediate between these land uses through the provision of two new east-west streets: the first adjacent to Lake Te Ko Utu; and the second sleeving large format retail with smaller scale uses that activate the street edge.
- 6 Provide for and enhance open space adjacent to the Karapiro Stream valley and River Park, with a series of reserves running through adjoining future development and safe, legible links to the town centre and the Dr Seddon Walkway.
- 7 Continue London Plane Tree and Golden Elm tree planting down the length of Victoria Road to the proposed State Highway 1 bypass.
- 8 Establish a small local public open space within the existing central residential Cambridge area in close vicinity to existing amenities, to provide for local children's play and as a meeting place for adults.
- 9 Consider providing a walking connection over the pipe bridge. Further investigation into this concept is required.
- 10 Consider the possibility of a cycle lane along Kaipaki Road.

#### Town Wide Strategies

- Provide for strong links between existing community facilities (e.g. schools and parks), key nodes (e.g. local centres) and the town belt.
- Provide for a hierarchy of tree planting that assists in the legibility of the town and key walking and cycling routes.
- Within all new development areas, provide for roads adjacent to public open space.



Framework Plan 3: Future Connectivity





## 5 URBAN FRAMEWORK

### 5.1.4 Future Land Use

Successful communities require a full range of local services and facilities, conveniently sited and well connected to residential areas by safe and legible routes. Building upon the above framework plans, the following framework plan outlines a strategy for land use, based upon the projected social and economic needs of the community.

A consolidated town centre will enhance ease of connectivity through reduced travel distances and creation of a compact destination for both locals and visitors. By concentrating the majority of development, services and amenities within the retail centre, the centre will become increasingly walkable enabling commuter diversity. The town centre will be supported by a diverse range of activities within its periphery.

Enabling people to move freely within and around their community, while undertaking their day to day activities, is integral to building a community that responds to the basic needs and desires of its people. The provision of excellent infrastructure at all levels – sports and recreation grounds, open space, pedestrian and cycle routes, safe roads, enhanced education facilities, and quality childcare – will assist Cambridge in becoming an even better place to live.

A range of living opportunities should be provided within any town, allowing for diversity in the community. It is appropriate to provide for smaller lot sizes (compact residential) in close vicinity to the town centre and areas of high amenity, thus reducing reliance on vehicle use and providing accessibility to local services and amenities to a wider population. The provision of compact residential densities within identified areas will also provide the opportunity to protect character and amenity values within existing residential areas of Cambridge allowing for a potential increase in the minimum lot size of 400m<sup>2</sup> / 450m<sup>2</sup> to 500m<sup>2</sup> - 600m<sup>2</sup>. The lot size in the existing Cambridge and Leamington Character Areas will be considered further through the District Plan review. Within the town centre it is also appropriate to provide for residential at second and third storeys as long as adequate outdoor living space can be provided with direct access to indoor living space. Overall, it is anticipated such an approach will provide for a wide range of living opportunities.

Diverse range of activities for locals and visitors of all ages need to be provided throughout the town, and should include a range of local recreation opportunities. These may include passive open spaces for walking, cycling and horse riding; or active space such as sports pitches, BMX riding and skateboard parks, and playgrounds that cater for both children and their parents. Open spaces should provide the opportunity for people to meet with one another and be safe to use. Open space also has the potential to add to biodiversity and amenity values of the town and, designed in the right way, can contribute to environmental and cultural values. To reduce maintenance costs large areas of open space can be returned to a natural state, which will contribute to the rural character of the town as well as biodiversity values.



Figure 14: Playgrounds provide a meeting place for people in the community and are an important part of the urban fabric.

The following plan sets out to provide a framework for future land use within Cambridge. It is anticipated that it will form a basis for the further detailed direction through district plan zoning and provisions, structure planning (for new growth areas), and other methods that may be utilised by the Council and community to achieve the desired outcomes.

Further detail is provided on outcomes anticipated within each of the character areas in the following sections.



Framework Plan 4: Land Use



- Key
- 2050 Town Boundary
  - 2050 Town Centre Boundary
  - Proposed State Highway 1 Bypass
  - Road
  - Open / Public Space
  - Woodland / Wetland
  - Town Centre Area
  - Education Facilities
  - Public Amenities / Services
  - Future Public Space
  - Future Industrial
  - Future Compact Residential (300 - 400m<sup>2</sup>)
  - Future Residential (600 - 800m<sup>2</sup>)
  - Future Large Lot Residential (1000 - 2000m<sup>2</sup>)
  - Equine Character Area
  - Proposed Local Commercial Centre
  - Proposed Local Centre
  - Existing Commercial Centre
  - Existing Neighbourhood Centre
  - Existing Local Centre
  - Existing National Grid Transmission Lines
  - Key Strategy Reference, detailed on next page



## 5 URBAN FRAMEWORK

### Key Strategies 1- 8 shown on previous map

1. **Continue to consolidate Cambridge's town centre:** Provide a distinct town centre area for future commercial use, defined by a high amenity built form and streetscape. Maximise use of ground floor space for retail purposes in defined areas of this zone.
2. **Carter's Flat:** Provide for a change of land use to large format low foot traffic commercial uses (such as suppliers of bulky items, or light industrial commercial mixes; excluding supermarkets and other heavy foot traffic uses) and compatible activities. Located within a high amenity park landscape, with strong connections to Lake Te Ko Utu and the Karapiro Stream valley.

Provide for community amenities such as movie theatre, bowling facilities and other recreation activities, and a restaurant and cafe area overlooking the Karapiro Stream valley and connecting with the Dr Seddon Walkway. Provide for open green routes between Lake Te Ko Utu and the Karapiro Stream valley.



Figure 15: With outstanding views over the Karapiro Stream valley, Carter's Flat has the potential to be a significant attraction for locals and visitors.

3. **Intensified Community Precinct:** Establish a defined and legible community precinct (providing for community amenities and facilities, such as a community centre, swimming pool and other indoor and outdoor recreation activities) adjacent to the rivers edge, providing for strong connections with the Dr Seddon walkway and the town centre.

4. **Town Centre Compact Residential:** Provide for high amenity compact residential building typologies within the town centre zone in the District Plan (at second and third storey) and within a walkable catchment of the Cambridge and Leamington Town Centres, suitable to town centre living. Care will need to be taken in developing sites particularly when adjoining landmark buildings and heritage buildings/features such as St Andrews Church.

Compact residential adjoining the town centre shall meet the following criteria:

- Be located adjacent to public reserves or other public open space; or be located adjacent to a town, neighbourhood or local centre; and
  - Have a parent title of no less than 3,000m<sup>2</sup>; or ensure that all future units address the street and provide for their own-door street access on the front façade.
5. **Parkside Compact Residential:** Within the identified areas, provide for high amenity compact residential. Compact residential development shall meet the following criteria:
    - Be located on a road running along the edge of the Town Belt Recreation Reserve; and
    - Have a parent title of no less than 3,000m<sup>2</sup>; or ensure that all future units address the street and provide for own-door street access at the front façade; and
    - Be located within 500m of public open space (other than the Town Belt); or within 500m of a local or neighbourhood centre; or within 500m of school or crèche; and
    - Not be located directly opposite highly used active sports grounds, clubs or similar activities (including Cambridge Raceway and Hautapu Rugby Club) that attract significant vehicle traffic, parking activity and noise; and
    - Not adversely affect any building of heritage significance.
  6. Protect and enhance existing residential character while providing for the ongoing development of local centres (as outlined above), education facilities and local community amenities.
  7. Provide for the sustainable future residential growth that facilitates a range of living opportunities. Further guidance in relation to each of the proposed growth areas is outlined later in this document.
  8. Provide for the ongoing economic growth of the town by providing adequate area for industrial activities, while also placing significant emphasis on the protection of environmental values. Require all development to be undertaken in accordance with an approved structure plan for the area. The amount of land to be made available for industrial development will be capped at 90ha in accordance with Future Proof.
  9. Investigate the need for more public space / playground in this area.



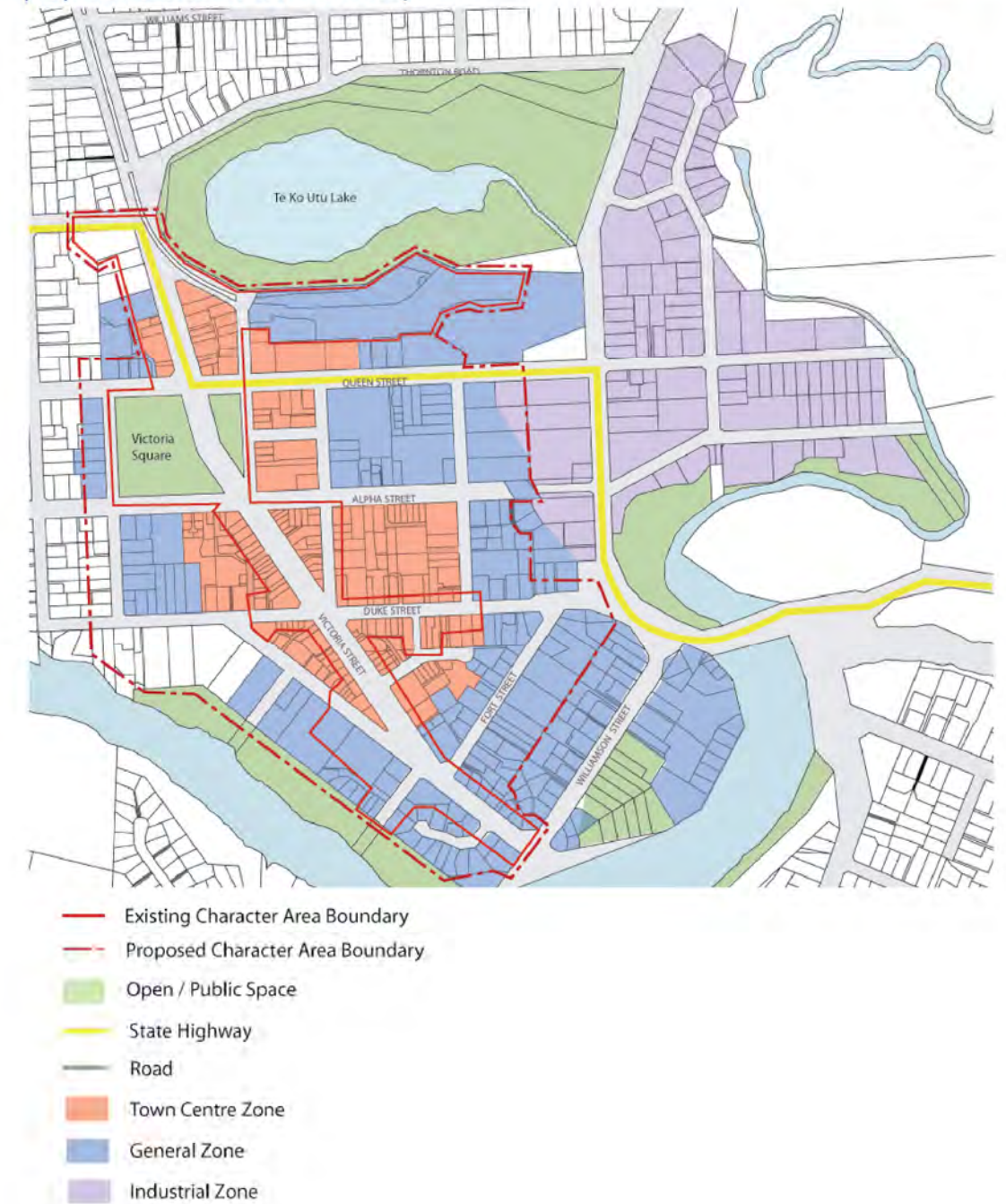
5.2 Town centre

5.2.1 Town Centre framework

This section outlines key strategies to achieve a consolidated town centre that assists in enhancing the social, cultural and economic wellbeing of Cambridge.

