Carterton Urban Design Scoping Assessment

urban design protocol

Prepared by Nick Aiken
Urban Designer
Contributions Sara Gerard
Megan Royal
Landscape Architects

Opus International Consultants Limited
Napier Office
Dunvegan House, 215 Hastings Street
Private Bag 6019, Hawkes Bay Mail Centre,
Napier 4142, New Zealand

Telephone: +64 6 833 5100
Facsimile: +64 6 835 0881

Technical Review Duncan Rothwell
Senior Planner

Date: December 2008
Reference: 2T3039.00
Report: NP56/08
Status: FINAL

Contents

SUMMARY OF FINDINGS OF THE SCOPING ASSESSMENT

BACKGROUND

What is *Urban Design*?

Urban design is concerned with the form and relationships between buildings, activities and spaces. It is a term used to both describe the existing layout or design of those places and the actual process of their design.

"urban design should be taken to mean the relationship between different buildings; the relationship between buildings and the street, squares, parks and waterways and other space which make up the public domain; the nature and quality of the public domain itself; the relationship between one part of a village, town or city with other parts; and the patterns of movement and activity which are thereby established: in short the complex relationships between all the elements of built and unbuilt space"

CABE[i], UCL, DETR 2001: The Value of Urban Design

"Urban design seeks to ensure that the design of buildings, places, spaces and networks that make up our towns and cities, work for all of us, both now and in the future"

NZ Urban Design Protocol

The design and layout of these places and activities not only affects themselves, but often also other spaces and activities. 'Good' urban design both here in New Zealand and overseas relates to how the relationships between these places and activities are mutually beneficial. For example people living in a residential house may benefit from not only having a nice house and garden, but looking out onto a nice street or nice park or being within walking distance of a school.

In some countries the process of ensuring good quality design of urban areas is considered to be highly important. This has resulted in a range of sometimes regulatory and sometime guideline type approaches for development to achieve better urban environments. In New Zealand the Government has developed the Urban Design Protocol, to which Carterton District Council is a signatory.

The New Zealand Urban Design Protocol

The *New Zealand Urban Design Protocol* (the Protocol) identifies that it is part of the Government's *Sustainable Development Programme of Action*, and seeks to make our cities *"healthy, safe and attractive places where business, social and cultural life can flourish".*

Carterton District Council became a signatory to the Protocol in December 2007. The Protocol sets out seven key principles for better design in New Zealand. These are known as the 'Seven C's, and are:

- **Context**
- **Character**
- **Choice**
- **Connections**
- **Creativity**
- **Custodianship**
- **Collaboration**

A good example of these principles in practise in Carterton is Millennium Park. Millennium Park in some way achieves all of the 'Seven C' principles of urban design. Talking through these one by one we can start with perhaps the feature that is most commonly recognised and most obviously an addition purely for amenity reasons - a piece of *public art* near the centre of the park is.

Millennium Park, with public art (centre foreground) and café activity (centre rear)

By its very 'artistic' nature, and because it is able to be enjoyed by members of the wider public, public art contributes to both Creativity and also Character, the latter through enhancing local 'identity' or uniqueness/'sense of place'. A simple test of how effective public art can be in achieving this is simply recognising that most members of the Carterton community would almost certainly be able to identify and locate the piece of public art in the photo above, even if the photo didn't show the surrounding buildings or space.

A third principle (Context) achieved by Millennium Park relates to the relationship of quality public space (the park, improved by the public art and landscaping) with the next-door cafe land use. In the Millennium Park example, the location of the café and the park next to one another benefits both. The café benefits form having a nice outdoor space for its patrons (who also benefit from this Choice), and the safety of the Park benefits from the presence of the café and its patrons (Custodianship). The Park also provides an easy and convenient path (Connection) for people entering or leaving the café.

In this example, Millennium Park through its location, and design achieves the Context, Character, Choice, Creativity, Connection, and Custodianship principles of good urban design.

Consideration of these factors in design may often seem like common sense, however for a variety of reasons, often historical, the actual piecing together of this urban jigsaw sometimes requires a 'stock-take' of where the existing environment is at, enabling people to make choices (Collaboration) about the future form they want their urban environment to have.

As a part of its commitment to the Protocol and better quality urban design the Council has identified a need to do such a 'stock-take' in order to better understand the issues and opportunities associated with urban and peri-urban (Carterton urban fringe and Gladstone) development in Carterton.

Purpose of the Urban Design Scoping Assessment

Although the seven urban design principles are universally applicable under the Protocol (and are consistent with other overseas examples), their actual application, significance, and local priority is likely to vary between different towns and places. Good urban design does not seek uniform outcomes or designs for urban development, local identity or context or identity (one of the principles of good urban design) is of vital importance.

With this in mind an assessment Carterton's urban and peri-urban areas has been undertaken to 'scope' or identify the more significant issues and opportunities associated with achieving good urban design, and better quality environments.

Identified 'issues' and 'opportunities' are those elements of Carterton's urban and peri-urban environment (its houses, streets, parks, land uses and so on) that:

- ***already/increasingly becoming quite inconsistent with the Protocol's urban design principles.***
- ***present good opportunities to achieve quality urban environments and consistency with the Protocol's urban design principles.***

It is assumed for the purpose of this assessment that increased consistency with these principals will generally result in better quality development and better living, working and playing environments for the people of and visitors to Carterton.

As a result in many cases this scoping assessment identifies the opportunities for better achieving one principal will also assist in achieving a second principle, and also that some 'issues' may result in increasing difficulty in achieving more than one principal. This is because of the strong interrelationship between parts of our urban areas, such as the house and its street example identified earlier.

Matters addressed by the Scoping Assessment

This assessment is broken into eight parts that were identified as most likely to be of particular interest and significance to Carterton. Each relates to one or more of the Protocol's urban design principals (listed).

- Identity and Character — **Character**
- Creativity — **Creativity**
- Buildings and Built Form — **Context**
- The Public Realm — **Connections, Character, Context**
- Connections — **Connections Choice**
- Urban Periphery — **Character, Context**
- Custodianship — **Custodianship**
- Special Character Areas — **Character, Creativity, Context**

Several high-level case studies are provided in the scoping assessment, looking at the town centre and Broadway, a park and a residential street.

Also sitting under the 'umbrella' of the Protocol are the *Crime Prevention Through Environmental Design (CPTED) Guidelines* prepared by the New Zealand Department of Justice. The scoping assessment also provides a brief overview of CPTED comments in relation to the above matters.

Identity and Character

The importance of a local identity or sense of place is being increasingly recognised. People usually like to associate with a 'place' and identity provides or reflects an area's own uniqueness, specialness, or identity. It strengthens the positive characteristics that make each place distinctive.

An identity may apply at more than one level of scale. For example it may apply to an entire urban area or District, or it may apply to smaller areas, such as a neighbourhood.

In Carterton while the Daffodil Festival undoubtedly makes a vey significant contribution, there are a number of other features that also contribute to the town (and District's) identity. Carterton's identity is made up of the full range of 'places', activities in and around the town. 'Places' might be either public or in private ownership, but are most likely to be accessible (either physically or visually) in some fashion and thus identifiable to most members of the community. Examples might be considered to include the Rail station, the public library, town centre, Richmond Gardens, Carrington House, the Daffodil Festival. Even local schools and parks contribute to place and identity.

From it's time as '*Three Mile Bush*' to the present day Carterton has developed and inherited a significant and interesting local heritage. Many of these features and places still survive. Old buildings and historic places tend to be noticeable and well-known within their communities, and sometimes beyond. Often they are treasured parts of urban areas. They and the space they inhabit often become a known and recognisable 'place'. This 'place' then has a recognisable 'identity'.

Left to right: Carterton's main street still retains some of its original features. James Rooking Carter, an influential Carterton resident lent the town his name.

FINDINGS OF THE SCOPING ASSESSMENT FOR CARTERTON

Left to right: Carterton Public Library, a treasured landmark within central Carterton and an integral part of Carterton's cumulative identity. An old bake house in semi-ruinous state - its importance to the history and identity of Carterton largely unrecognised. Signs provide interpretation for many heritage features of interest, but often the signs are showing signs of age.

Issues and Opportunities

- *Carterton has a great wealth of heritage buildings and places in close proximity to each other, the town centre, and well served by a choice of convenient transport modes,*
- *Carterton's heritage and wealth of creativity lend themselves to enhancement or creation of identity and 'sense of place',*
- *Although some recognition of heritage places and buildings is evident, many of the items are in poor repair and interpretive material old or absent,*
- *The pole-supported verandahs of High Street are now uncommon in New Zealand and could be incorporated into a component of heritage restoration,*
- *High Street is in close proximity to many heritage features, meaning its vibrancy can well serve and benefit from visitors to heritage features.*

Creativity

In New Zealand and overseas towns and cities have used public art to reinforce their identity. Because of its unique and visual interest public art is extremely effective at contributing to a sense of unique 'place'.

"Quality urban design encourages creative and innovative approaches. Creativity adds richness and diversity, and turns a functional place into a memorable place. Creativity facilitates new ways of thinking, and willingness to think through problems afresh, to experiment and rewrite rules, to harness new technology, and to visualise new futures. Creative urban design supports a dynamic urban cultural life and fosters strong urban identities."

NZ Urban Design Protocol

Although often not particularly large in size, it is unlikely that many residents in Carterton are unfamiliar with the following examples of public art.

A letterbox as public art, Carterton East, A distinctive gate on Dalefield Road, Carterton South

Issues and Opportunities

- *Carterton's heritage and wealth of creativity lend themselves to enhancement or creation of identity and 'sense of place',*
- *Extensive artistic interest is already in evidence in the community an in the public realm.*

Buildings and Built Form

Land Use

The predominant land use in the Carterton urban area is residential. A central core of commercial activity is located in the town centre, with some isolated pockets of commercial use located throughout the town. Urban development is most dense in the

northern part of the town, with low density residential and semi-rural land use prevalent south of Brooklyn Road. Most residential, commercial and open space activity is north of Brooklyn Road.

Two principal north south connections link the town. High Street (which is also SH2) and Lincoln Road. High Street is entirely urban, but Lincoln Road and its adjacent land use is predominantly rural or rural-residential in character.

Population and Residential Development

The population of Carterton is fairly constant, but like many parts of New Zealand there is an established trend for an increasing number of residential dwellings and households, with these being smaller in size. Residential subdivision patterns in Carterton also show a significant proportion of growth in very low density residential (for example sections sizes over 4000m^2).

The combination of these two trends is a decreasing development and population density. This has negative implications for the costs of maintenance and development of public infrastructure services (such as water and roading). It also has negative implications for the viability of alternative transportation options such as walking, cycling and public transport which become less convenient, and in the case of public transport also more expensive.

The value of 'identity' and 'place' is becoming increasingly recognised by developers. In many cases larger and even medium sized residential subdivisions are including distinctive features such as gateways or thresholds, distinctive street furniture, and street gardens.

Although these features are often attractive and at least partly successful in creating a form of 'identity', a downside is that sometimes the identity sought may be out of place with the surrounding development and landscape. A further issue now becoming increasingly recognised in many urban areas is that some features have significantly greater costs associated with maintenance. Some territorial authorities are becoming resistant to expensive and 'unique' street furniture such as ornate street lighting and higher maintenance street gardens.

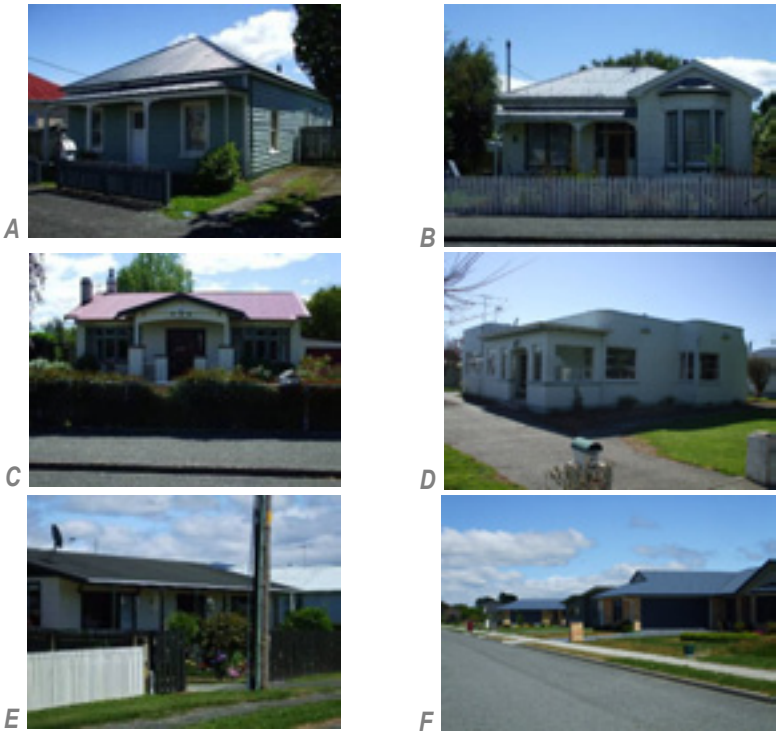
Clockwise: New residential streetlighting in Pyes Pa West (Tauranga) and Carterton. Some street furniture is becoming increasingly ornate. This can contribute to character but can have ongoing maintenance cost implications. Likewise streetgardens incur ongoing maintenance costs. Some local authorities now require low-maintenance options or apply targeted rates.

Housing architecture/typologies and streetscape

There is quite a lot of variation in housing design and residential development style in Carterton. Although the degree of variation does not support a common identity for the town, some parts of the Carterton urban area are characterised by houses of a certain area. In some cases subsequent developments, often through infill subdivision development, have impacted on these characters. In other cases however the character remains intact for at least a localised cluster.

Sometimes such clusters present opportunities to develop or enhance localised character areas. In the case of Carterton several small clusters have architectural heritage interest or merit and could be preserved. These are predominantly located around the town centre and northern end of the town. In other cases local context and even character are created by a combination of historical housing types and density. This is the case in areas such as Brooklyn Road or Hornsby Street.

In localised areas less likely to benefit from increased density and with areas of older style housing, consideration could be given to preserving some areas of the classic 'kiwi quarter-acre'. It is pertinent that often older styles on New Zealand housing have not been designed with higher density in mind, and their orientation and acoustic protection can be compromised by infill subdivision development. An example where a similar result has been achieved for a combination of architectural and heritage reasons is Savage Crescent in Palmerston North.



Carterton's housing development through time. Colonial and Villas (A&B) up to around 1920 are present in many of the northern and central areas of the town, interspersed with bungalows and art deco housing of the 1920's and 1930's (C&D). Particularly in the east around Deller Drive and Fairbrother and Hornsby Streets are predominantly single-storey dwellings of the 1960-80's vintage (E). Newer developments are predominant in the area north of Charles street, and the new subdivisions on the northern periphery such as Carrington Drive and the rural-residential hinterland on Lincoln, Richmond, and Moreton Roads

Streetscape

The form, appearance and business of streets plays an important part in the quality of our urban environments. These factors also play a part in the character of those environments, and can influence community interaction. Streets are in fact one of the areas of open space where we spend much of our time, and arguably are at least as significant as parks in their potential contribution to the quality of our urban areas.

In Carterton quite a diversity of streetscapes is found. This diversity often relates to the age of the subdivision. A good example of this is Wakelin Street and Dellar Drive. Wakelin Street is a very wide but quite short street while Dellar Drive has a narrow carriageway.

This variation results in a quite different 'feel' between the two streets. In the Wakelin example the street almost becomes a barrier to community interaction, with less interaction between dwellings and the street, and dwellings on either sides of the road likely to be a result.

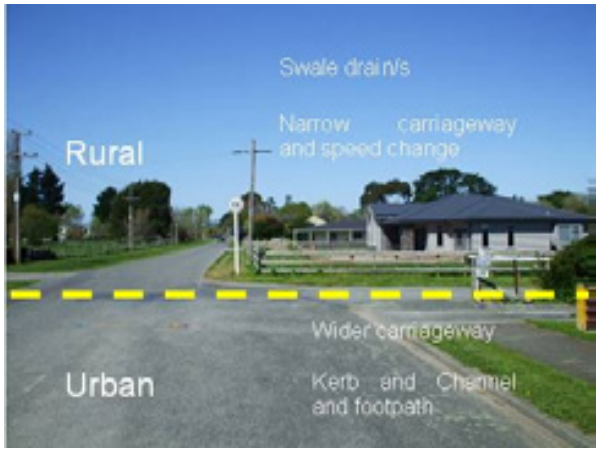
Aside from being more expensive to maintain, wider streets tend to encourage faster traffic and reduce community interaction. Changes to Cartertons wider old streets like Wakelin could take the form of 'avenue' like development of street trees along the sides and/or centre, to create a more intimate human-scale environment, and add traffic calming benefits. This would also reduce the extent of seal to be maintained.

Urban Residential and Lifestyle Development

There are variations in the density of residential development across the Carterton urban area, however notwithstanding minor variations there are generally three principal types of residential development. What could be termed 'common' residential of lots of 3-400m^2 to 1500m^2, large-lot residential lots of around 1500m^2 to 4000m^2 and 'lifestyle' blocks over 4000m^2. Although many of the 1500m^2 to 4000m^2 lots are often called 'lifestyle', they tend to have more in common with urban residential lots with larger \gardens rather than small paddocks and livestock.

Examples of urban residential development is primarily in the north, and the 'Poletown' (Charles-Frederick Street) cluster in the south. The southern end of Carterton, in the present Plan Change 'Low Density' area is made up of a mix of the other two.

Other typically 'urban' features in these areas include kerb and channel, concrete footpaths and street lights.



The distinct change in character between urban and rural at Richmond Road is typical of much of the urban fringe

Nodes and Focal Points

Nodes and focal points, like landmarks can give communities locations to centre around. These can be as large as a city centre, or as small as a cluster of neighbourhood shops.

Carterton's principal node is of course the town centre, including also the New World supermarket. No other commercial nodes of significant size exist. The only other commercial services available outside of the town centre tend to be local dairies. This means that for those people not living within easy walking or cycling reach of these dairies, no other option exists beyond travelling by vehicle.

The particular challenge for Carterton is that its population is relatively small and unlikely to be sufficient to support a range of local neighbourhood cluster shopping centres. At most, dairies or even petrol stations (which now offer similar services) are likely to be able to establish and be viable, even for these activities few locations are likely to be suitable.

This means that community nodes and focal points will in most cases be located around schools and parks. An overview of the urban area identifies that almost all of these spaces are located in the third of Carterton north of Victoria Street. South of Victoria Street only South End Park offers an area of public open space, complimented to some extent also by South End and St Mary's Schools. Notably St. Mary's School fields are almost entirely fenced off by visually impermeable colour-steel type fencing, effectively removing almost any community or focal point, as well as amenity benefit.

Urban Landmarks

Landmarks and destination development features such as parks, schools, local shopping centres and heritage sites can often provide significant contributions to local identity and character, assist legibility and in some cases act as community focal points.

It may not be everyone's cup of tea, but the Carterton Town Clock is undoubtedly an important visual, and heritage landmark

Landmarks can contribute by being items of interest with which local people of communities identity. They are usually substantial in scale and visually dominant in their surroundings, but can be significant for visual, heritage, cultural or social reasons.

They can also be extremely useful for legibility. As features that are often visible from a distance, they act almost as 'signage' or marker points for people if they are aware of the proximity of the landmark to their destination.

Where they are present landmarks should be valued, and used in interpretive material that is related to legibility and identity.

Thresholds, Gateways and Entrances

Carterton has a number of important entry/exit thresholds. These include the principal 'arrival' thresholds of the SH2 north and south entries to the urban area, the rail entrance

points to the urban area, and the rail station. They also include the less frequented but equally important thresholds between the urban area and urban periphery, such as Richmond Road.

Gateways and thresholds can be effective ways to distinguish between neighbourhoods, or to identify a change in /environment', such as a change in speed environment.

The entrance threshold to Carterton from the north, and this residential 'threshold' in Tauranga serve as thresholds to signal environmental change and calm traffic.

Safety and Security (CPTED Design Criteria)

Surveillance and Sightlines

Generally sightlines in Carterton residential developments are good, with streets in both more established and newer areas being typically long and straight, providing for long sightlines.

More established areas also often feature a range of front boundary treatments, some utilising fences or hedging type treatments. South End Park on Brooklyn Road provides an excellent example of visual permeability into a park area, with maximised road frontage, no visual barriers from the street, significant overlooking from an adjacent community-housing estate.

High visual permeability between dwellings in new subdivisions and the public realm is similarly beneficial, but in Carterton the extent of permeability of quite mixed. Highed permeability is achieved in new subdivisions as a general result of fewer and smaller areas of vegetation and a relative absence of visually impermeable front boundary treatments (walls, fences and the like). This allows significant passive surveillance opportunities and a greater sense of 'ownership' of these spaces by local residents. Not only does the possibility of being observed decrease the desirability of an area to be used for anti-social activity, but it also increases the chance of it such activity being observed and acted upon, for example the nearby residents calling the police.

Daffodil Drive, high visual permeability between dwellings and the street results in greater overlooking and passive surveillance of streets and public areas. The above fence type offers two benefits in that it does not unduly hinder passive surveillance of the street, but does provide a clear definition between public and private space.

Access and Layout, Legibility

Pedestrian movement is generally well catered for by formed footpaths throughout the northern half of the urban area of Carterton, though this is not the case in south and in the urban periphery, including Connolly's Line. In the southern end and in new subdivisions the relative lack of connections to adjacent areas does compromise the ease of getting around.

For an outsider not familiar with the local area the lack of connection and loss of the legible grid-pattern street alignment to *cu-de-sacs* makes the area less understandable. This can mean a less direct and less obvious path for those unfamiliar with the area. The relative lack of more obvious connections for residents and particularly visitors can reduce the attractiveness of walking and cycling in particular (routes become longer). It

makes route choice confusing and in turn makes a person unfamiliar with the area potentially more vulnerable, particularly if they look lost.

Left to right: Tourist signs provide clear directions for those most unfamiliar with the local area, and potentially most vulnerable. Emphasising entranceways assists legibility and understanding for visitors of where to go.

Activity Mix

Aside from the town centre area the urban area is very predominantly residential in nature with only small areas of other uses present, particularly in the north. However in respect to the benefits of a mixture of diverse activities providing 'eyes' on the street' and passive surveillance, similar opportunities are provided by residential development – which is a use-type occupied across most parts of the day, and significantly also at night.

Where public spaces such as local parks are present, adjacent residential activity does provide passive surveillance. South End Park is a good example of residential activities overlooking another activity, this case a public park, resulting in passive surveillance of the area. Carrington Park is less well served, with many high and visually impermeable fences.

A problem common in or around the edge of town centres is blocked out or 'blank' facades. This situation is present in some locations in Carterton. As well as being usually quite unattractive, these decrease private-public space interaction and surveillance opportunities.

Sense of Ownership and Quality well-maintained environments

A sense of ownership can be given by ensuring maintenance, and use of thresholds. South End Park is well-maintained and features a bollard boundary treatment. While not presenting any barrier to legitimate activities, this clearly signals that the space is cared for and that unacceptable activities (vehicles) will not be tolerated while still allowing good lines-of-sight into the park for amenity and safety benefits.

Physical Protection

South End, Carrington and Sparks Parks all demonstrate good physical protection features with their respective use of bollards, fences, and gates to prevent vehicles entering the park. However in most cases these measures sensibly do not prevent visual access or access for legitimate activities. In most cases pedestrian and cycle access is not hindered, and even where gates are present, these are relatively minor obstacles.

A commonly used physical protection feature is a fence. However the success of fences particularly around parks is subject to debate. Recently fences around London parks began being removed, as they were considered to compromise safety – victims of crime were found to be 'trapped' by the fences which prevented their escape from assailants. Similar arguments have in New Zealand been voiced about a proposed fence around the Napier Botanical Gardens. Fences also require gates, meaning that it is easy to identify the path a potential victim might take (a movement predictor).