An enlarged Cambridge central character area is proposed as shown on the adjacent plan.

Figure 18: Cambridge Town Centre - existing zoning and character area boundary; and proposed character area boundary





## 5 URBAN FRAMEWORK

It is the Council's desire that the Town Centre Character Area continues to grow as an attractive, lively and functional commercial heart for Cambridge and the surrounding area, with strong connections to the Waikato River, the Karapiro Stream, surrounding public spaces and local communities.

Strengthening pedestrian, cycle, public transport and vehicle links between north and south Cambridge by providing attractive routes between the town centre, Leamington and other key activity areas will provide opportunities to enhance community growth and access to local amenities. At a local level, continuing to enhance the streetscape and built form beyond Victoria Street will assist in creating a more cohesive town centre, and, with an appropriate hierarchy of streets, will facilitate efficient movement throughout the town.



Figure 17: Victoria Streetscape and built form should be carried through to surrounding streets and blocks.

The town centre is the commercial hub of Cambridge and is well placed to remain so as it grows into the future. Growth should be encouraged while seeking to retain and build upon the key characteristics of the town centre that make it an enjoyable place for people to visit and carry out their daily activities. Enhancing the relationship and links to the Waikato River and connections with surrounding open spaces, including Lake Te Ko Utu, Victoria Square and the town belt to the east of the Albert Street industrial land will build upon the existing character of the town and provide ongoing opportunities for local growth and attracting visitors to the area. Providing a strong definition to the town centre commercial area and ensuring that commercial uses do not bleed out into the surrounding residential area (or dominate commercial ground floor areas) will assist in providing the area with a strong character and identity as a heart at the centre of Cambridge.

The character of the town centre has the potential to be enhanced over time by the gradual replacement of industrial uses to the north-east with town centre commercial uses, public space and community facilities. Potential for enhanced links with existing open spaces, such as the rivers edge, Karapiro Stream and the town belt will be supported as land use changes occur.

There are also opportunities to improve the Lake Crescent interface with Lake Te Ko Utu and link through to the Town Hall. The former railway land provides an opportunity in the longer term to extend smaller format shops. In the short-medium term the continued use of the area for large format retail is generally considered to be appropriate.

Cambridge's town centre identity will be enhanced through the provision of appropriate development that responds to local character and history, Maori values and the town's relationship with the landscape. Detailed design of streetscape, parks and buildings has the potential to enhance amenity at a local level, providing interest to the public realm and buildings and providing local residents with a feeling of ownership.

Figure 18: Town centre framework - landmarks, connections and links



- Proposed Character Area Boundary
- Open / Public Space
- Council Owned Land
- Education Facilities
- State Highway
- Road
- Strategic Road Connection
- Prominent Vista
- ① - ⑨ See explanation on this page

1. Support the extension of the existing service lane up to Lake Te Ko Utu reinforcing the potential vistas to the south side of the domain.
2. Integrate vehicular/pedestrian/landscaped connection to increase opportunities for small format shops/offices and link to Anzac Street.
3. Create a cross connection to increase potential for small format shops; and rationalise visibility and access to a centrally located multi storey car parking building (providing a consolidated car parking area and releasing pressure from Empire Street).
4. Support further delineation of framed vista to Lake Te Ko Utu to reinforce gateway condition.
5. Support the creation of a walking loop around town centre character area including the edge of the Karapiro Stream, along the Dr Seddon walkway and around the Lake Te Ko Utu.
6. Support opportunities to increase pedestrian priority at junction of Victoria Street and Empire Street either by closing off the road for a pedestrian square or shared street.
7. Recognise the potential to strengthen Maori heritage values associated with Lake Te Ko Utu through the preparation and implementation of an appropriate planting and art strategy throughout the park area.
8. Extend a pedestrian amenity area north along Lake Street to Lake Te Ko Utu and reinforce the route with small format retail and office use that will assist in attracting pedestrian traffic and greater vibrancy to the street.
9. Consider opportunities to create an improved pedestrian linkage between the town centre and Fort Street.

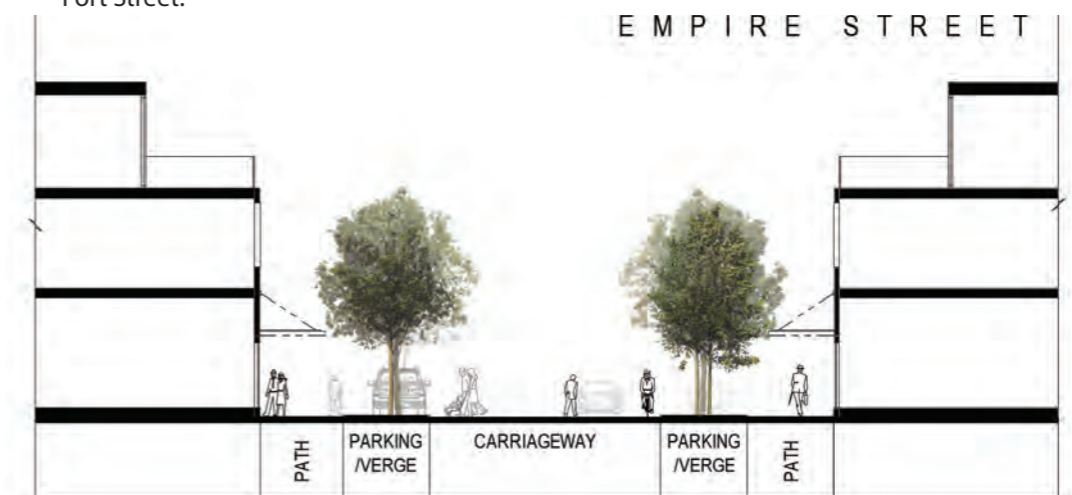


Figure 18: Indicative section through Empire Street, showing future shared surface / pedestrianised vision for the street.



## 5 URBAN FRAMEWORK

1. Support the development of land uses fronting onto streets to create complete blocks and support small format shops at ground floor for increased street vitality. Maximise groundfloor retail use within the town centre and provide for office and residential at second and third storey.
2. Over the longer term support the development of a smaller block pattern and include street landscaping to reinforce key vistas.
3. Support the development of 'complete' blocks with the design of a car parking area coordinated with the perimeter block.
4. Increase the town centre character area boundary (as shown on Figure 13 and 17) to create an edge between residential and commercial area and reinforce the special nature of existing town centre. The rationale for the increased area is that it will:
  - Allow for built form along Queen Street to change once the state highway designation is removed.
  - Reinforce the entry at Duke Street.
  - Reinforce the entry at Hamilton Road/ Victoria Street intersection.
  - Consider views from the south side of the river.
  - Account for the level change at the midblock between Fort Street and Williamson Street.
  - Support the creation of a complete perimeter block behind Victoria Street.
  - Provide guidelines for buildings (built form) around Victoria Park.

Figure 20: Town centre framework - land use



- Existing Character Area Boundary
- - - Proposed Character Area Boundary
- State Highway
- Road
- Open / Public Space
- Council Owned Land
- Education Facilities
- New Complete Block with Retail Edge
- Existing Complete Block
- Development Site (complete blocks could be considered)
- Streetscaping
- ① - ④ See explanation on this page



5.2.2 Retail and office capacity

An assessment of the space required for specialty retail and large format retail has been made utilising the Waipa 2050 Economic Profile Statement as basis for the figures. In Cambridge it has been indicated that there is currently a shortage of large format retail supply. The existing large format retail is located within the town centre and general zones and there is capacity to locate the additional large format retail required out to 2050 within these areas and within the Carter's Flat area (provided that any such future use is provided for with strong pedestrian links to the town centre and adjoining open space).

The demand for retail and office space will grow as the population grows and as there is more opportunity to live, work and play within the town. As illustrated in the following table and schematic a suitable built form of three storeys in height will meet the demand for specialty retail and large office in the town centre zone out to 2050. Large format will continue to be provided for in the vicinity of Lake Te Ko Utu over the short and medium term and would be appropriately provided for in Carter's Flat (transforming the area from an industrial zone to a high amenity commercial zone through appropriate planning) over the medium to long term.



Figure 21: Schematics showing town centre capacity in 2036 (left) and 2050 (right).

Table 1: Retail and office demand(m<sup>2</sup>) to 2050

	Existing supply	Potential supply - next 5yrs	Demand 2006	Demand 2036	Required additional m <sup>2</sup> in 2036	Demand 2050	Required additional m <sup>2</sup> in 2050
Speciality retail	30000		26000	46000	16000	56000	26000
Large format retail		17000	(note 2) 20000	32000	15000	38000	21000
Total retail		47000	46000	78000	31000	94000	47000
Office					(note 3) 55000		77500

Table 2: Total retail and office capacity in 2036

	Ground floor	First and second floor
Floor area identified as required in 2036	31000	55000
Floor area shown in the schematic	23000	43000

Table 3: Total retail and office capacity in 2050

	Ground floor	First and second floor
Floor area identified as required in 2050	47000	77500
Floor area shown in the schematic	31000	63000

Notes:

- <sup>1</sup> Figures are gross and indicate the building footprint
- <sup>2</sup> Assumes a large format retail development occurs in Cambridge in the next 5 years.
- <sup>3</sup> Up to half of the office development is small business in residential zone. The table shows the area within the general and town centre zone.
- <sup>4</sup> These figures are based on work undertaken by Waipa District Council and may be amended as a result of a wider regional exercise undertaken on retail demand.



### 5.3 Existing residential areas

This section outlines the Council's desired outcomes for existing residential areas in Cambridge.

#### 5.3.1 Cambridge Central Residential Area

It is the Council's desire that the Cambridge Central Character Area continues to evolve as an attractive residential community that provides local amenities and facilities for residents and visitors and strong connections with the town centre, the town belt and surrounding residential areas. The following strategies are proposed for the area:

- The existing grid network provides the potential for continued enhancement of links with the town centre and the surrounding green belt. The provision of enhanced pedestrian routes and cycle ways established over a hierarchy of roads will provide for safe and attractive links to the town centre and future residential growth areas beyond the town belt. The town belt has the potential to provide for ongoing enhancement of local amenities and facilities as the character area's community continues to grow.
- The future management of the area will seek to retain the existing street and residential qualities, while allowing for people to redevelop their properties in innovative ways that respond to contemporary issues. Identifying and enhancing community nodes throughout the character area, such as schools and sporting facilities, and enhancing access to these nodes will assist in providing for healthy growth over time.
- Cambridge's eastern central area is planted with exotic and deciduous trees of imposing stature and beauty, and almost completely developed with little space for new dwellings except by means of 'infill' housing. This area generally, and Hall Street and Hamilton Road in particular, require more stringent standards in order to protect the overall appearance of the 'street scene' including the protection of existing trees.
- Small residential clusters of significant buildings exist within the residential areas of Cambridge. By way of example, north of Hawthorne Avenue along Alpha Street exists three art deco houses. A street by street heritage survey is recommended to identify significant clusters of heritage merit, and the provision of incentives to landowners to induce their protection over the long term.
- As outlined in the land use framework, it is anticipated that some compact residential will be provided for adjacent to the Town Belt Recreation Reserve. Encouraging an average lot size of 300 – 400m<sup>2</sup> per dwelling within those areas identified within the framework plan would enable a moderate increase in densities (15 – 21 dwellings per hectare) in close vicinity to high amenity open space and local amenities. If this strategy is adopted it will also provide the opportunity to protect character and amenity values within existing residential areas of Cambridge allowing for a potential increase in the minimum lot size to 500m<sup>2</sup> - 600m<sup>2</sup>. The lot size in the existing Cambridge and Leamington Character Areas will be considered further through the District Plan review.

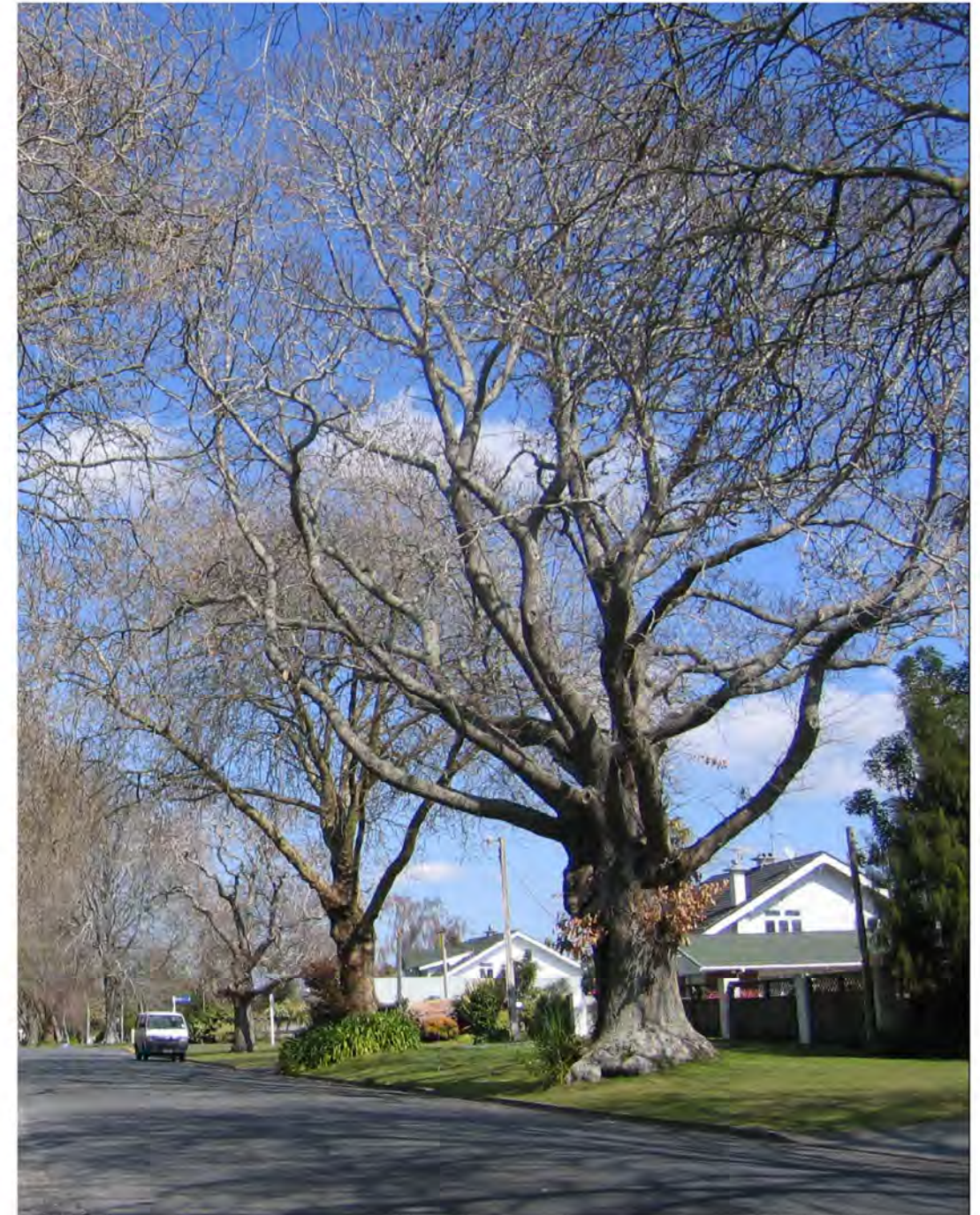


Figure 22: Existing Cambridge Central residential street



### 5.3.2 Leamington

It is the Council's desire that the Leamington Character Area continues to evolve as an attractive residential community that provides a distinct local centre, local amenities and facilities for residents and visitors and strong connections with the town centre, the town belt and surrounding residential areas. The following strategies are proposed for the area:

- The existing grid network provides the potential for continued enhancement of links with the Leamington town centre, Cambridge town centre and the surrounding green belt. Enhanced pedestrian routes and cycle ways established over a hierarchy of roads will provide for safe and attractive links to the town centre and future residential growth areas beyond the town belt. The town belt has the potential to provide for a greater level of community amenities and facilities as Cambridge continues to grow.
- The future management of the area should seek to retain the existing street and residential qualities, while allowing for people to redevelop their properties in a manner that responds to contemporary issues (e.g. minimising water and energy use). Identifying and enhancing key community nodes throughout the local community, such as Leamington School and local open spaces, and enhancing access to these will assist in ensuring that the community will experience healthy growth over time.

Further guidance on the future growth of the Leamington centre is provided for below in section 5.6 - Opportunity Sites

### 5.3.3 St Kilda Waterways

As outlined in section 3.7, St Kilda waterways is an approved residential zone. Plan Change 58 has provided for the following development over the area, which is anticipated to take place in the near future:

- Approximately 41ha of residential land.
- 285 lots ranging in size from 1000m<sup>2</sup> to 3500m<sup>2</sup> are planned, with an average size of 1400m<sup>2</sup>.
- A reserve network of approximately 25.46ha comprising passive reserves around the four lakes, Mangaone Stream and overland flow paths connecting the Lakes.
- The creation of four lakes to serve a primary stormwater management function, and a secondary amenity function. In terms of the stormwater function, each of the four lakes are proposed to serve a distinct catchment of the site.
- Purpose built cycle ways and footpaths to encourage alternative travel methods and to provide connectivity to the township and the wider Cambridge community.
- In excess of 20 hectares of lakes and reserves which will be intensely planted with native trees.
- Local community cafe and convenience store with adjoining children's play area.



### 5.4 Growth areas

This section outlines the Council's desired outcomes, including residential densities, for future residential growth areas.

The recommended residential densities for growth areas have been calculated having regard to 'assumptions' based on existing best practice residential development. The intention is to provide guidance to the community, planners, developers, landowners and other stakeholders as to the densities that the Council believes can be achieved within growth areas. The densities outlined here will also be subject to site specific constraints which, by way of example, may include: topography; soil suitability; on site water ways and bodies; land ownership and plot size (where compact residential within existing areas is provided for); and provision of on-site waste and storm water disposal. Accordingly, at the time of planning it will be necessary to demonstrate that the overall intent of the densities recommended within this Concept Plan have been complied with.

#### 5.4.1 Sustainable Structure Planning

Within each of the growth areas a Council approved structure plan will need to be prepared and adhered to prior to development taking place. To assist in ensuring that future development results in positive place making and sustainable outcomes, each structure plan shall incorporate and respond to the following strategies:

##### Sustainable Movement

- Use of grid patterns or similar layouts, to maximise connectivity and minimise movement times.
- Providing for a legible street hierarchy.
- Connecting existing and new development areas.
- Promote walking and cycling for functional as well as recreational journeys.
- Shared spaces and shared surfaces in appropriate contexts.
- Provision of future bus routes / stops.

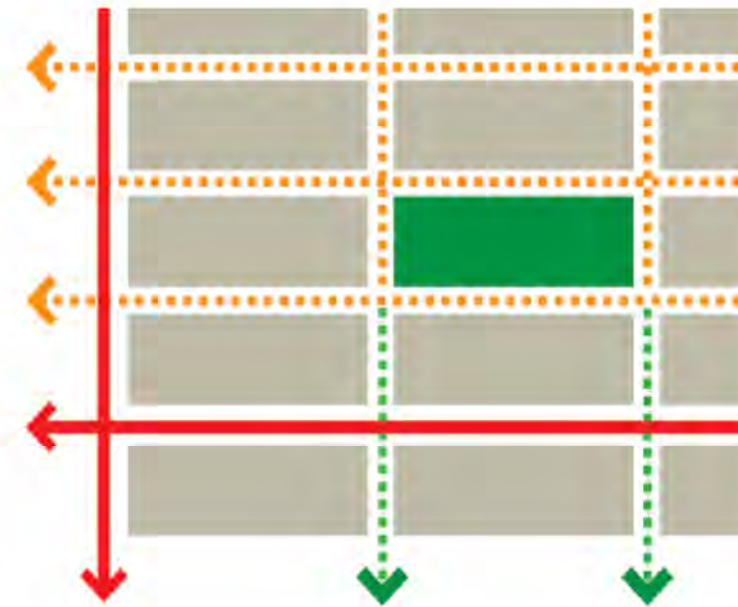


Figure 23: Road patterns should follow a grid layout with blocks of approximately 200m x 80m, to maximise connectivity and permeability.



Safe neighbourhoods

- Passive supervision of public space
- Blocks with dimensions of approximately 200m x 80m, to assist in ensuring all future dwellings have street frontage.
- Accessible routes to schools, shops and community facilities which are attractive and safe.

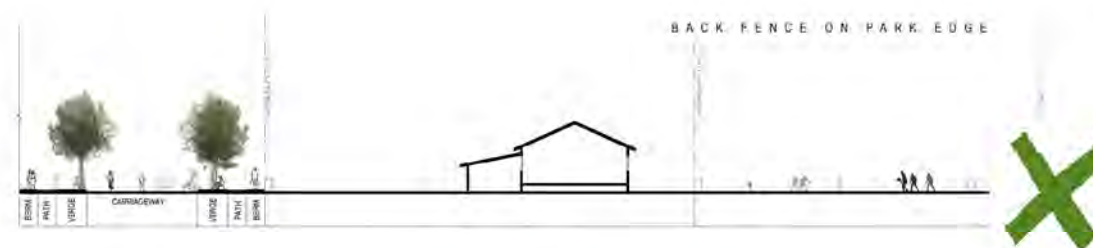
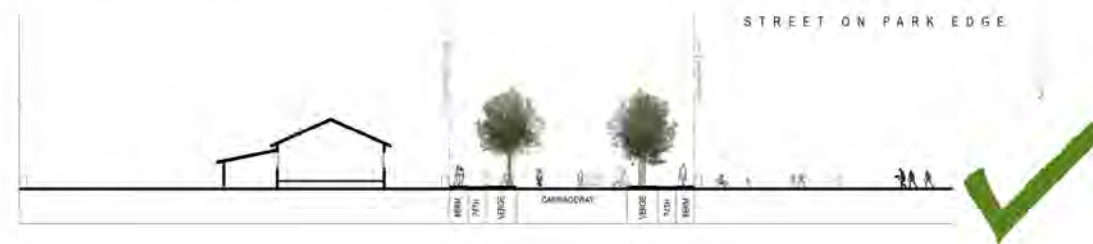


Figure 24: Indicative sections showing preferred street / park relationship, as opposed to the negative outcome achieved with a backyard/park relationship.