Memorial Square identifies the presence of CCTV. CCTV is often identified as effective means of stopping crime, however this is sometimes disputed and it should be remembered that CCTV will only record events. A combination of physical protection and other design features are generally considered to be more effective.

"Security measures and target hardening should not be used as the only response to problems of anti-social behaviour in public space, but should be employed selectively where they will be effective, and as part of a coordinated approach"

Cabespace (UK) - Preventing anti-social behaviour in public spaces Policy Note 2004

Issues and Opportunities

- *Street furniture and art and identity should compliment or reflect existing features, identity, landscape,*
- *Street gardens and street furniture can make significant contributions to amenity but have cost implications,*

- *High fence/wall heights are in some areas impacting on the relationship between residential dwellings and the street, either individually or as part of a subdivision development,*
- *.Some public spaces such as parts and walkways have environmental features that could be enhanced to decrease opportunities for situational crime,*
- *In some areas 'dead' frontage is negatively impacting on the level of activity and quality of the public realm,*
- *Some opportunities for landmarks to contribute to legibility and identity are not being fully taken-up,*
- *Develop or adopt guidelines for the design of walkways and cycleways,*
- *The form and layout of roads can give signals to drivers and road users as to the presence and priority for pedestrians and cyclists but despite many routes being highly used by pedestrians and cyclists, these measures are not commonly in place,*
- *Almost no focal points are located south of Victoria Street,*
- *Focal points are often not present or easily accessible in new developments,*
- *Some environments are perceived as unsafe, whether they are or not, and this decreases their use and value to the community,*
- *Many wide carriageways exist where they aren't required, with associated maintenance costs, these can also encourage faster driving habits,*
- *New pedestrian connections aren't being designed to address potential safety concerns by addressing line-of-sight, entrapment and concealment issues,*
- *Parks are generally well-maintained, font boundaries visually permeable but side boundaries often inactive and visually impermeable.*

THE PUBLIC REALM - SPACE AND ACTIVITY

Open Space Networks

Often when people think about 'open space' they think of sportfields, playgrounds and other types of parks, and sometimes nature reserves or riverside access. Also important are local street networks, and privately owned space (both accessible and inaccessible).

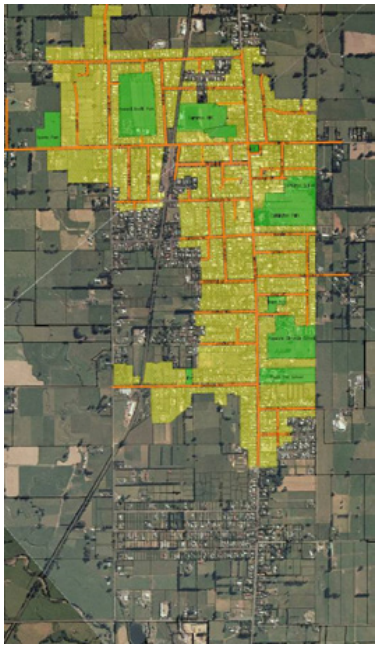
> ***Quality open spaces are fundamental to world-class cities and regions. Open spaces include our parks, walking tracks and natural areas. These spaces link into a network of ecosystems and recreational experiences that may also be useful for storm water control, urban amenity and regional promotion.***
>
> ***Wellington Regional Strategy for International Competitive Wellington***

Parks and reserves in Carterton are almost uniformly isolated from one another, but in almost every case are connected by public open space in the form of street networks. Sometimes these linkages are quite indirect, however with Cartertons' linear street layout, opportunities exist for the establishment of green or eco-links between parks. No existing green corridors were identified during the assesment, either with an amenity or biodiversity focus. However the potential to create such links is significant.

The use of themes for neighbourhoods or 'connectors' between features such as parks can also contribute to identity, and biodiversity. With respect to the latter streets can for some species provide connector corridors enabling the passage of native species between parks or reserves.

Parks

Most of the parks within Carterton are located towards its northern end, with those located further south being principally associated with schools. South End Park is the key exception in the south, located on Brooklyn Road it provides children's play equipment and a BMX track. No areas of public open space are provided south of Brooklyn Road.



Parks and open spaces in Carterton in green) are separated from one another but opportunities exist to create green-links or higher amenity corridors in the street network (orange). These could ultimately be linked together into a high amenity pedestrian/cycling/jogging network.

Access to parks and open space is not equal to all within the urban area. Some areas (yellow) are with an easy walk of parks and open space, but many other, particularly in the south of Carterton are less well served. Often access is also compromised by poorly located or missing street connections, meaning some areas in close proximity to parks still aren't within walking distance as a more circuitous route must be taken.

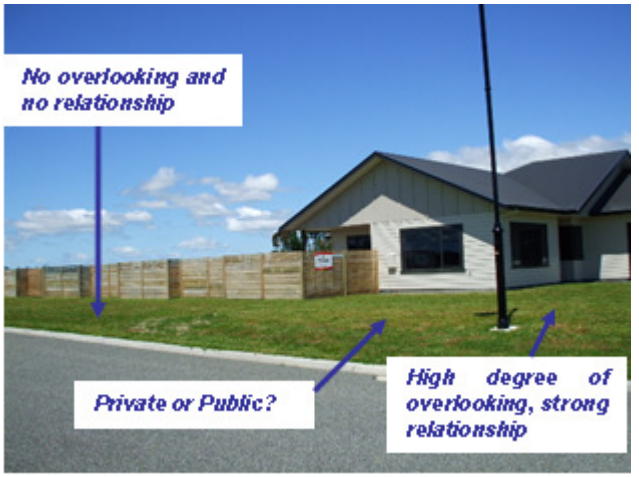
While many of these are excellent spaces, significant enhancements could be made in particular to *Howard Booth* and *Carrington* Parks. *Howard Booth* suffers from being largely a 'backlot' park, with little street frontage and thus little visual relationship with the surrounding neighbourhood, other than those immediately adjacent residents that might have a low or visually permeable fence. Maximised street frontage is now highly sought after in contemporary subdivision design and any opportunities to increase the road frontage for Howard Booth Park would be beneficial.

Relationships between public and private space

Earlier New Zealand houses often featured porches and verandahs (see page 6) that provided outdoor space with a relationship to front gardens and the street. Often the greatest attention to detail was given to the front façade, reflecting the importance placed on views from the street.

However for at least the past three decades there has been an increasing trend for residential dwellings to 'turn their back' on the public realm – their street and neighbourhood. The back garden, once the preserve of the clothes-line, has increasingly become the primary outdoor space.

The end result is a decreased inter-relationship between houses and their streets and communities, with streets and footpaths being loss overlooked and less 'owned' by their neighbourhoods. Decreases in community interaction, use of the public realm, and perceptions of safety have occurred. The example below illustrates both high and low areas of public-private relationship on the same house.



Issues and Opportunities

- *Howard Booth Park suffers from a lack of road frontage and is largely obscured and cut off visually and physically from the surrounding neighbourhood,*
- *The town centre (excluding Memorial Square) suffers in places from tired looking street furniture and doesn't integrate well with either Memorial Square of Millennium Park (note that the present upgrade project should address this),*
- *Public art is effective where it is located, but is largely absent from key public areas,*
- *Broadway is located within two key destinations (the rail station and the town centre)and could be a key connection between the two,*

- *A number of streets such as Wakelin Street have unnecessary width that can result in unnecessarily high maintenance costs, decreased amenity, and becoming community 'divider's rather than connectors,*
- *Carterton enjoys areas of high pedestrian use, but street environments in some cases make little recognition of this.*

CONNECTIONS

Street Connections and Structure

Street connections are generally good in the northern half of Carterton, but more sparse in the south. The relative lack of connecting streets in the southern half of the town has resulted in large block sizes which makes travel further and more difficult. This results in less connection choices, further travel distance requirements, and partly as a consequence of these, less choice for residents who may find walking and cycling become poor or inconvenient alternatives.

"The risk of food poisoning, though often highlighted, is far less than the risks caused by sedentary lifestyles encouraged by (town) planning which reduces walkability in our settlements"

Charles Landry, CABE: Risk and the creation of liveable cities

South Carterton's road network (orange) and the 'missing' links to complete the grid

Legibility – easy to understand movement networks

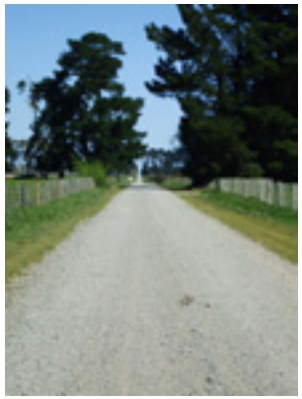
Legibility refers to the ease with which a person can understand a movement network. In Carterton the prevalence of the 'grid' street alignment greatly contributes to how easy it is to understand the way around. This is lessened somewhat in the newer large-lot subdivisions to the southern end of town off Dalefield Road and Charles Street where curved streets and cul-de-sacs are evident, or obvious connection not provided to adjacent as yet undeveloped land parcels. A useful comparison could be drawn to the ease of understanding a completed 'gird' network for Carterton

A fully completed 'grid' network might not be desirable for other reasons (for example existing buildings and uses may have occupied spaces), but it does provide a good illustration as to how easy such a network would be to navigate.

Rural Hinterland

Carterton's urban periphery contains a number of road connections that are significant as recreational as well as commuter connections. The country lanes particularly on the east and western sides of the urban area, and around Clareville provide excellent opportunities for rural 'walking' within easy reach of the town. Numerous observations were made of people out walking with strollers, young children, dogs, and of cyclists and of children riding bikes or scooters.

These narrow and sometimes unsealed roads may be less convenient for commuters, but there value in respect of identity and character and recreational value would need to be carefully considered prior to any decisions in respect of sealing.



Portland Road in South Carterton along with other country lanes such as Rutland Road, Richmond Road and Moreton Road provide a significant contribution to Carterton's identity and character, and offer traffic calming and environmental benefits.

Issues and Opportunities

- *The relative lack of connecting streets results in less connection choices, further travel distance requirements, and partly as a consequence of these, less attractive transportation modal choice, particularly in residential and rural-residential type areas,*
- *The relative lack of connections to adjacent areas, particularly in respect to newer subdivision developments, can compromise easy and legible connections,*
- *The relative lack of more obvious connections for residents and particularly visitors can reduce the attractiveness of walking and cycling in particular (routes become longer), and make route choice confusing ,*
- *Movement corridors have an important and sometimes overlooked secondary function as important parts of the public realm,*
- *Some recent subdivision development has not provided for connections to future development, and may compromise overall connectivity and result in choke points,*
- *Departure from the grid layout into a series of cul-de-sacs with no provision for future development may compromise connectivity and legibility on the future transportation network.*

URBAN PERIPHERY

Development of the Urban Periphery

The flat topography around the town, the town's oblong shape, and the town's east-west grid roading layout provides very easy access to the countryside for urban residents. Much of Carterton is only a few minutes walk from the countryside, and this opportunity for recreation seems to be well taken-up by local residents. As identified in 'Connections' above, numerous examples of pedestrians, cyclists and children on scooters were observed.

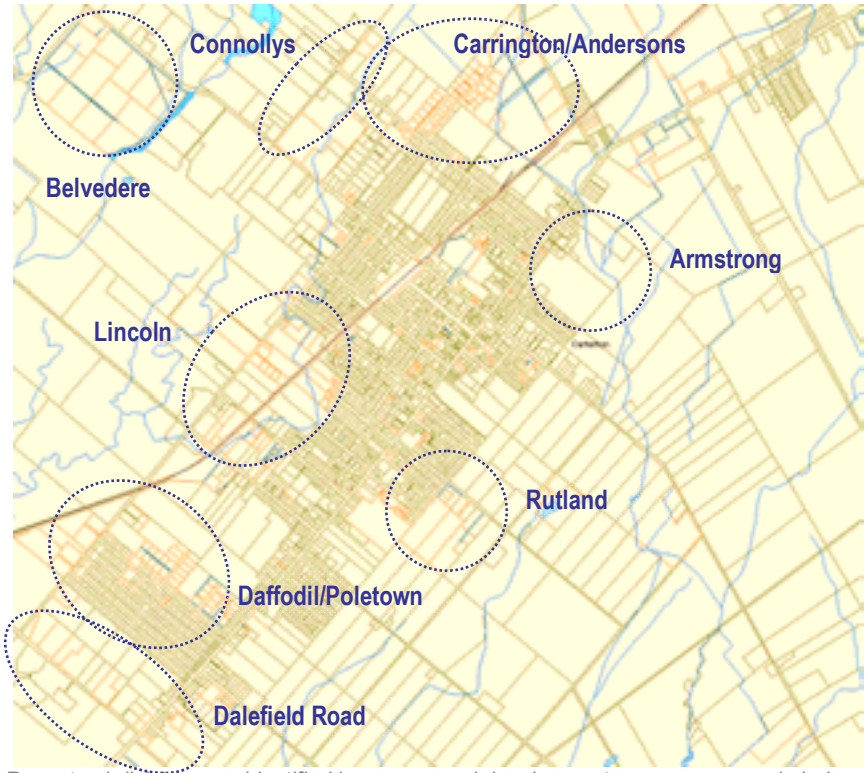
Because of its close proximity and easy access, the rural hinterland also makes a significant contribution to Carterton's character. In many cases the rural area is so close that it ca be seen along Carterton's straight streets.

However the rural areas closest to the town are under pressure from development. Reasonably large greenfield subdivisions have in the past few years been developed at the northern edge of town, with access off Kent Street and Armstrong Avenue.

Locations of Development Pressure

Development pressure in Carterton is largely occurring on the northern edge of the town, the area bounded by Lincoln Road, Veronica street, High Street and Dalefield Road (Carterton South Structure Plan area), Belvedere Road, Connollys Line and the area between Rutland Road and the urban area.

The 'Carterton Fence'? Wooden post and rail fences such as these are common in Carterton, and make a significant positive contribution to identity in the town's rural hinterland



Recent subdivisions are identified in orange, and development pressure areas circled.

Issues and Opportunities

- *Rural areas closest to the town are under pressure from development with increasing 'urbanisation' of urban hinterland by large-lot residential development,*
- *Many of the 4000-5000m² lots being developed are essentially residential lots with very large gardens. They are not consistent with the rural agricultural feel of the hinterland, and taking up approximately 800% more land than a more standard residential lot,*
- *The fragmentation of the land resource that results from rural-residential subdivision means that it is likely that this land is lost from productive use in perpetuity.*

CUSTODIANSHIP

Topography

Respecting landscape and landform can be an important part of design, and sensitivity is a principle of the urban design protocol.

Carterton is largely flat so impacts are generally limited to waterways, of which there are a few and views beyond the urban area.

A notable feature of the Carterton urban area are the excellent viewshafts running generally east-west to the Ruahine Ranges.

Custodianship –
"reduces environmental impacts through environmentally sustainable and responsive design, it creates enjoyable safe public places and a quality environment that is cared for and a sense of ownership and responsibility in all guests and visitors"
NZ Urban Design Protocol

A number of waterways pass around the edge of the Carterton urban area and urban development is unlikely to impact on them. An exception is a smaller stream/drain running in part near the rail line at Brooklyn Road before turning back west.

Development around this stream has not integrated well to it. Landuse adjacent to both the stream and the low-lying area around it has remained in similar use to other land around it. As a result an opportunity to turn this waterway into a feature has been missed.

- ***The ranges and hills to the west and east of Carterton provide a dominant landform feature for view-shafts along east-west aligned streets.***
- ***The ranges provide a backdrop to many dwellings and streetscapes when viewed from an eastern aspect***
- ***Topography is almost uniformly flat, with only small localised areas of gently undulating landform,***

East-West aligned road such as Dalefield, Brooklyn and Belvedere Roads, and Kent, Richmond, Moreton, Hilton, Charles and Frederick streets offer excellent views to the ranges and are a significant feature of Carterton.

Issues and Opportunities

- *The east-west corridors that present vistas and views of the ranges are not being replicated in new subdivisions,*
- *Swale drains and unsealed roads remain common in the urban-periphery and rural-residential areas and reduce stormwater impacts on the river and stream network.*

SPECIAL CHARACTER AREAS

During this assessment several locations stood out as perhaps having a distinct character or feel that could be enhanced and used to develop either and individual character, or the collective character of the town. The most notable of these included the town centre, Poletown, Gladstone, Connolloy's Line, Clareville, and Dalefield.

The reasons each of these was identified varied considerably. In some cases it was heritage or architectural in nature, such as the town centre, in other it was a type of land use and density that typified a particular location. Each offers different opportunities for enhancement.

These are listed below together with the reason for their inclusion. Each would benefit from a more detailed analysis of their character and actions that could be taken to enhance them. It is strongly recommended that this is done as part of a participative community exercise as the ownership or 'buy-in' of those communities would be critical to success.

(1)	Carterton Town Centre	(heritage interest, architecture)
(2)	Poletown	(heritage interest)
(3)	Gladstone	(visitor interest, rural cluster)
(4)	Connollys Line	(character)
(5)	Rutland Road	(land use, character)
(6)	Dalefield	(rural cluster)
(7)	Clareville	(rural cluster)

The rural lifestyle cluster of Gladstone has its own recognisable character centred around public art and vineyards.

ACTIONS

A number of possible actions in response to the identified Issues and Opportunities are identified in the Scoping Assessment. These include 'Key Actions' and 'Other Actions', although consistent with a 'Collaborative' approach and principle of urban design any final ranking and priority of Actions may be best developed with input from the community.

Also identified are a series of objectives of the Wellington Regional Strategy for an Internationally Competitive Wellington, and the alignment of the findings of the Scoping Assessment with those objectives.

1. INTRODUCTION

1.1 Purpose of this assessment

Carterton District Council has identified a need to identify and 'scope' assessment of urban design issues in the Carterton urban area and its periphery. The assessment also needs to be prepared with regard to the 'Seven C's', principles for urban design set out in the New Zealand Urban Design Protocol. The 'Seven C's' and the section of this report in which they are covered are:

- **Context** (Buildings and Built Form)
- **Character** (Identity and Character)
- **Choice** (various sections)
- **Connections** (Connections)
- **Creativity** (Creativity)
- **Custodianship** (Custodianship)
- **Collaboration** (see below)

With respect to 'collaboration', it is understood that this document will be subject to consultation as part of the Community Outcomes process. Urban design needs to be cognisant of community desires and values.

Also of note is that the *Wellington Regional Strategy (WRSICW) for an Internationally Competitive Wellington June 2007* requires a series of specified actions from all Councils, the most relevant to this project are:

- Develop regionally consistent principles for managing big box retail activities to minimise their potential to erode consolidation and centre development strategies
- Complete a centre's development vision for each sub-regional centre and the CBD
- Identify an intensification overlay (and associated infill management framework)
- All District Plans will provide for targeted intensification and infill housing management
- Develop regional principles to guide identification and release of sustainable rural residential development opportunities
- Identify gaps and opportunities to improve regional integration of public open space
- Develop a regionally agreed action plan for improving the integration of public open space
- Review existing codes of practise and subdivision design guides

In addition a quick assessment of the WRSICW objectives in respect of urban form, and of alignment with Carterton's Community Outcomes has been completed.

> ***"urban design should be taken to mean the relationship between different buildings; the relationship between buildings and the street, squares, parks and waterways and other space which make up the public domain; the nature and quality of the public domain itself; the relationship between one part of a village, town or city with other parts; and the patterns of movement and activity which are thereby established: in short the complex relationships between all the elements of built and unbuilt space"***
>
> *CABE, UCL, DETR 2001: The Value of Urban Design*

What this assessment does not seek to do is provide all the solutions to the issues and opportunities it identifies, or to the actions required by the WRSICW. That would be a much more detailed exercise. It also does not set out in itself to provide a strategy for the future growth and development of Carterton. Rather it sets out to identify where further investigation should be targeted, and hopefully to provide enough overview to start a discussion which may form the foundation for a 'future visioning' exercise for Carterton.

1.2 Executive Summary

This assessment has identified a range of issues/ opportunities and actions for Carterton associated primarily with the Carterton urban area, and also with the town's rural hinterland and clusters at Gladstone, Dalefield and Clareville. In particular opportunities have been identified to enhance identity and the the quality and provision of open space and open space networks with Carterton. This can often be achieved through relatively small changes to streetscape to create a more human scale and higher amenity environment.

Although many areas have been identified where enhancement could be made, this is by no means unusual and the findings of this assessment overall are overwhelmingly positive. Perhaps the most significant issues and concerns are likely to arise if some forms of development remain unchecked.

Opportunities with respect to the town centre and its future development, complementing already proposed or completed upgrades have also been identified. Carterton appears to have significant opportunities to build on existing local industries associated with tourism, heritage, and wineries. Significant heritage features and areas are conveniently close to both the town centre and thus also to the rail station on Broadway. Ensuring easy and convenient availability of rail access to visitors.

Significant opportunities for Broadway itself have also been identified, that seek to make use of the wide road reserve, and the fortuitous location of a rail station at one end (with potential visitors from Wellington as well as local commuters) and the town centre at the other, within easy walking distance. This assessment identifies Broadway as having considerable locational and physical advantages that could make a very significant contribution to future development in Carterton.

The most serious potential for compromising the future good urban design and town planning of Carterton would be continued failure for subdivisions to make provision for connectivity to adjacent areas, and to provide for or connect to areas of public open space. By no means is this problem unique to Carterton, it is an unfortunate reality that this issue arises in many New Zealand urban developments.

Along with that would be the missed opportunity associated with highlighting Carterton's heritage resource, and perhaps joint-marketing that resource with close-by Greytown. With Carterton's heritage building and accessibility by rail, and Greytowns' existing heritage profile. At only 6kms apart, and with the potential for day-trippers to also combine trips to Carterton's wineries into an excursion, this opportunity appears to merit further investigation.

Summary of recommended actions

Key Actions

Identity

- *Promote the inclusion of public art in larger new developments,*
- *Where developments are situated on or near a location of building of significance. The public art should reflect that significance.*
- *Consider engaging an artist on urban design project teams that relate to public open space*
- *Install interpretive signboards in the town centre illustrating the town's history.*
- *Undertake/Encourage the restoration of heritage buildings or features*
- *Replace and/or update heritage signage attached to heritage buildings and places, and provide readily available interpretive material in the form of written information, heritage trails.*

Creativity

- *Promote the inclusion of public art in larger new developments,*
- *Where developments are situated on or near a location of building of significance. The public art should reflect that significance.*
- *Consider engaging an artist on urban design project teams that relate to public open space*
- *Install interpretive signboards in the town centre illustrating the towns history.*
- *Undertake/Encourage the restoration of heritage buildings or features*
- *Replace and/or update heritage signage attached to heritage buildings and places, and provide readily available interpretive material in the form of written information, heritage trails.*

Buildings and Built Environment

- *Subdivisions that will result in Developments above a certain density should be submitted together with a development plan demonstrating how quality design will be achieved.*
- *Consider ways to encourage greater community interaction and private-public realm interaction such as maximum front fence/walls heights of 1m and maximum limits on street carriageways width for non-arterial roads*
- *Incorporate CPTED assessments into the design of new or upgraded public buildings and spaces, including pedestrian/cyclist movement networks*
- *Where they are present landmarks should be valued, and used in interpretive material that is related to legibility and identity.*

Urban Periphery

- *Maintain 'rural' character and feel in hinterland by encouraging or requiring the retention of specific features such as swale drains, no kerb and channel or footpaths, and the 'Carterton Fence.*
- *Identify locations for rural-residential development and consolidate these types of development into these locations.*
- *Update Code of Practise and subdivision design guides to reflect the above.*

Public Open Space

- *In new subdivision design seek the optimum road frontage for new 'parks' and public spaces*
- *Continue the town centre upgrade, ensuring compatibility of street furniture and theme with Memorial Square*
- *Investigate opportunities for greater pedestrian connectivity between key parts of the town centre currently severed by High Street, including Memorial Square, Millennium Park, High Street (East side), and High Street (West side) - Broadway.*
- *Undertake a 'green-links' strategy to identify potential green corridors between parks for recreational and ecological benefits.*