Sustainable use of resources

- Provision for local recycling stations and organic waste centres.
- Require water metering on all sites; and/or require sites to provide for rain harvesting/water collection tanks on site.
- Sustainable drainage strategies, including:
  - Minimising impermeable surfaces
  - Soak pits within residential areas and adjacent to streets.
  - Provide for swales, rain gardens and retention ponds.
  - Provide for local retention ponds and soakage areas in close vicinity of compact residential sites (connected by underground pipe or swale infrastructure).

Energy efficient living

- Orientate sites to maximise passive solar gain from the north
- Minimise south facing windows and maximise solar gain to the north
- Provide for living choices
- Provision of a local neighbourhood centres
- Provide for a mix of densities including compact and low density residential
- Average walking time of 5-10 minutes to local amenities, including local shops, kindergartens and, as far as achievable, primary schools;

Open space within the structure plan areas should provide for:

- The protection natural waterways and ecological corridors
- A variety of park sizes
- Green corridors
- Green space should be multi functional
- A mix of passive and active recreation opportunities.

The most common type of open space servicing new housing developments will be amenity or neighborhood type reserves. These reserve types provide a range of accessible features for public use such as walkway links, play equipment, seating area. They are generally well located within an up to ten minute walk or 650m radius of residential development.



## 5 URBAN FRAMEWORK

### 5.4.2 Cambridge North

It is the Council's desire that Cambridge North (including lands to the east of Victoria Road) continues to establish itself as an attractive, safe community with local centres and good connections to Cambridge's existing residential communities, the town belt.

The Council has approved future development for the Cambridge North area through the provision of a future residential development plan for the area. However, this plan continues to be developed and should seek to include those sustainable elements outlined in section 5.4.1 above.

Key to achieving an outcome that builds upon the existing character of Cambridge's residential areas will be providing opportunities for internal movement and access to open space and local community facilities. Built upon a regular grid network (of approximately 200m x 80m block sizes), retention of strong connections with the existing town belt, and provision of new pedestrian and cycle ways through open space will provide opportunities for integrating new communities with existing ones.

It is proposed that land to the east of Victoria Road will provide for a neighbourhood centre (providing for circa 4000m<sup>2</sup> of retail floor space by 2050), while provision for a local centre shall be made within Cambridge North in the vicinity of Swayne Road (providing for three to five local amenities stores and other community facilities). Around these nodes compact residential densities will be provided for along with safe, legible pedestrian and cycle routes to surrounding residential neighbourhoods. It will be necessary to ensure pedestrian access is provided for across Victoria Road and to future residential areas to the west (i.e. Cambridge West).

The provision of a new green belt along the southern edge of the proposed State Highway 1 bypass will assist in retaining a high standard of amenity for future residents in the character area and provide for open space along the town boundary.

Based on the future development structure set by the framework plans, the following outlines the potential density and population for the growth area:



#### Outcomes sought:

• Gross development area (hectares)	220
• Net development area (hectares)	154
• Anticipated dwellings	2,214 – 2,951
• Dwellings per hectare	11 – 13.5
• Anticipated population	5,756 – 7,674

#### Assumptions:

- Compact residential to be largely located around open space (existing and future) and neighbourhood / local centres.
- Net area = 70% of gross and excludes roads, open spaces, local service facilities and amenities.
- Population = 2.6 persons per household

In addition to the above residential elements, the future development of Cambridge North has an important role to play in defining the primary future entrance to Cambridge from the proposed State Highway 1 bypass. Land use along Victoria Road should seek to enhance the identity of the town by remaining low scale and of an appropriate built form. The design of the road corridor should seek to minimise the conflict between pedestrians, cyclists and vehicles while remaining attractive and functional. Pedestrian and cycle provision should be made along side the road corridor (in a north south direction); safe crossing also needs to be provided for over the road corridor (in an east west direction) to ensure people seeking to visit the future neighbourhood and local centres can do so safely.

Over time, it is the Council's vision that the regular avenue planting of Victoria Street (London Planes and Golden Elms) will be continued along Victoria Road to the north, to the proposed State Highway Bypass. It is considered that an appropriate backdrop to the entrance, particularly at the northern end and in close proximity to the future bypass junction, will be equine and associated land use, adding strongly to the image of Cambridge as an equine centre.

Large format retail and large scale commercial uses should be avoided within the character area, as should residential (and associated fences) 'backing onto' Cambridge Road. Large format retail and large scale commercial uses are better provided for within the town centre area and will not add positively to amenity values within the area.

It is anticipated that land alongside the Victoria Road corridor will be used for large scale swales, providing for stormwater collection from future residential development. The potential exists for this area to form a high amenity green space that contributes to community wellbeing and biodiversity values, as well as forming part of a north south pedestrian and cycle route between Cambridge town centre and Hautapu.

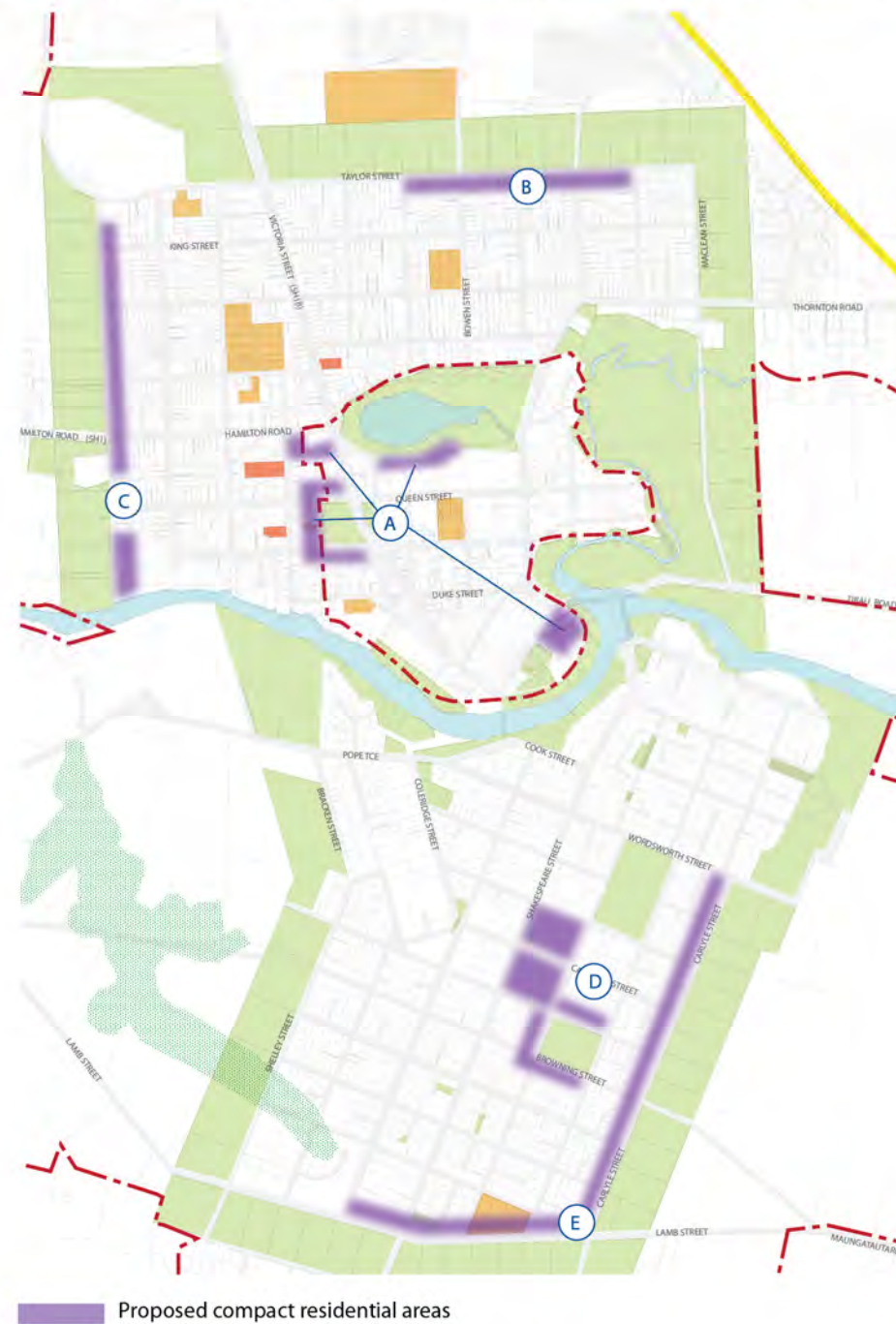




*Figure 25: Key design elements for Victoria Road: Victoria Road should build upon the existing tree lined qualities of Victoria Street and the surrounding equine environment, while also using the proposed swale as an opportunity to integrate a man made wetland along side pedestrian and cycle ways.*



Figure 26: Proposed compact residential areas within existing residential areas



5.4.3 Compact residential areas within the Town Belt and adjacent to the Town Centre

This section outlines potential changes in density within existing residential areas adjacent to the Town Belt Recreation Reserve, adjacent to the Cambridge town centre and within Leamington. Densities proposed respond to the existing local character and distance from the town centre, local amenities and high amenity open space, as outlined within section 5.1.4 of this plan.