Carrington Park

- *Undertake a security lighting assessment for the park, particularly for the area around the play equipment to the road.*
- *Undertake a full CPTED assessment of the playground, rotunda, front toilet block, and basketball areas of the park*

Memorial Square

- *Installation of interpretive material such as signboards outlining the history of these buildings and this part of the town centre.*

Broadway

- *Consider the development of a mixed use commercial-residential higher density precinct on Broadway, making use of the proximity of the town centre, rail station, heritage features, and public open space*

Connections

- *Promote continuation of the grid based urban street network*
- *Design for all transport modes, for example mobility scooters.*
- *Consider the development of and identified pedestrian and cycle network with and enhanced environment in much the same way that roading hierarchies are identified, and integrate 'informal' pathways into this network where beneficial.*
- *Provide enhanced pedestrian crossing points in the town centre, giving priority to pedestrians*
- *Provide cycle facilities in the town centre and at the rail station, and require ether provision as part of publicly accessible developments such as supermarkets, community facilities, open space/parks, and attractions.*

Custodianship

- *Encourage the retention of swale drains and unsealed roads in the urban-periphery to reduce stormwater impacts on the river and stream network*
- *Encourage or require the orientation and location of new streets and open spaces to maximise views of the ranges*

Other Actions

Identity

- *Consider developing a community heritage board to educate, inform and market Carterton's heritage.*
- *Consider developing Carterton as a gateway to the heritage of the Wairarapa for train-based tourists and day-trippers from Wellington, either jointly with Greytown or singularly.*

Buildings and Built Environment

- *Consider protecting character precincts based on architectural style and housing type,*
- *Consider developing precincts based on areas of established density where these are less likely to benefit from increased density.*
- *Introduce thresholds for traffic calming*
- *Develop or adopt guidelines for the design of walkways and cycleways.*

- *Encourage/require developments adjacent to areas of public open space (proposed or existing) to have a minimum level of visual permeability, and preferably also physical interaction (for example gates)*

Public Open Space

- *Develop a public art policy that identifies specific locations for public art.*

Carrington Park

- *Encourage greater community interaction with the park by replacing fencing along the sports fields with visually permeable fencing along at least 50% of the boundary of each property.*

Memorial Square

- *Wayfinder material and signage as part of a heritage trail identifying these and other sites in and around the town centre.*

Wakelin Street (and other very wide sealed streets)

- *Consider the development of street gardens and street trees to reduce sealed carriageway with, and introduce more human scale*

Broadway

- *Consider the development of Broadway as the 'gateway' to the Wairarapa heritage and wine attractions for visitors form Wellington.*
- *Consider the development of a market on Broadway taking advantage of excellent road and rail links, proximity of the town centre, and visitors to the area*

Connections

- *Recognise the common use of rural lanes by cyclists, dog-walkers, children on bikes, joggers and parents with baby buggies through 'watch out for…' or similar awareness signage, and make these uses a commonly identified feature. Awareness is likely to lead to increased use by these users and increased driver awareness.*
- *Consider identification and development of recreation 'routes' in the peri-urban area, for example Dalefield Road – Dalefield - Thomas Road, Brooklyn Road, and Rutland Road.*
- *Consider a heavy vehicle bypass*
- *Introduce wayfinder signage for non-locals, particularly in relation to heritage sites and features.*

Urban Periphery

- *Integrate public open space into rural-residential development – such as connected walking trails*

Custodianship

- *Seek the reestablishment or enhancement of native flora and fauna in rural and rural-residential subdivision and development.*
- *Protect existing drainage patterns and streams and the natural character of these areas in new subdivision development*

2. IDENTITY AND CHARACTER

The importance of a local identity or sense of place is being more widely recognised. An identity may apply at more than one level of scale. For example it may apply to an entire urban area or District, or it may apply to smaller areas, such as a neighbourhood. It may even apply to a specific location within a neighbourhood, for example a playground or local feature.

Early on in the preparation of this assessment, a response to the question on '*what is the identity of Carterton*' was met with a short silence, followed by '*Daffodils*'. In reality while the Daffodil Festival undoubtedly makes a very significant contribution, there are a number of other features that also contribute to Carterton's identity. In some cases these are fairly obvious, but in even these cases along with many others, their importance may be under-recognised.

The identity of Carterton District is made up of the full range of 'places', community and events within the District, and likewise the town. 'Places' might be either public or in private ownership, but are most likely to be accessible in some fashion and thus identifiable to most members of the community. Examples might be considered to include the Rail station, the library, town centre, Richmond Gardens, Carrington House, the Daffodil Festival. Even local schools and parks contribute to place and identity.

Carterton has identified with daffodils and the annual daffodil festival as a key identity icon. L to R daffodils on the way to Gladstone, and entrance 'feature' signs for Carterton.

Part of the brief for this project was to do a quick assessment of the Carterton urban area, its rural periphery, and Gladstone to identify contributors to *identity*. A number of contributors were identified.

Some Key Contributors to 'Identity' or 'Place'

- Heritage
- Creativity and public art
- Buildings and built form (including character areas and public spaces)
- Special Places
- Landform and Natural Features

Only 'Heritage' is discussed in detail this section of the assessment. The other contributors identified above are discussed in their own right as distinct components of the urban environment, each with their own urban design related principles. All however contribute to *identity*, and their respective contribution to the identity of Carterton is discussed under the respective headings within the assessment.

2.1 Heritage

Carterton was originally known as *Three Mile Bush* and was founded in 1857 to provide a base for men working on the road between Greytown and Masterton. When settlers sought to name their township they submitted to the Provincial Council an assortment of choices, namely Victoria, Alma, Unity, Hope, Clifton and Roxburgh. However, none of these names were taken up and it was not until 1859 that a further petition was presented to the Provincial Council seeking to re-name Three Mile Bush, 'Cartervale' and the village in the Three Mile Bush 'Carterville'. On 26th of July 1859, the Provincial Council in Wellington declared that "*the Three Mile Bush and adjacent lands on the east side of the main road, consist hence forth as a township to be known as Carterton".* The town was named after Charles Rooking Carter, a strong advocate for Wairarapa settlers and was a member of the small Farm Association on the Provincial Council and General Assembly.

Carterton became a borough in 1886. Council chambers were erected in 1891 on land in High Street brought from Walter Lindop, local 'chemist and land-developer'.

In 1987 Carterton was the only borough in New Zealand with no public debt. As a result of the 1989 Local Government Reforms, the District of Carterton came into existence. A result of the amalgamation of the Wairarapa South County Council and the Borough of Carterton.

The Carterton Library came into being in 1874 and operated on a subscription basis until 1963 when Council took it over as a Public Library. It has the distinction of being the oldest purpose-built library in New Zealand.

2.2 Some points in history

• In 1860 Carter, an ardent advocate of education had purchased a site on the corner of Brooklyn Road and High Street, on which, in 1861, a two room school was constructed of pit-sawn timber at a cost of 28 pounds.
• In 1860 Thomas Moore and Humprey Callister grew what they thought was the first commercial crop of wheat for sale in the Wairarapa.
• In 1863 Edward Wakelin opened a flour mill on the banks of Mangaterere. This was moved to a central position in High Street in 1881. Having their own local supply of flour was an important step forward for the people of Carterton.
• By 1866 there were three storekeepers (Fairbrother, Moore, and Willshire), two shoemakers, a cooper, blacksmith, a bricklayer and two publicans.
• Major fire broke out in January 1872, some people lost everything but help arrived in the form of donations of money raised in other townships (Mr Greathead was the biggest loser, his house and blacksmith shop and all his tools, being valued at 90 pounds).
• Thomas Hooker and Graham Hughan sold their mills to William Booth and by 1878 there were 7 sawmills around Carterton and by 1882 Booth had 100 men in his employment. Most of the timber was totara, rimu or matai and at the peak of operations a load of 30,000 feet was leaving for Wellington every few days by rail. Milling created an economic boom which drew people to Carterton.
• By 1956 the five remaining dairy companies operating in the district were producing over 3000 tons of cheese annually. Dalefield was the largest and had to its credit the winning of the Bledisloe Cup for the best cheese in the Empire at the London dairy show on three occasions.

'One of the most enterprising retailers of the time was Gordon Hughan. He had set up as a blacksmith in 1894, but diversified rapidly. He began to build, sell and hire out bicycles, but then expanded by setting up the first Ford dealership in NZ and, 1917, introduced the first tractors in Wairarapa. The list of 'firsts' to Gordon Hughan's credit continued with the first petrol-driven car (a Rover) in Carterton, the first lighting system and, in 1924, the first petrol pump.'

One of the most public business enterprises in Carterton during the last quarter of the century was the paua shell factory, which featured in tourist brochures as one of the town's attractions. The enterprise was started by Mr R N Carter.

In 1996 the first Daffodil Carnival was held to mark the seventieth anniversary of public picking of daffodils at 'Middle Run', and from that grew the idea to 'capitalise' on the daffodil.

Source: Bagnall AG (1957) A History of Carterton

2.3 Heritage Features

Perhaps the commonly identified features associated with identity are heritage features. Old buildings and historic places tend to be noticeable and well-known within their communities, and sometimes beyond. Often they are treasured parts of the urban fabric. While some of their value may be associated with appearance, they also have a unique association with specific event/s, locations and/or people. They and the space they inhabit often become a known and recognisable 'place', thus having 'identity'.

In Carterton a number of these features are well known and treasured by the community. Perhaps the best known and celebrated examples include the Carterton Public Library, Carrington House, and the old Rail Station. However it readily becomes apparent that these are far from the only examples within Carterton.

Carterton Public Library, a treasured landmark within central Carterton and an integral part of Carterton's cumulative identity.

To give an idea of the sense of 'place' these features can lend imagine an exercise where a person is led blindfold and has the blindfold removed in front of one of features. It is almost inconceivable that a Carterton resident would not instantly know where he or she

was. The same would almost certainly not be the case where the person awoke surrounded by a group of fairly uniform or common houses or other buildings. Often these latter spaces are called '*anywhere places*'. A criticism that is often levelled at the sameness of some contemporary subdivision design, shopping malls and multi-national fast food chains.
The Library and these other buildings only occupy small spaces within their environment, but their uniqueness dominates and makes a significant contribution to the sense of 'place' for the area in which they are located. Places in which a significant heritage or other special feature is located do not become *anywhere places*.

However the potential contribution that many of the heritage buildings and places could make to Carterton's identity is not being fully realised. In a number of instances these places appear little or not recognised.

Carterton's main street still retains some of its original features. James Rooking Carter, an influential Carterton resident lent the town his name.

An old bake house in semi-ruinous state. Its importance to the history and thus identity of Carterton largely unrecognised. Signs provide interpretation for many heritage features of interest, but often the signs are showing signs of age.

Enhancing these features and providing knowledge of their relevance would make a further contribution and identity to the places they inhabit, and to Carterton as a whole. The potential for such a contribution is evident in the Greytown area just 6km to the south where its heritage buildings have become synonymous with its identity. On a larger scale the same could be said for the cities of Dunedin and Napier.

Carterton's wealth of heritage features could well provide similar opportunities.

Carterton has potentially an equally rich remaining built heritage to Greytown just 6km down SH2. The potential exists for Carterton to maintain and use this heritage either singularly or jointly with Greytown to encourage tourism and economic growth. With a busy and well-know commuter train station Carterton has the potential to become a gateway to heritage Wairarapa.

3. CREATIVITY

3.1 Public art

Because of its unique and visual interest public art is extremely effective at contributing to a sense of unique 'place'. Although often not particularly large in size, it is unlikely that many residents in Carterton are unfamiliar with the following examples. This familiarity indicates just how effective public art can be at place-making.

In New Zealand and overseas towns and cities have used public art to reinforce their identity. Katikati is a good example of this being done in a smaller urban area. Identifying itself as 'mural-town' Katikati has quite effectively developed its own point of difference from the nearby smaller urban townships of Waihi and Paeroa.

A letterbox as public art, Carterton East

Sometimes this happens 'accidentally', a good example is the motifs on Napier's art deco buildings. Along with the architecture, these motifs are now an important part of Napier tourist draw. Significantly these motifs are used on more recent pieces of public art, such as street bollards and street lights in an attempt to reinforce the Napier art deco character.

A distinctive gate on Dalefield Road, Carterton South

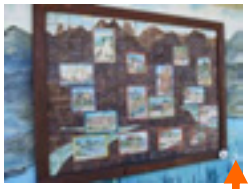
A

B

C

D

E



F

G

H

I

J

A: bakery/café at Millennium Square; B; St. St. Mary's Primary School; C: old petrol pump letterbox at Brooklyn Road
D to J: Public art in the KatiKati town centre, Bay of Plenty.
H; Numbers are located on many of the art pieces for interpretive purposes as part of a 'public art walk'.

3.2 Issues and Opportunities

- *Carterton has a great wealth of heritage buildings and places in close proximity to each other, the town centre, and well served by a choice of convenient transport modes.*
- *Carterton's heritage and wealth of creativity lend themselves to enhancement or creation of identity and 'sense of place'*
- *Extensive artistic interest is already in evidence in the community and in the public realm*
- *Although some recognition of heritage places and buildings is evident, many of the items are in poor repair and interpretive material old or absent.*
- *The pole-supported verandahs of High Street are now uncommon in New Zealand and could be incorporated into a component of heritage restoration.*
- *High Street is in close proximity to many heritage features, meaning its vibrancy can well serve and benefit from visitors to heritage features.*

3.3 Suggested Actions

- *Promote the inclusion of public art in larger new developments,*
- *Where developments are situated on or near a location of buildings of significance, any public art should reflect that significance.*
- *Consider engaging an artist on urban design project teams that relate to public open space*
- *Install interpretive signboards in the town centre illustrating the towns history.*
- *Undertake/Encourage the restoration of heritage buildings or features*
- *Replace and/or update heritage signage attached to heritage buildings and places, and provide readily available interpretive material in the form of written information, heritage trails.*

3.4 Other Actions

- *Consider developing a community heritage board to educate, inform and market Carterton's heritage.*
- *Consider developing Carterton as a gateway to the heritage of the Wairarapa for train-based tourists and day-trippers from Wellington, either jointly with Greytown or singularly.*
- *Develop and provide material for a heritage walkway, updating the previous 1980's developed walk.*

4. BUILDINGS AND BUILT FORM

It is not just heritage buildings that contribute to identity. The majority of buildings and land uses within urban areas and the urban hinterland are not heritage features, but all make a contribution to the character of Carterton.

4.1 Land Use

The predominant land use in the Carterton urban area is residential. A central core of commercial activity is located in the town centre, and some pockets of industrial use are located throughout the town. Urban development is most dense in the northern part of the town, with low density residential and semi-rural land use prevalent south of Brooklyn Road. Most residential, commercial and open space activity is north of Brooklyn Road.

Two principal north south connections link the town. High Street (which is also SH2) and Lincoln Road. High Street is entirely urban, but Lincoln Road and its adjacent land use is predominantly rural or rural-residential in character.

The town centre commercial node identified through zoning (red) in the Combined District Plan

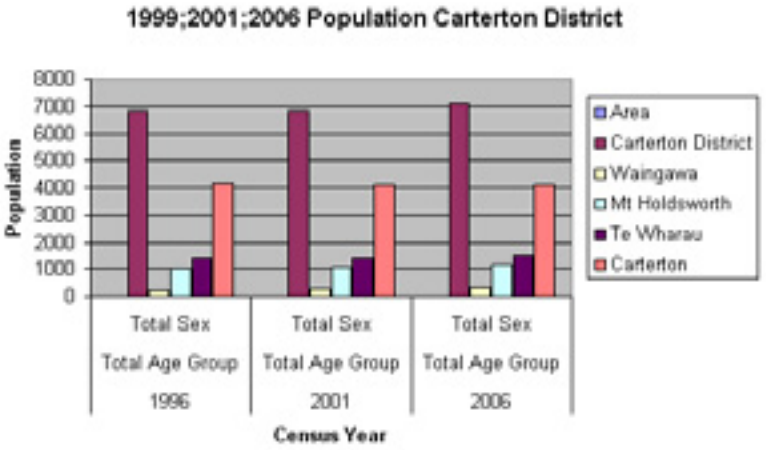
Population, Households and Density

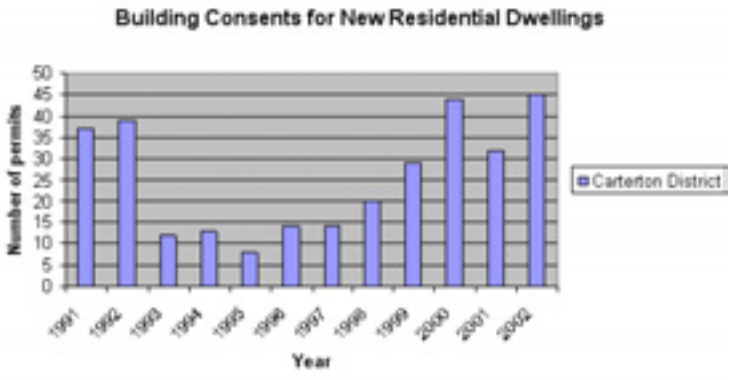
It is not the purpose of this assessment to undertake a detailed study of the population and demographics of Carterton. However the following data does provide some useful insights into growth and household trends in Carterton that are relevant to possible future development pressures and community needs.

They show that the population of Carterton is fairly constant, but like many parts of New Zealand there is an increasing number of residential dwellings and households. With constant population these households will be smaller in size.

Residential subdivision patterns in Carterton also show a significant proportion of growth in very low density residential (for example 4000m^2+ lots). The combination of these two trends is decreasing development density, and even greater decreases in population density. This has negative implications for the costs of maintenance and development of services and where public infrastructure services (three waters, roading) are provided they will need to stretch greater distances to serve the same number of people. It also have negative implications for the viability of alternative transportation options such as walking, cycling and public transport. For public transport it means that routes will need to be longer to serve the same population, this makes the service more expensive and less convenient. For walking and cycling other than recreational in nature, likewise it becomes more inconvenient as greater distance must be travelled to get to destinations, making walking and cycling increasingly less attractive than use of the private car.

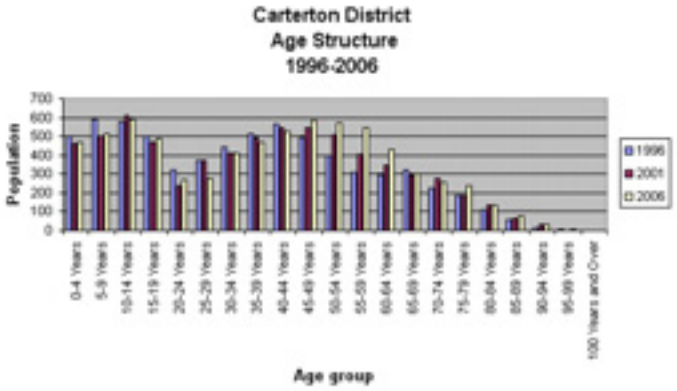
Also common in many smaller New Zealand towns is a low proportion of residents in the 20 – 43 age groups, presumably as younger adults leave for study and work opportunities. A final statistic of note is the over-representation in Carterton of 'Couples without Children'.





Family Types in Carterton
Compared to the rest of New Zealand

Census Year		Carterton District	New Zealand
Couples with Child(ren)	2001	40.7%	42.1%
	2006	40.8%	42%
Couples without children	2001	43.2%	39.0%
	2006	46.2%	39.9%
One parent with child(ren)	2001	16.1%	18.9%
	2006	12.8%	18.1%



Source: Statistics New Zealand

4.2 Residential Development and Community

The value of 'identity' and 'place' is becoming increasingly recognised by developers. In many cases larger and even medium sized residential subdivisions are including distinctive features such as gateways or thresholds, distinctive street furniture, and street gardens. Sometimes this is referred to in developments as '*placemaking*'.

Although these features are often at least partly successful in creating a form of 'identity', a sometimes levelled criticism is that the identity sought is out of place with the surrounding development and landscape. A further issue now becoming increasingly recognised in many urban areas is that some features have significantly greater costs associated with maintenance. Some territorial authorities are becoming resistant to 'unique' street furniture such as ornate street lighting and street gardens.

Other features can also make significant contributions to local neighbourhood or community identity, and may be more 'relevant' than street furniture or contrived subdivision names. These include schools, local dairies or neighbourhood shops, parks and other places of community congregation or interest. It is unclear in many New Zealand urban neighbourhoods whether the school or the neighbourhood is named after the other, but what is clear is that it is often these features that give the neighbourhood name or identity a meaning and differentiates it from the adjacent area.

A

B

***A and B**: New residential streetlighting in Pyes Pa West (Tauranga) and Carterton. Some street furniture is becoming increasingly ornate. This can contribute to character but can have ongoing maintenance cost implications.*

C

***C:** Likewise streetgardens incur ongoing maintenance costs. Some local authorities now require low-maintenance options or apply targeted rates.*

Carterton does have a smattering of local dairies, but by no means are they located in all parts of the town. Likewise schools and parks are not situated in every area. In fact many of the schools and parks are located in fairly close proximity to one another. It is not essential that neighbourhoods contain all of these features, however where they are present their contribution to identity and to community is undoubted.

There is also an opportunity for street gardens and street trees to form part of linked networks, perhaps with recreational and/or ecological side benefits.

A

B

C

***A**: Carterton Primary School*
***B:** Belvedere Dairy*
***C:** 'Southend Park'*

Often poorly or not provided for in new residential developments, these features often provide community focal points and reinforce or even create neighbourhood identity.

Housing architecture/typologies and streetscape

There is quite a bit of variation in residential development style in Carterton, each style lending a bit of character to its area. Housing typologies and streetscape are perhaps the two most dominant contributors to this. The variation does not support a common identity for the town.

Some parts of the Carterton urban area are characterised by houses of a certain area. In some cases subsequent developments, often through infill subdivision development, have impacted on these characters. In other cases however the character remains intact at least as a localised cluster. Sometimes such clusters present opportunities to develop or enhance localised character areas. In the case of Carterton several small clusters have architectural heritage interest or merit and could be preserved. These are predominantly located around the town centre and northern end of the town. In other cases it is the association of historical housing types and density. This is the case in areas such as Brooklyn Road. Consideration could be given to preserving some areas of the classic 'kiwi quarter-acre' in areas less likely to benefit from increased density.

A

B

C

D

E

F

Carterton's housing development through time. Colonial and Villas (A&B) up to around 1920 are present in many of the northern and central areas of the town, interspersed with bungalows and art deco housing of the 1920's and 1930's (C&D). Particularly in the east around Deller Drive and Fairbrother and Hornsby Streets are predominantly single-storey dwellings of the 1960-80's vintage (E). Newer developments are predominant in the area north of Charles street, and the new subdivisions on the northern periphery such as Carrington Drive and the rural-residential hinterland on Lincoln, Richmond, and Moreton Roads

Often older styles on New Zealand housing have not been designed with higher density in mind They have been designed and sited with larger section sizes in mind, and can be more adversely affected by the increased density that occurs with infill development.

In areas more likely to benefit from infill development, such as areas with ready access to public open space and close to services and transport modal choice, consideration could still be given to the layout and design of subdivision to avoid unattractive low amenity outcomes or 'town cramming'. The relationship between these developments and open space can be even more important, and the potential benefits of encouraging use of the space are greater where less is available on-site.

Streetscape

The form, appearance and business of streets plays an important part in the quality of our urban environments. These factors also play a part in the character of those environments, and can influence community interaction.

In Carterton quite a diversity of streetscapes can be found. This diversity often relates to the age of the subdivision. Because of the sporadic nature of growth in many cases it is typical to find quite a diversity of street form in areas, and only in a few cases does a typical pattern or character occur. A good example of this is Wakelin Street and Dellar Drive. Wakelin Street is a very wide but quite short street. The width of the street is quite dominant in the streetscene and it is some distance between houses on either side of the road.