Area A – Cambridge Town Centre Fringe

Outcomes sought:

- Gross development area (hectares) 7.0
- Net development area (hectares) 5.25
- 100% compact resident, 300 – 400m<sup>2</sup>
- Anticipated dwellings 130 - 175
- Dwellings per hectare 19 – 25
- Anticipated population 290 - 385

Assumptions:

- Area to provide for a mix of visitor accommodation, housing for the elderly and compact residential, with safe, legible links across to the town centre.
- Net area definition = 75% of gross and excludes roads, open spaces, local service facilities and amenities.
- Household population = 2.2 persons per household



### Area B – Northern Town Belt Area

#### Outcomes sought:

• Gross development area (hectares)	4.5
• Net development area (hectares)	3.375
• 100% compact resident, 300 – 400m <sup>2</sup>	
• Anticipated dwellings	85 – 112
• Dwellings per hectare	19 – 25
• Anticipated population	185 – 248

#### Assumptions:

- Area to provide for compact residential (and elderly housing where appropriate), with legible, safe links to surrounding amenities.
- Net area definition = 75% of gross and excludes roads, open spaces, local service facilities and amenities.
- Household population = 2.2 persons per household

### Area C – Northwestern Town Belt Area

#### Outcomes sought:

• Gross development area (hectares)	6.5
• Net development area (hectares)	4.875
• 100% compact resident, 300 – 400m <sup>2</sup>	
• Anticipated dwellings	122 – 163
• Dwellings per hectare	19 – 25
• Anticipated population	268 – 358

#### Assumptions:

- Area to provide for compact residential (and elderly housing where appropriate), with legible, safe links to surrounding amenities.
- Net area definition = 75% of gross and excludes roads, open spaces, local service facilities and amenities.
- Household population = 2.2 persons per household

### Area D – Leamington Town Centre Fringe

#### Outcomes sought:

• Gross development area (hectares)	12
• Net development area (hectares)	9
• 100% compact resident, 300 – 400m <sup>2</sup>	
• Anticipated dwellings	225 – 300
• Dwellings per hectare	19 – 25
• Anticipated population	495 – 660

#### Assumptions:

- Area to provide for compact residential (and elderly housing where appropriate), with legible, safe links to surrounding amenities.
- Net area definition = 75% of gross and excludes roads, open spaces, local service facilities and amenities.
- Household population = 2.2 persons per household

### Area E – Southeastern Town Belt Area

#### Outcomes sought:

• Gross development area (hectares)	13.5
• Net development area (hectares)	10
• 100% compact resident, 300 – 400m <sup>2</sup>	
• Anticipated dwellings	253 – 337
• Dwellings per hectare	19 – 25
• Anticipated population	556 – 742

#### Assumptions:

- Area to provide for compact residential (and elderly housing where appropriate), with legible, safe links to surrounding amenities.
- Net area definition = 75% of gross and excludes roads, open spaces, local service facilities and amenities.
- Household population = 2.2 persons per household



## 5 URBAN FRAMEWORK

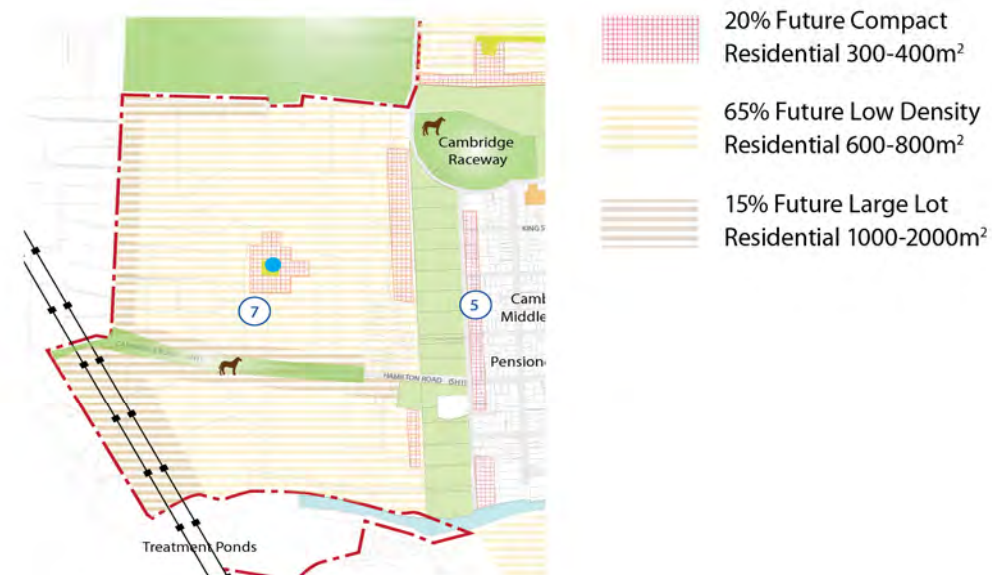
### 5.4.4 Cambridge West

It is the Council's desire that the Cambridge West area establish itself as an attractive, safe community connected to Cambridge's existing residential communities, the town belt and local community amenities and facilities by clear, strong links.

Key to achieving an outcome that builds upon the existing character of Cambridge's residential areas will be providing excellent opportunities for internal movement and access to open space and local community facilities. Built upon a regular grid network, retention of strong connections with the existing town belt, and provision of new pedestrian and cycle ways through open space will provide opportunities for integrating new communities with existing ones. As a town entrance, land use and landscaping along Hamilton Road should seek to retain and enhance the equine image.

As the character areas continue to grow, provision should be made for a local convenience store other community focused amenities, with safe, legible links to both existing and future residential areas provided for.

Based on the future development structure set by the framework plans, the following outlines the potential density and population for the growth area:



#### Outcomes sought:

• Gross development area (hectares)	256
• Net development area (hectares)	179
• Anticipated dwellings	1,571 – 2,152
• Dwellings per hectare	10 – 13
• Anticipated population	4,086 – 5,595

#### Assumptions:

- Compact residential to be largely located around open space (existing and future) and local centre.
- Large lot residential located along gateway corridor and at town edge, with large setbacks from roads (including Hamilton Road).
- Net area definition = 70% of gross and excludes roads, open spaces, local service facilities and amenities.
- Household population = 2.6 persons per household



Figure 27: Indicative lot layout, incorporating 1500m<sup>2</sup> lots along the rural interface, and 800m<sup>2</sup> lots internally.



5.4.5 Cambridge Park / River Gardens

It is the Council's desire that the Cambridge Park and River Gardens residential areas provide for high amenity, mixed density residential areas, with local amenities that provide for the day to day needs of the local population. The Council has approved future development for these areas and growth of the area should seek to protect and provide a strong relationship with the natural environment. Potential exists for the woodland / wetland area to be enhanced as a significant environmental and community asset. Accordingly, excellent access should be facilitated to this area.

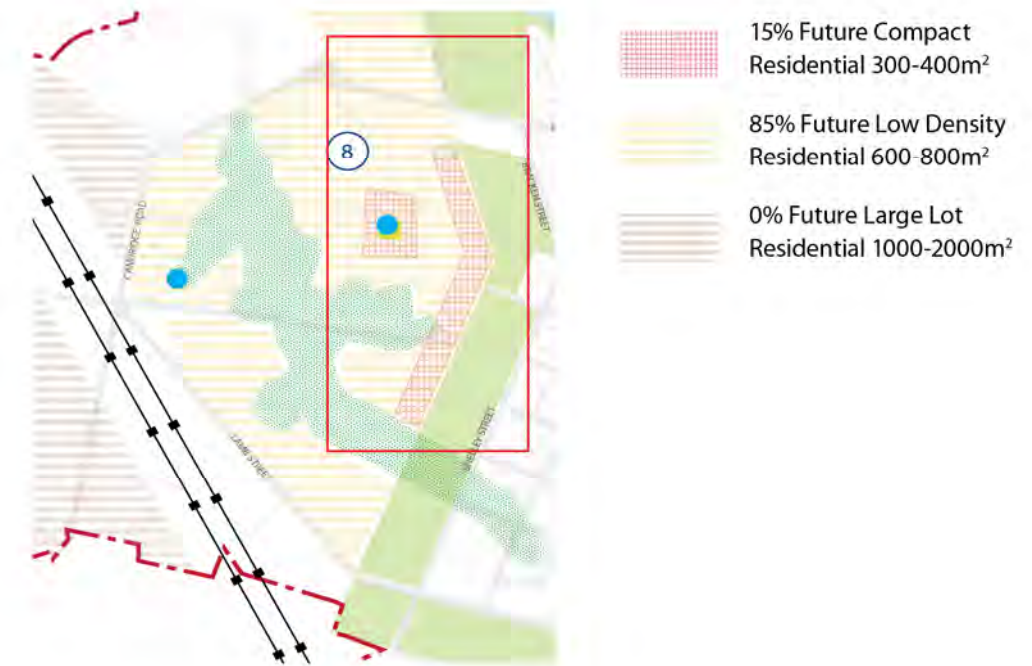
Based on the future development structure set by the existing approvals for Cambridge Park and River Gardens , the following outlines the potential density and population for the growth area:

Outcomes sought:

• Gross development area (hectares)	56
• Net development area (hectares)	39.2
• Anticipated dwellings	450
• Dwellings per hectare	8
• Anticipated population	1,170

Assumptions:

- Compact residential to be largely located around open space (existing and future) and local centre.
- Net area definition = 70% of gross and excludes roads, open spaces, local service facilities and amenities.
- Household population = 2.6 persons per household





## 5 URBAN FRAMEWORK

### 5.4.6 Lamb Street Residential

Land along Lamb Street will be developed over the longer term (post 2025 and subject to future residential requirements) with larger lots integrating with the agricultural and pastoral use of the area. The larger lot subdivision, which acknowledges the areas distance from the Cambridge centre, should reflect a transition to local rural character and, wherever possible, establish strong links with adjoining communities.

Lands located below the national grid transmission lines will need to be clear of development and will therefore be retained in rural use, which may include agricultural or pastoral uses. A large setback from the transmission lines will be required not only for health and safety considerations but also for amenity. The extent of the setback will be considered at the time of the structure plan for this area. If feasible, the undergrounding of the lines should be considered.

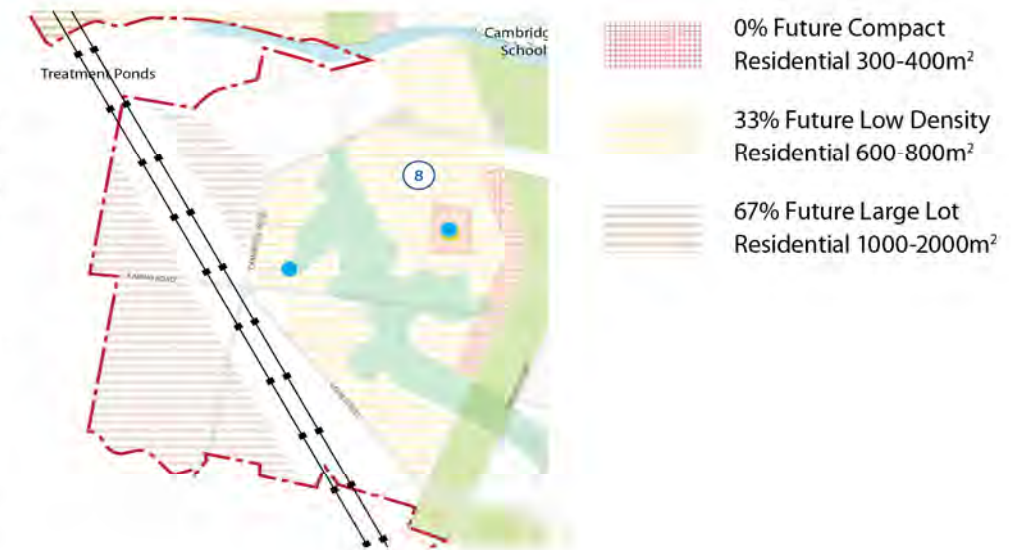
Based on the future development structure set by the framework plans, the following outlines the potential density and population for the growth area:

#### Outcomes sought:

• Gross development area (hectares)	119.5
• Net development area (hectares)	84
• Anticipated dwellings	625 – 1,020
• Dwellings per hectare	5 – 9
• Anticipated population	1,626 – 2,653

#### Assumptions:

- Residential (600 – 800m<sup>2</sup> average lot size) to be located west of the transmission lines, and large lot residential (average 1500m<sup>2</sup> lot size) to the east. Retention of rural land use beneath the transmission lines.
- Net area definition = 70% of gross and excludes roads, open spaces, local service facilities and amenities.
- Household population = 2.6 persons per household





5.4.7 Leamington East

It is the Council's desire that this area evolves as an attractive, safe community over the long term (post 2040 subject to future residential requirements). The entire area will seek to build strong connections to Leamington, the town belt and surrounding rural environment.