In quite a contrast Dellar Drive which runs off the end of Wakelin Street is a later development that has a narrow carriageway with a more intimate feel.

This variation results in a quite different 'feel' between the two streets. In the Wakelin example the street almost becomes a barrier to community, with less interaction between dwellings and the street, and dwellings on either sides of the road likely to be a result.

The same difference is common in some of the newer residential subdivisions, although generally even the widest carriageway would be narrower than Wakelin and other older streets. In examples like Daffodil Grove the width is softened a little by wide grass berms, not present at all on Wakelin Street. However the impression is still one of width, and may be also likely to fail to calm traffic.

In both instances the street lends some character to its surroundings. However the additional width of the Wakelin example offers very few benefits, and some significant disadvantages. Although there may have been once, there is no apparent reason now for the additional width of streets like Wakelin Street.

Aside from being more expensive to maintain, wider streets tend to encourage faster traffic and reduce community interaction. Changes to Cartertons wider old streets like Wakelin could take the form of 'avenue' like development of street trees along the sides or centre, to create a more intimate human-scale environment, and add pedestrian calming benefits. This would also reduce the extent of seal to be maintained.

A; Brooklyn Road, B; Wakelin Street, Dellar Drive and D: Daffodil Grove.

4.3 Urban Residential and Lifestyle Development

There are variations in the density of residential development across the Carterton urban area, however notwithstanding minor variations there are generally three principal types of residential development. What could be termed 'common' residential of lots of 300m^2 to 1500m^2, large-lot residential lots of around 1500m^2 to 4000m^2 and 'lifestyle' blocks over 4000m^2. Although many of the 1500m^2 to 4000m^2 lots are often term 'lifestyle', they tend

to have more in common with urban residential lots. They typically have larger gardens rather than small paddocks and livestock.

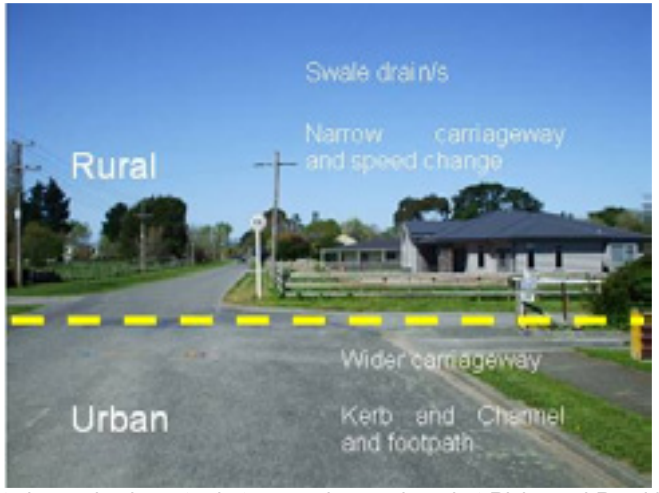
Urban residential development is primarily in the north, with a pocket also in the 'Poletown' cluster in the south. The southern end of Carterton, in the present Plan Change 'Low Density' area is made up of a mix of 'large-lot residential' and 'lifestyle' developments. In the Daffodil Grove subdivision, and similar developments like Carrington Drive lot sizes of around 4,000m^2 are common. Often known as 'lifestyle', these lots in character have more in common with urban residential developments. They tend to have large urban style gardens rather than livestock such as sheep or chickens.

Other typically 'urban' features in these areas include kerb and channel, concrete footpaths and street lights.

Daffodil Grove in Carterton's low density southern area. Sections are large but still generally quite urban in character.

Slightly different are some individual developments along Lincoln, Richmond, Dalefield, Morton and Portland Roads. Although these lots also tend to have gardens rather than paddocks, they are typically isolated subdivision developments on existing rural roads, and feature existing swale drains, narrow carriageways, no kerb and channel, footpaths of street lights. As a result they tend to be considerably more rural in character than the Daffodil or Carrington examples. Another differentiating feature is that they are typically on roads that are part of the wider connected network as opposed to being dead-end cul-de-sacs.

Contrasts in low density residential developments. The Carrington Drive subdivision like Daffodil Grove features footpaths, street lights and kerb and channel. The Richmond Road property on the left has a distinctly more rural feel, with swale drains, no lights, kerb and channel or footpaths.



The distinct change in character between urban and rural at Richmond Road is typical of much of the urban fringe

- ***Built development in Carterton is most dense in the north, progressively becoming less dense further south.***
- ***Exceptions are pockets around Gertrude Street and Diamond Street.***
- ***This gives much of the southern area a distinctly rural 'feel'.***
- ***A further feature is the presence of more recent large-lot residential type developments in the south.***

4.4 Nodes and Focal Points

Nodes and focal points, like landmarks can give communities locations to centre around. These can be as large as a city centre, or as small as a cluster of neighbourhood shops. Common examples include neighbourhood shops, parks and open spaces. They are places of increased community activity and interaction, whether it be in a social or commercial sense.

Often the most successful nodes are based at or around intersections, where increased levels of traffic (vehicle and pedestrian/cycle) occur and where accessibility and convenience to local neighbourhoods and hinterland is greatest.

Carterton's principal node is of course the town centre, including also the New World supermarket. No other commercial nodes of significant size exist. The only other commercial services available outside of the town centre tend to be local dairies. This means that for those people not living within easy walking or cycling reach of these dairies, no other option exists beyond travelling by vehicle, and this is most likely to be to the town centre.

The particular challenge for Carterton is that its population is relatively small and unlikely to be sufficient to support a range of local neighbourhood cluster shopping centres. At most, dairies or even petrol stations (which now offer similar services) are likely to be able to establish and be viable, even for these activities few locations are likely to be suitable.

This means that community nodes and focal points will in most cases be located around schools and parks. An overview of the urban area identifies that almost all of these spaces are located in the third of Carterton north of Victoria Street. South of Victoria Street only South End Park offers an area of public open space, complimented to some extent also by South End and St Mary's Schools. Notably St. Mary's School fields are almost entirely fenced off by visually impermeable colour-steel type fencing, effectively removing almost any community or focal point, as well as amenity benefit. Although a smaller school is located on Howard Street, this is private and less accessible to the community and not visible from the street.

Reinforcement of nodes and focal points through the built environment by using signage (both directional and name associated) will help reinforce these locations as centres of local neighbourhood activity, irrespective of whether that activity is associated with a commercial service or a recreation activity. It is the congregation of community activity and identification of the local neighbourhood to the activity point that will reinforce neighbourhood identity.

Location of existing and potential activity (nodes and focal points) in Carterton's urban area

Use of specific types of street furniture (either individually designed for the space, or of a uniform type found in community nodes) will further assist in identifying the space as activity focus.

With increased use comes an increased need for environments supportive to activity. The quality of the focal point and the connections to it can be almost as important as the location. Poor connections and spaces may be less welcoming or inconvenient and thus are less likely to be used.

Neighbourhoods are typically based around walkability to the node or focal point. Although 500m is often used as a measure of walkability, what is often overlooked is that this distance may become far less if the 500m is through an unwelcoming environment. Examples might include enclosed or unattractive/low amenity spaces, particularly where these feel unsafe. The photos below show examples of less and more desirable connections, the former may even become 'barriers' that may make even short walks less desirable.

Roads can become major barriers to pedestrian movement, and be community dividers rather than connectors, graffiti immediately affects the desirability of pedestrian routes by making them appear unsafe

Dark enclosed spaces are often less welcoming and when coupled with concealed areas can present perceived or real safety issues for users. It is also less likely that they would be used at quiet times or during the hours of darkness.

Connections to these spaces, whether existing or new is thus critical to their success. The development of new residential subdivisions that make no provision for the location of or access to activity points will mean that the community concerned may be less likely to interact or identify with the surrounding area. This is even more the case where connections are also absent or largely absent to the existing street network.

Convenience and desire-lines are very important. People generally prefer to take the shortest route and if links are indirect and inconvenient they are less likely to be used. In many cases walkways and cycleways are provided in new developments for recreational users, but irrespective of the quality of these routes they may be quite unsuitable for 'commuters' more interest in getting from A to B quickly.

These issues are further discussed in 'connections' and 'safety and security'.

Enclosed pedestrian access to Carrington Park

Urban Landmarks

Landmarks and destination development features such as parks, schools, local shopping centres and heritage sites can often provide significant contributions to local identity and character, assist legibility and in some cases act as community focal points.

Landmarks can contribute by being items of interest with which local people of communities identity. They are usually substantial in scale and visually dominant in their surroundings, but can be significant for visual, heritage, cultural or social reasons.

It may not be everyone's 'cup of tea', but the Carterton Town Clock is undoubtedly an important visual, and heritage landmark

They can also be extremely useful for legibility. As features that are often visible from a distance, they act almost as 'signage' or marker points for people if they are aware of the proximity of the landmark to their destination.

Where they are present landmarks should be valued, and used in interpretive material that is related to legibility and identity.

Thresholds, Gateways and Entrances

Carterton has a number of important entry/exit thresholds. These include the principal 'arrival' thresholds of the SH2 north and south entries to the urban area, the rail entrance points to the urban area, and the rail station. They also include the less frequented but equally important thresholds between the urban area and urban periphery, such as Richmond Road.

At present the two SH2 entrance/exit points incorporate two tall 50km/hr speed restriction signs and low planting, kerb and channel. They are of a fairly generic design found at the state highway entrances to many towns across the country.

The northern entry to Carterton also features a tall pole sign identifying Carterton as the 'Daffodil Capital', a stylised steel daffodil, and a lay-by area with parking and an excellent kiosk with signboards detailing places and heritage features within the District (opposite). This area also acts as almost a 'gateway' to Carterton, although a bend in the road means that the town itself is not visible to motorists, and is not visible from the lay-by area.

Carterton's 'Daffodil Capital pole-sign is replicated at both the northern and southern entrances to the town. The covered information kiosk housing a streetmap with landmarks, district features and attractions, a brief history and list of annual 'events' is provided at the northern entrance to the town.

The entrance threshold to Carterton from the north

Thresholds also have a value in traffic calming. These can be more obvious as in the 50km speed restriction 'entry' signs to Carterton above (above), or more subtle designs used to calm or slow traffic within the urban area. The most obvious feature of the sign is

the pair of 50km/hr speed restriction signs. Less immediately obvious are the narrowed kerb and channel garden features that provide a confining almost gateway feel.

A. *The threshold looking out of the urban area eastwards along Richmond Road. Visual clues defining the threshold and edge of the urban area include the formed carriageway width, kerb and channel changing to swales, and speed signs.*
B. *Use of a threshold feature in an urban subdivision in Tauranga. The central garden strip leaves two narrow areas of carriageway and symbolises or reinforce a change to a lower speed environment.*

The Waipukurau railway station has been given a facelift and would (if it had passengers) present a much improved gateway/entrance to the town. Similar enhancements could be done in Carterton.

4.4 Safety and Security

Surveillance and Sightlines

Generally sightlines in Carterton residential developments are good, with streets in both more established and newer areas being typically long and straight, providing for long sightlines. However sightlines are typically better in newer subdivisions as in some more established areas the presence of street trees has resulted in dense vegetation at or around eye-level.

This should not be misconstrued as indicating that street-trees and street-gardens are negative features, only that visual access along routes should be preserved. In most cases these are not a significant encumbrance with respect to concealment opportunities.

More established areas also often feature a range of front boundary treatments, often utilising fences or hedging type treatments. The park on Brooklyn Road provides an

excellent example of visual permeability into a park area, with an extensive frontage, no visual barriers from the street, and in addition significant overlooking from an adjacent elderly housing estate.

High visual permeability between dwellings in new subdivisions and the public realm (street) is particularly prevalent. This is a general result of fewer and smaller areas of vegetation and a relative absence of visually impermeable front boundary treatments (walls, fences and the like). This allows significant passive surveillance opportunities and a greater sense of 'ownership' of these spaces by local residents. Not only does the possibility of being observed decrease the desirability of an area for anti-social activity, but it also increases the chance of it being acted upon, for example the nearby residents calling the police.