Key to achieving an outcome that builds upon the existing character of Cambridge's residential areas will be providing excellent opportunities for internal movement and access to open space and local community facilities. Built upon a regular grid network, retention of strong connections with the town belt, and provision of new pedestrian and cycle ways through open space will provide opportunities for integrating new communities with existing ones.

As the character area continues to grow, provision should be made for a local convenience store, a local medical centre and other community focused amenities, with links to both existing and future residential areas provided for.

Based on the future development structure set by the framework plans, the following outlines the potential density and population for the growth area:

Outcomes sought:

• Gross development area (hectares)	178
• Net development area (hectares)	125
• Anticipated dwellings	1,698 – 2,305
• Dwellings per hectare	9.5 – 13
• Anticipated population	4,413 – 5,993

Assumptions:

- Compact residential to be largely located around open space (existing and future) and commercial precinct.
- Rural residential located along gateway corridor and at southeast edge.
- Net area = 70% of gross and excludes roads, open spaces, local service facilities and amenities.
- Population = 2.6 persons per household





## 5 URBAN FRAMEWORK

### 5.4.8 Maungatautari Road Large Lot Residential

Development of this growth cell is expected during the period 2012 – 2027. It is the Council's desire that this area continues to establish itself as a residential community defined by large lot residential development within a high amenity environment. As part of future development of the area, particular regard needs to be given to ensuring that development adds positively to amenity values of the area and its experience as an entrance to Cambridge.

It is considered that an appropriate backdrop to this southern entrance area to Cambridge is the ongoing incorporation of equine character elements, such as may be incorporated in the design and landscaping of property boundaries. Accordingly, generous setbacks from the road and use of post and rail fences shall be incorporated as part of future residential development standards.

The provision of large lot residential is considered appropriate within this area: Low density development at an average lot size of 1,500m<sup>2</sup> to 2,000m<sup>2</sup> reflects the existing residential development at the southern end of Cambridge and will ensure a balance between proposed densities throughout the town.

As outlined in the Waipa 2050, timing of development will be subject to the ability to service the land with a water supply and an assessment of the suitability of the ground conditions for on site wastewater disposal. The majority of the infrastructure required to service this growth cell will be subject to a separate assessment agreed to between the developer and Council.

Based on the future development structure set by the framework plans, the following outlines the potential density and population for the growth area:

#### Outcomes sought:

• Gross development area (hectares)	60
• Net development area (hectares)	42
• Anticipated dwellings	210 – 280
• Dwellings per hectare	3.5 – 5
• Anticipated population	572 – 728

#### Assumptions:

- Net area = 70% of gross and excludes roads, open spaces, local service facilities and amenities.
- Population = 2.6 persons per household





#### 5.4.9 Hautapu Industrial Lands

It is the Council's desire to support the ongoing use of lands at Hautapu to provide for the social, cultural and economic wellbeing of the community, while ensuring they are managed in such a way so as to avoid adverse effects on the surrounding environment. The proposed change to industrial will mean that the existing rural character of the area will alter.

Seeking ways to define attractive boundaries and retain the amenity of the area will assist in minimising visual and environmental impacts associated with industrial development. Standards need to be maintained and implemented to ensure that industrial uses do not adversely affect waterways or other natural resources. This will include the preparation of a structure plan for future development of the area which will control matters such as landscaping and fencing (to reflect local equine character), compatibility of land use with equine and dairy industries, and the establishment of strong connections (including the possibility for rail) with the surrounding environment.

Stronger pedestrian and cycle links with Hautapu and the proposed industrial lands need to be implemented, providing opportunity for people to travel to work and access recreational activities without reliance on vehicles. To assist in building stronger links; particular regard needs to be given to enhancing connections over the State Highway 1 bypass and establishing a pedestrian friendly street environment.

#### 5.5 Public domain character

##### 5.5.1 Open space and pedestrian, cycle and bridle routes

There is no shortage of open space and potential for green links throughout Cambridge. However, these are yet to be fully taken advantage of and have the potential to become a significant local and visitor attraction. To assist in maximising the potential of open space and green links (including the Town Belt Recreation Reserve, Lake Te Ko Utu and future public space in the vicinity of Carter's Flat), open space should offer the following qualities:

- Allow for a variety of passive and/or active recreational activity;
- Provide for a range of users including children, teenagers and adults;
- Provide for individual users and social gatherings (such as a BBQ area at the riverside);
- Provide for seating and, where appropriate, toilet and changing facilities;
- Be of benefit to wider biodiversity values, by assisting to connect and extend adjoining habitat areas and green spaces;
- Preserving and enhancing habitat areas;
- Assist in the implementation of sustainable drainage;
- Be integrated with walkways, cycle routes and bridle paths (particularly those outlined in the above framework plans);
- Wherever possible, seek to preserve and interpret Maori traditional and archaeological sites.

Pedestrian, cycle and bridle routes have been identified to increase connections within and around Cambridge. These routes are not only channels for circulation, they also have the potential to integrate with the wider open space network, linking together areas such as the Town Belt and the town centre. Accordingly, wherever possible, development should seek to establish and/or enhance the network of pedestrian, cycle and bridle routes throughout Cambridge. In doing so safe routes for skaters will also be considered. The development routes, particularly for walking, should adhere to the following principles:

As stated in the Waipa Open Space Strategy (2008), Waipa District Council has adopted the National Guidelines for Crime Prevention through Environmental Design (CPTED) and the following level of service and network design requirements identified are intended to support the CPTED guidelines. The location and design of reserves will take into account the principles identified in CPTED, and in particular:



## 5 URBAN FRAMEWORK

### Access: Safe movement and connections

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

### Surveillance and sightlines: See and be seen

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

### Layout: Clear and logical orientation

Places laid out to discourage crime, enhance perception of safety and help orientation and way-finding.

### Activity mix: Eyes on the street

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

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

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

### Quality environments: Well designed, managed and maintained environments

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

In addition, pedestrian and cycle paths should adhere to the following principles:

- Low and/or see through fences should be provided for along property boundaries adjacent to identified routes;
- Routes along high fences or to the rear of buildings should be avoided;
- Wherever possible, paths should be designed so as provide adequate width for pedestrians and cyclists to pass one another safely and comfortably.



Figure 28: Indicative site layout – where dwellings and road interface with open space – Walking and cycling paths should be visible from roads and dwellings



### 5.5.2 Town Belt Recreation Reserve

Figure 30 outlines a possible future passive and active use framework for use of the Town Belt Recreation Reserve.

It is considered appropriate that the town belt remain as open space with its primary purpose to provide recreation opportunities for the wider community. The opportunities should not be limited but rather should be provided for in a manner that minimises conflict between surrounding land use and retains the existing character of the open space. Ongoing development of sporting and recreation facilities that provide for the diverse range of community needs, along with provision of amenity areas and strong pedestrian and cycle links to the surrounding residential areas will be encouraged.

The plan on the following page outlines the future passive and active use framework for use of the Town Belt Recreation Reserve. It is anticipated that wherever possible active and passive uses will alternate, providing for a diverse range of recreation uses to surrounding residents. Passive uses may include walking, cycling, horse riding, grazing, and tree planting. Active uses may include the likes of organised sports, sports fields and clubrooms. It is proposed to provide clear links throughout the entire Town Belt in order to facilitate an integrated town belt with cycle, walking and bridle path routes.

Pedestrian and cycle connections throughout the open space will be enhanced over time, linking with surrounding communities and a range of activities. The provision of future roads through the town belt should generally be avoided. Where this is necessary, the design of the road should be such that it adds positively to the character and identity of the town belt and Cambridge. Within new growth areas, roads should be designed to run adjacent to the park edge, providing for a strong relationship between private and public place.

Community buildings with a distinct community benefit will be considered within the town belt, each of which will need to be designed to enhance the character and identity of the area. As development continues to take place on the periphery of the town belt sustainable drainage initiatives may need to be considered to alleviate pressure on local services. This may be achievable in combination with man made waterways within the town belt that enhance local amenity and contribute to biodiversity values.



Figure 29: Future vision of the Town Belt Recreation Reserve, providing for multiple activities by a diverse range of users.



## 5 URBAN FRAMEWORK

Figure 30: Town Belt Recreation Reserve a Possible Framework:

The areas identified provide a possible overall framework for future use and development. Details on reserve allocation and use are part of the reserve management plan process.





Opportunity exists to enhance the physical and visual connections between Cambridge, the Waikato River and the Karapiro Stream. The Waikato River, Karapiro Stream valley and Lake Te Ko Utu have significant Maori heritage value and should be celebrated through appropriate interventions including:

- Protection of archaeological sites (such as garden sites and borrow pits)
- Provision of Maori art
- Signs and other mechanisms to educate the general public as to their Maori heritage qualities

As land use changes around the edge of the Waikato River and the Karapiro Stream, opportunities for access should be taken, incorporating safe, attractive walkways, viewing points and picnic areas for the local community and visitors to enjoy, while ensuring that the natural values of the landscape are maintained and enhanced.

It may be appropriate to provide for limited compact residential development and associated facilities for within the Cambridge Golf Course area, provided amenity values associated with the eastern entrance to Cambridge and the Waikato River are protected by ensuring that such development is predominately not visible from either location. Prior to any such land use taking place, safe pedestrian linkages (for residents and visitors) will need to be established between the golf course and Cambridge town centre.



Figure 31: *The Junction of the Karapiro Stream and the Waikato River*, painting by Gustavus von Tempsky, courtesy Te Papa Musuem.



## 5 URBAN FRAMEWORK

### 5.5.3 Town centre streets

Cambridge's streets are the place where people will meet one another and the first place that many visitors experience when they visit the town. As a general rule, streets should adhere to the following principles:

- Be designed as places for people to walk with leisure – streets at the town centre should be wide, clear and safe to walk, with clear separation from traffic
- Provide for book ends to the town centre area, through the use of appropriate streetscaping and planting;
- Minimise on street car parking by providing for areas of planting along the road side and off street car parking at the centre of the town.
- Use planting and buildings to define the streets character by maintaining consistent form, spacing and height;
- Provide for qualities that engage the eye, such as detailed street furniture and street art, along with high quality architecture;
- Provide for commercial facades that are transparent (as far as practicable), allowing people on the street to engage with activities undertaken within buildings; and
- Provide for accessibility - wheelchairs, mobility scooters and parents with pushchairs.



### 5.5.4 Parking

While vehicle parking is essential, it should be provided in such a manner that it does not diminish local amenity or dominate the frontage of buildings. Within the town centre commercial area it is recommended that off street public car parking is encouraged to the rear of buildings to reduce the negative impacts on the street network and amenity values. Where appropriate, car parking should be surrounded with buildings that have active ground floor uses.

It also remains essential that pedestrian safety between car parking and destinations is retained at all times. Accordingly, CPTED principles should be applied to all car parking strategies and associated linkages.

Where street parking is provided, it should seek to form part of the overall streetscape amenity strategy and incorporate planting to minimise visual impacts; and should be incorporated into car-parking areas.

Typically car parking in residential areas should be provided off street; to the side of the dwelling. This approach allows the appropriate scale and character of the street to be maintained. Garages or parking in front of the building line have the potential to undermine the relationship between dwellings and the street.

Figure 32: Trafalgar Street in Nelson has successfully integrated car parking with amenity landscaping and outdoor dining, reducing visual impacts and enhancing the pedestrian experience.



5.5.5 Sustainable drainage systems

Low impact urban design, incorporating sustainable drainage systems will be encouraged throughout all new development in Cambridge. Where viable these will incorporate the following methods:

Permeable paving surfaces:

Permeable surfaces such as gravel, grass-cretes or permeable paving systems can be used on driveways, parking places and pathways to allow storm water to percolate directly into the underlying sub-soil. These systems work on the principle of ground infiltration of storm water thus reducing the pressure on the main storm water drainage system. In addition rain water can be collected from roofs and used for watering gardens or flushing toilets. Accordingly, the following guidelines should be applied to all development where possible:

- Design parking areas, paths and walkways, and garden areas to maximise water soaking into the ground.
- Collect water in water tanks from all roofs
- Provide for green roofs on new developments, including within the town centre commercial area.

Swales

Swales are drainage channels which are designed to locally attenuate storm water run-off from impervious surfaces such as the local residential road network, parking areas and small residential areas. Storm water is conveyed to the swale which typically runs alongside the road network; water is periodically stored within the swale and allowed to infiltrate into the underlying soil.

The use of swales for local attenuation of storm water is a method already incorporated in Cambridge and is successful in reducing the storm water load to the main drainage system. Continued use of swales is recommended throughout Cambridge for the following reasons:

- Potential storm water velocity will be reduced.
- Pollutants can be removed by infiltration.
- Vegetation / planting of the swale will contribute to local biodiversity.
- Wherever appropriate, swales should be planted with native riparian vegetation, assisting to enhance in local amenity and biodiversity values.



Figure 33: Permeable paving stones allow filtration of rain water into the earth, reducing pressure on stormwater infrastructure.



## 5 URBAN FRAMEWORK

### 5.5.6 Street lighting

Lighting of streets in urban areas is important to maintain safe environments for people living in and visiting the area. However, lighting of the urban environment can have adverse impacts on local biodiversity and amenity values. Cambridge is fortunate to benefit from clear, beautiful skies during the night. Many towns suffer from 'skyglow' where ambient light emissions are significant and air dust particles are illuminated, detracting from clear skies and views of the stars. Accordingly, to ensure that both safety and amenity can be maintained, the following guidelines should be adhered to for street lighting:

- All high level pole mounted and wall mounted fittings should illuminate downwards.
- The illumination or floodlighting of buildings is to be restricted to buildings of local cultural or historical importance.
- Backlit signage should be avoided.
- Neon should not be used externally except where considered as part of the heritage of protected structures.
- All street lighting units should have a 100% cut off (having a deep shade for the lamp and having no spill over above 180 degrees).
- Within the town centre, lamps on pole-mounted streetlights should be set at a level no higher than 4 metres from street level.

### 5.6 Opportunity Sites

#### 5.6.1 Cambridge Town Centre

This strategy seeks to enhance connectivity and street amenity through the introduction of off-street car parking and strong pedestrian connections to Victoria Street. In addition, it seeks to continue to build 'complete blocks' and open up the area for higher levels of pedestrian traffic within the town centre.

#### Key Strategies

1. Establish a pedestrian lane connection from Victoria Street to a consolidated car parking area (various potential routes shown below)
2. Close off Empire Street to through vehicles to create a pedestrian precinct
3. Provide improved signage and clear pedestrian access to a consolidated carpark
4. Extend the 'complete block' approach to the north adjacent to the Town Hall to provide a destination for more people and to provide pedestrian amenity along to Lake Te Ko Utu.

Figure 34: Strategy for Cambridge Town Centre





5.6.2 Leamington

This strategy seeks to facilitate a safer, more pedestrian focused neighbourhood centre over the long term. The provision of compact residential development around the periphery of the neighbourhood centre will assist in building towards a vibrant centre that is commercially viable and a social and cultural asset to the wider community.

Key Strategies

1. Consolidate Leamington centre on an east west axis
2. Enhance the centre's strategic connections with the wider community
3. Establish high amenity shared surface zones at the town centre on Burns and Campbell Streets
4. Enhance the relationship between commercial land use and adjoining open space
5. Provide for compact residential on the town centre periphery and adjacent to high amenity open space
6. Provide opportunity for up to 3000m<sup>2</sup> of commercial activity within the centre area

Figure 35: Strategy for Leamington

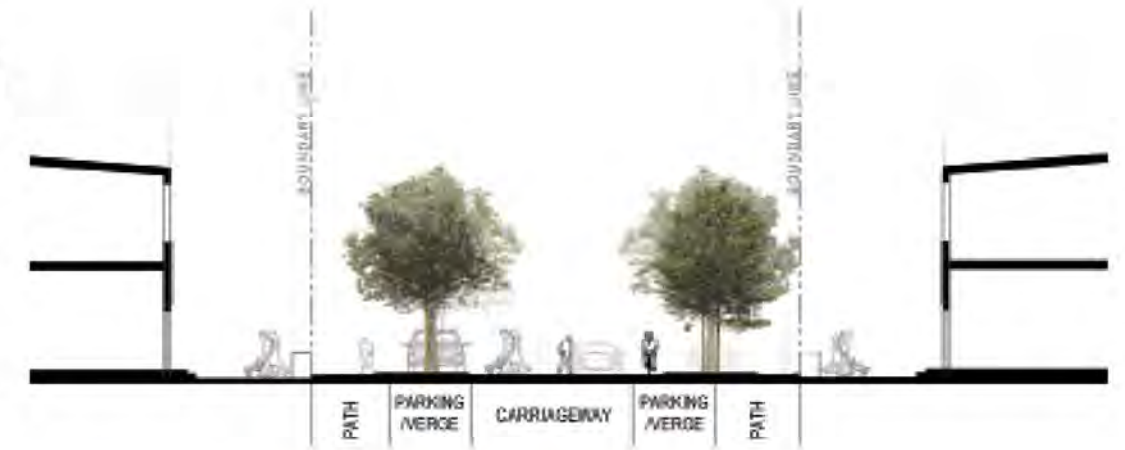
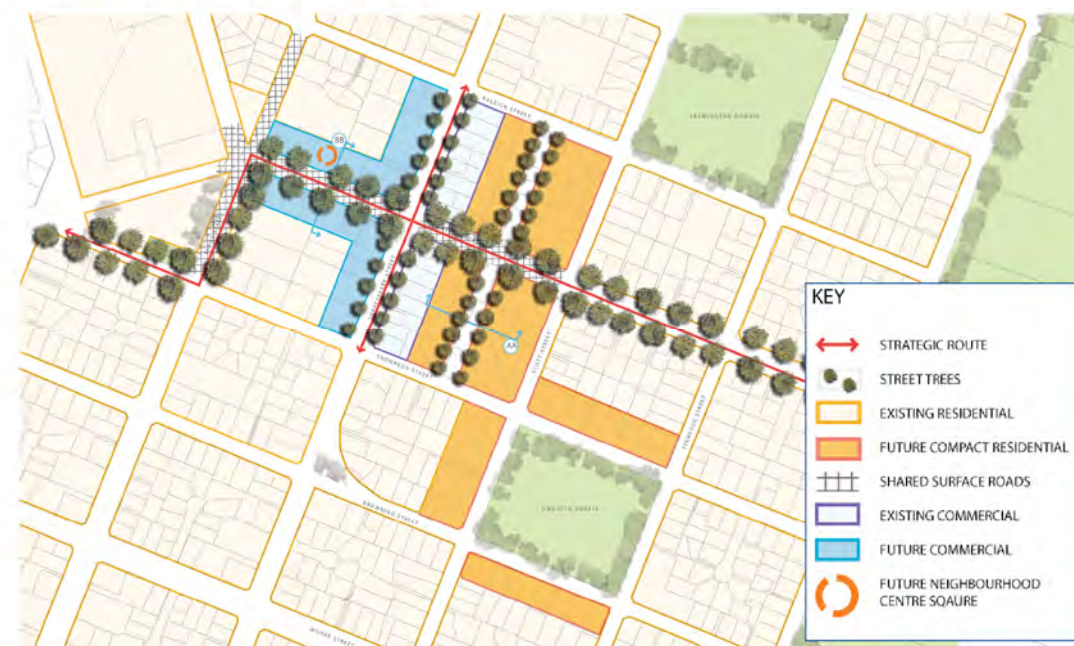


Figure 36: Section AA – Indicative section through compact residential street

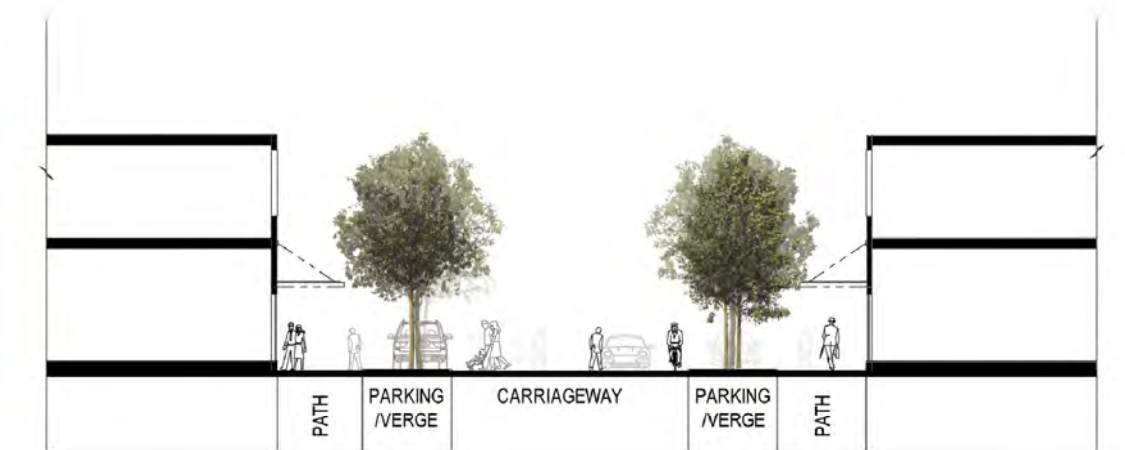


Figure 37: Section BB – Indicative section through Campbell Street neighbourhood centre



## 5.6.3 Victoria Square

This strategy seeks to enhance amenity, character and use of Victoria Square and the surrounding streets by providing for compact residential and mixed use around the park edge. Redefining and providing a stronger, more legible edge through the buildings and streetscape will contribute to creating a small precinct that is defined by public use and some commercial activity usually scattered within residential areas.

### Key Strategies

1. Enhance pedestrian domain around the periphery of Victoria Square and interconnect with wider strategic pedestrian and cycle routes;
2. Through the use of consistent building form and height, provide a defined edge to Victoria Square. Building height should achieve a consistent three storey height around the north, south and west sides of the park, and architecture of buildings should be complimentary to one another.
2. Provide for offices and community facilities (such as medical centre and similiar land uses) at ground floor; and primarily residential at second and third storeys, with some office use;
3. Provide for streetscape treatment along Alpha Street, continuing existing from Victoria Street;
4. Provide for verandahs and awnings along Alpha Street to continue pedestrian amenity out from the town centre;

Figure 40: Strategy for Victoria Square

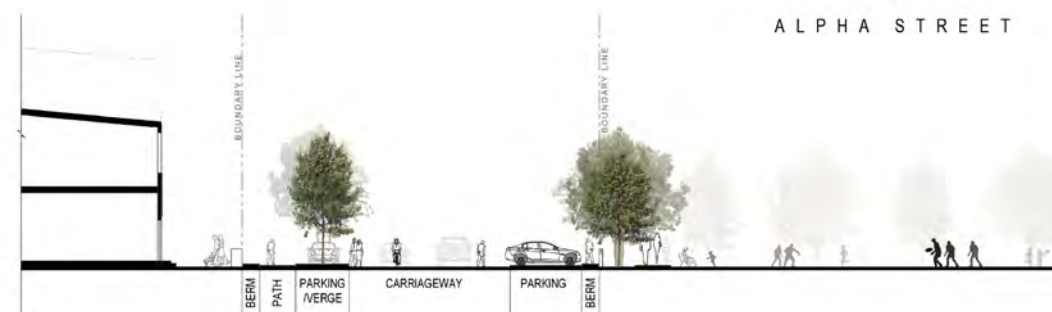


Figure 39: Indicative section through Dick Street



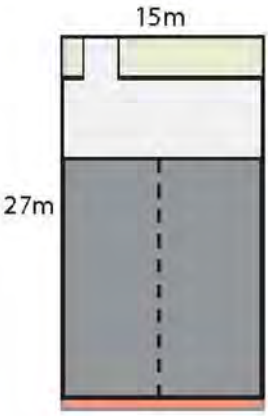
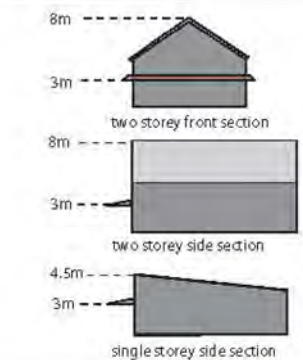

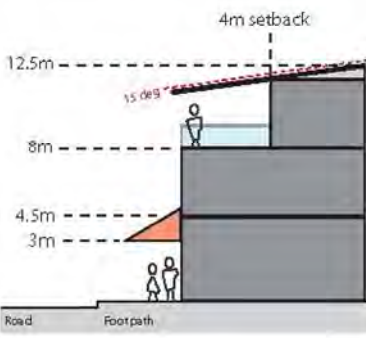

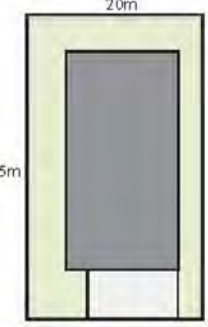


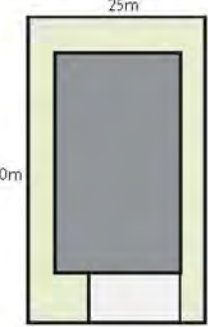


5.7 Building type matrix

The following matrix provides a guide to building types based on proposed densities for Cambridge.

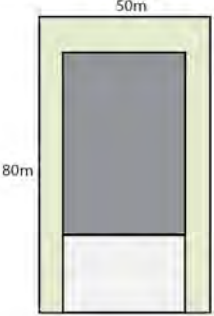
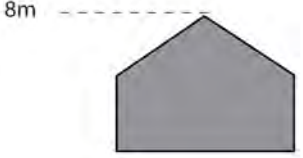

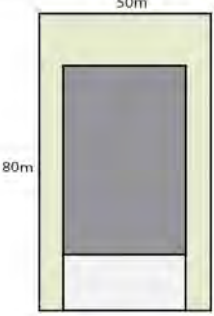
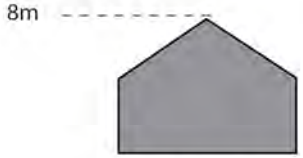

PLAN	SECTION	DESCRIPTION	EXAMPLE
<p><b>COMPACT RESIDENTIAL</b></p> <p>15m 27m 300 - 400m<sup>2</sup></p>	<p>4.5m single storey residential 4.5m residential duplex 8m terraced residential</p>	<p>Compact residential lots with a minimum area of 300m<sup>2</sup> - 400m<sup>2</sup> are encouraged to maximise density in central areas, reduce the need to expand out in to undeveloped / productive land and assist in meeting Waipa 2050 growth targets.</p> <p>The built form on these compact lots could consist of:</p> <ul style="list-style-type: none"> <li>- a one or two storey single dwelling</li> <li>- a one or two storey duplex</li> <li>- a terraced dwelling</li> </ul>	
<p><b>MEDIUM DENSITY RESIDENTIAL</b></p> <p>20m 35m 600 - 800m<sup>2</sup></p>	<p>4.5m single storey residential 8m two storey residential</p>	<p>Low density residential lots with a minimum area of 600 - 800m<sup>2</sup> are encouraged to maintain a level of consistency with existing character.</p> <p>The built form on these compact lots could consist of a one or two storey single dwelling.</p>	
<p><b>LARGE LOT RESIDENTIAL - 1000m<sup>2</sup></b></p> <p>25m 40m 1000m<sup>2</sup></p>	<p>4.5m single storey residential 8m two storey residential</p>	<p>Residential lots with a minimum area of 1000m<sup>2</sup> are to buffer medium density residential at edges and entry corridors in to towns. These lots shall still maintain the ability to provide on-site servicing.</p> <p>The built form on these compact lots could consist of a one or two storey single dwelling.</p>	
<p><b>LARGE LOT RESIDENTIAL - 2000m<sup>2</sup></b></p> <p>50m 40m 2000m<sup>2</sup></p>	<p>4.5m single storey residential 8m two storey residential</p>	<p>Residential sites with a minimum of 2000m<sup>2</sup> are encouraged in order to provide a range of choices in lot sizes and continue to provide for large lot residential in locations further towards the periphery of town.</p> <p>The built form on these compact lots could consist of a one or two storey single dwelling.</p>	



# 5 URBAN FRAMEWORK

PLAN	SECTION	DESCRIPTION	EXAMPLE
<p><b>COMMERCIAL</b></p>  <p>400m<sup>2</sup></p>	<p><b>A) COMMERCIAL ONLY</b></p> 	<p>Small format (400m<sup>2</sup>) commercial sites are encouraged in commercial areas, edging the street and with frontages of 8-12m to support a fine urban grain. All commercial buildings will provide verandahs on the road side to shade and protect the footpath.</p> <p>The built form could consist of one or two storey buildings.</p>	
	<p><b>B) MIXED USE (residential above)</b></p> 	<p>Mixed use buildings are encouraged in central commercial areas with retail space below and residential above. This will help to create a lively town centre where people are able to live, work and play. This layout will also help to maintain a level of safety on commercial streets through passive surveillance during both the day and night. All commercial buildings will provide verandahs on the road side to shade and protect the footpath.</p>	
<p><b>SMALL FORMAT LIGHT INDUSTRIAL</b></p>  <p>600 - 800m<sup>2</sup></p>	<p>8m</p>  <p>two storey light industrial</p>	<p>Small format light industrial sites (600-800m<sup>2</sup>) are encouraged fringing commercial centres to better integrate differing land uses.</p> <p>Such buildings are often single storey but reaching a typical two storey height (8m).</p>	
<p><b>INDUSTRIAL</b></p>  <p>1000 - 2000m<sup>2</sup></p>	<p>8m</p>  <p>two storey light industrial</p>	<p>Industrial sites (1000-2000m<sup>2</sup>) are encouraged in areas set aside for future industrial use.</p> <p>Such buildings are often single storey but reaching a typical two storey height (8m).</p>	



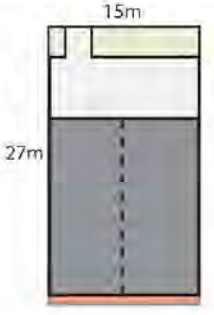
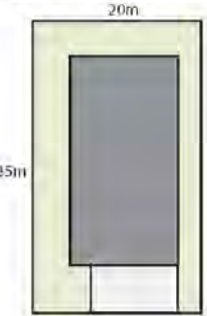
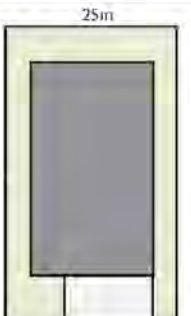

<p><b>LARGE FORMAT RETAIL - HEAVY FOOT TRAFFIC</b></p>  <p>50m 80m 4000m<sup>2</sup></p>	 <p>8m Large format retail</p>	<p>Large format retail with heavy foot traffic (supermarkets, Bunnings, The Warehouse etc) should be located in central areas of towns. These buildings often have large parking areas to accommodate customer parking.</p> <p>Such buildings are often single storey but reaching a typical two storey height (8m).</p>	
<p><b>LARGE FORMAT RETAIL - LIGHT FOOT TRAFFIC</b></p>  <p>50m 80m 4000m<sup>2</sup></p>	 <p>8m Large format retail</p>	<p>Large format retail with light foot traffic (furniture stores etc), are less common than those with heavy foot traffic, but still provide customer car parking.</p> <p>Such buildings are often single storey but reaching a typical two storey height (8m).</p>	



# 5 URBAN FRAMEWORK

BUILDING TYPES	CHARACTER AREAS											
	1	2	3	4	5	6	7	8	9	10	11	12
<b>COMPACT RESIDENTIAL</b> 	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			
<b>MEDIUM DENSITY RESIDENTIAL</b> 	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			
<b>LARGE LOT RESIDENTIAL - 1000m²</b> 		existing only	existing only			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>LARGE LOT RESIDENTIAL - 2000m²</b> 						<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	



BUILDING TYPES		CHARACTER AREAS												
		1	2	3	4	5	6	7	8	9	10	11	12	
COMMERCIAL	 <p>15m 27m 400m<sup>2</sup></p>	A) COMMERCIAL ONLY	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> Local Shops Only	<input checked="" type="checkbox"/> Local Shops Only		<input checked="" type="checkbox"/> Local Shops Only	<input checked="" type="checkbox"/> Local Shops Only	<input checked="" type="checkbox"/> Local Shops Only	<input checked="" type="checkbox"/> Local Shops Only	<input checked="" type="checkbox"/> Local Shops Only			
		B) MIXED USE (residential above)	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/> for neighbourhood centre		<input checked="" type="checkbox"/> for neighbourhood centre							
SMALL FORMAT LIGHT INDUSTRIAL	 <p>20m 35m 600 - 800m<sup>2</sup></p>		<input checked="" type="checkbox"/>											
INDUSTRIAL	 <p>25m 40m 1000 - 2000m<sup>2</sup></p>												<input checked="" type="checkbox"/>	
LARGE FORMAT RETAIL - HEAVY FOOT TRAFFIC	 <p>50m 80m 4000m<sup>2</sup></p>		<input checked="" type="checkbox"/>											

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