Daffodil Drive, high visual permeability between dwellings and the street results in greater overlooking and passive surveillance of streets and public areas. The above fence type offers two benefits I hat it does not unduly hinder passive surveillance of the street, but does provide a clear definition of private space.

Lowered and splayed entry/exit points (A), and a widened pedestrian walkway (B). The first reduces concealment opportunities, while the latter also increases visual linkage and reduces entrapment opportunities.

Retaining sightlines through vegetation between knee and eye-level heights ensures good visual permeability and sightlines, without creating a sterile environment.

Image Source: Opus International Consultants, Christchurch

Sightlines can also be improved at pedestrian walkways through the lowering of fences at the ends of the link. This coupled with splays remove much of the potential for concealment (*see photo A above*).

Widened pathways also reduce the possibility for concealment, and reduce the extent of entrapment by providing additional width for escape routes, and more opportunity to allow for personal defensible space (by avoiding a person located at a specific point along the route) if desired, (*see photo B above*).

Access and Layout, Legibility

Pedestrian movement is generally well catered for by formed footpaths throughout the northern half of the urban area of Carterton, though this is not the case in south and in the rural hinterland, including Connolly's Line. In the southern end and in new subdivisions the relative lack of connections to adjacent areas does compromise the ease of getting around.

For an outsider not familiar with the local area the lack of connection and loss of the legible grid-pattern street alignment to *cu-de-sacs* makes the area less understandable. This can mean a less direct and less obvious path for those unfamiliar with the area. The relative lack of more obvious connections for residents and particularly visitors can reduce the attractiveness of walking and cycling in particular (routes become longer). It makes route choice confusing and in turn makes a person unfamiliar with the area potentially more vulnerable, particularly if they look lost.

A

B

A) Tourist signs provide clear directions for those most unfamiliar with the local area, and potentially most vulnerable. B) Emphasising entranceways assists legibility and understanding for visitors of where to go.

Activity Mix

Aside from the town centre area the urban area is very predominantly residential in nature with only small areas of other uses present, particularly in the north. However in respect to the benefits of a mixture of diverse activities providing 'eyes' on the street' and passive surveillance, similar opportunities are provided by residential development – which is a use-type occupied across most parts of the day, ad significantly also at night.

Where public spaces such as local parks are present, adjacent residential activity provides a significant use giving passive surveillance. South End Park is a good example of residential activities overlooking another activity, this case a public park, resulting in passive surveillance of the area. An example where this does occur, even with large number of passing vehicles is that part of St. Mary's school adjacent to High Street (SH2). A similar effect could result from a use such as a shop which is occupied particularly during daylight hours, but would be less effective at night-time.

A criticism often levelled at commercial activities, particularly in or around the edge of town centres is blocked out or 'blank' facades. As well as being usually quite unattractive, these decrease private-public interaction and surveillance opportunities. In some countries such as the United Kingdom, planning consent is required to obscure shopfronts and is frequently refused, even for security shutters.

High walls and fences can result in entrapment points. These are potentially even less desirable when combined with movement predictors such as pathways where the route of a potential victim is easy to identify in advance. Parks and schools with high gates and no alternate exit/escape points provide an excellent example.

Blanked-out shopfront, Rotorua

A further consideration in respect of activity mix, is the location of activities where users are potentially more vulnerable to opportunities that might assist perpetrators of anti-social activities. The examples below of a public toilet and bus seating and money machine (not Carterton). In these examples it is quite legitimate to 'wait' at these locations. It may be prudent to separate waiting points from activities that make people vulnerable, entrapment points, and concealment areas.

A

B

C

Ordinarily the presence of a person waiting next to a public toilet or cash machine would be considered unusual or cause for concern by a user of those facilities, however the location of seating can give an apparently 'legitimate' reason for lurking at the bus-stop outside this toilet, and these cash machines.

Sense of Ownership and Quality well-maintained environments

Sense of ownership can be given by ensuring maintenance, and use of thresholds. The Brooklyn Road park in the northern area is well-maintained and features a bollard boundary treatment that while not presenting any barrier to legitimate activities, clearly signals that the space is cared for and that unacceptable activities (vehicles) will not be tolerated. This is reinforced by the general good maintenance of the areas – with children's play facilities and other features in good condition. Care and thus ownership are clearly evident.

The newer subdivision areas through their lack of boundary treatment do make it difficult to determine the boundary between public and private space. In one sense this does mean that on occasion straying, particularly at corners may occur onto private property, however significant benefits are also present as it appears that the street itself although public space is very much a part of the local neighbourhood and almost 'owned' by the surrounding residential properties. It is significant that for these dwellings the relationship with the street is from busier habitable rooms such as kitchens and lounges, rather than as is often the case – garages. This further reinforces the relationship implying that the local residents do have a relationship with the street.

Physical Protection

South End, Carrington, Howard Booth and Sparks Parks all demonstrate a physical protection feature with their respective use of bollards, fences, and gates to prevent vehicles entering the park. However in both cases these measures sensibly do not prevent visual access or access for legitimate activities. In most cases pedestrian and cycle access is not hindered, and even where gates are present, these are relatively minor obstacles.

4.5 Crime Prevention Through Environmental Design (CPTED)

CPTED is a tool that can assist in minimising opportunities for situational crime in the design of open space. It is used in a number of western countries including the United Kingdom, United States, Australia and New Zealand. In Australia it is mandatory to undertake CPTED assessments in some states when applying for some forms of planning consent. In New Zealand the Department of Justice's Crime Prevention Unit has relased New Zealand guidelines promoting and guiding the use of CPTED. The CPTED Guidelines sit under the umbrella of the Urban Design Protocol.

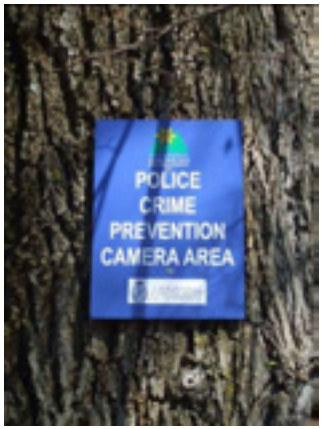
The Four Overlapping CPTED Principles

Surveillance – present are present and can see the space
Access Management – attract people to some places, restrict from others
Territorial Reinforcement – clear boundaries give 'ownership'
Quality Environments – attract people and support surveillance

The Seven Qualities of Safer Places
Access: safe movement and connections
Surveillance and sightlines: See and be seen
Layout: Clear and logical orientation
Activity mix: Eyes on the street
Sense of Ownership: Showing a space is cared for
Quality environments: Well designed, managed, and maintained environments
Physical protection: Using active security measures

"The most effective way a local authority can enhance the safety and quality of public space and facilities is to apply CPTED to its existing facilities, public spaces and new developments"

Ministry of Justice, National CPTED Guidelines, NZUDP



Memorial Square CCTV signage. The ambulance at the bottom of the cliff? CCTV may be a deterrent but is often criticised for not actually being able to stop crime, only record it.

Some key considerations in the design of open space with reference to these seven qualities include:

Access
Movement Framework

- Safe movement and connections
- Direct routes
- Shared spaces
- Long sightlines
- Visibility for footpaths
- Restrict rear access

Entrapment Spots, Movement Predictors

- At-grade, limit 'movement predictors'
- Eliminate entrapment spaces
- Integrate paths with adjacent spaces to provide choice
- Well lit night routes

Surveillance and Sightlines

- Surveillance – places are safer if they are seen
- See and be seen
- Lighting
- Visibility, sightlines, concealment reduction

This example of a park shows how sightlines are preserved between ground level and tree canopies

Layout

Design and site layout

- Enable people to find things easily
- Avoid locating public toilets, car parking and vulnerable activities in isolated areas

Facility design

- Clear-visible entrances

Signage

- Well located, visible, informative

The public toilet at Carrington Park is located off the main road and is partly out of sight, and suffers from concealment opportunities.

Quality Environments

- design with management and maintenance in mind to discourage crime and promote community safety in the present and the future.

Physical Protection (Target Hardening)

- minimise opportunities for damage by removing weak points of access, for example informal 'ladders' things that can be climbed on to get onto roofs/over fences, and removing potential missiles, for example rock gardens next to large glassed frontages and windows.

4.6 Closed Circuit Television (CCTV)

In respect to CCTV, often techniques such as CPTED promote the use of CCTV only as a part of a range of measures to discourage crime and anti-social activity. CCTV is sometimes considered to be the ambulance at the bottom of the cliff as it records crime, but doesn't directly stop or prevent it.

The UK has extensive networks of CCTV, and has in more recent years begun to undertake assessments as to its effectiveness. A comprehensive review of UK government spending on CCTV revealed the overall crime reduction in crime was only 5%.

A parallel review carried out by the UK's home office that looked at the effectiveness of street lighting, however, found a reduction in crime of 20%.[ii]

"Security measures and target hardening should not be used as the only response to problems of anti-social behaviour in public space, but should be employed selectively where they will be effective, and as part of a coordinated approach"

Cabespace (UK) - Preventing anti-social behaviour in public spaces Policy Note 2004

4.7 Issues and Opportunities

- *Street furniture and art and identity should compliment or reflect existing features, identity, landscape,*
- *Street gardens and street furniture can make significant contributions to amenity but have cost implications,*
- *High fence/wall heights are in some areas impacting on the relationship between residential dwellings and the street, either individually or as part of a subdivision development,*
- *Some public spaces such as parts and walkways have environmental features that could be enhanced to decrease opportunities for situational crime,*
- *In some areas 'dead' frontage is negatively impacting on the level of activity and quality of the public realm,*
- *Some opportunities for landmarks to contribute to legibility and identity are not being fully taken-up,*
- *Develop or adopt guidelines for the design of walkways and cycleways,*
- *The form and layout of roads can give signals to drivers and road users as to the presence and priority for pedestrians and cyclists but despite many routes being highly used by pedestrians and cyclists, these measures are not commonly in place,*
- *Almost no focal points are located south of Victoria Street,*
- *Focal points are often not present or easily accessible in new developments,*
- *Some environments are perceived as unsafe, whether they are or not, and this decreases their use and value to the community,*
- *Many wide carriageways exist where they aren't required, with associated maintenance costs, these can also encourage faster driving habits,*
- *New pedestrian connections aren't being designed to address potential safety concerns by addressing line-of-sight, entrapment and concealment issues,*
- *Parks are generally well-maintained, front boundaries visually permeable but side boundaries often inactive and visually impermeable.*

4.8 Suggested Actions

- *Subdivisions that will result in developments above a certain density should be submitted together with a development plan demonstrating how quality design will be achieved,*
- *Consider ways to encourage greater community interaction and private-public realm interaction such as maximum front fence/walls heights of 1m and maximum limits on street carriageways width for non-arterial roads,*
- *Incorporate CPTED assessments into the design of new or upgraded public buildings and spaces, including pedestrian/cyclist movement networks,*
- *Value landmarks where they are present, and use them in interpretive material that is related to legibility and identity.*

4.9 Other Actions

- *Consider protecting character precincts based on architectural style and housing type,*
- *Consider developing precincts based on areas of established density where these are less likely to benefit from increased density,*
- *Introduce thresholds for traffic calming,*
- *Develop or adopt guidelines for the design of walkways and cycleways,*
- *Encourage/require developments adjacent to areas of public open space (proposed or existing) to have a minimum level of visual permeability, and preferably also physical interaction (for example gates).*

5. THE PUBLIC REALM - SPACE AND ACTIVITY

Open spaces
"Quality open spaces are fundamental to world-class cities and regions. Open spaces include our parks, walking tracks and natural areas. These spaces link into a network of ecosystems and recreational experiences that may also be useful for storm water control, urban amenity and regional promotion".

Wellington Regional Strategy for International Competitiveness

5.1 Open Space Networks

When people think about 'open space' they often think of sportfields, playgrounds and other types of parks, and sometimes nature reserves or riverside access. Commonly overlooked is the importance of local street networks, and privately owned space (both accessible and inaccessible). Ironically it is the street networks that are perhaps the most accessed and utlised of all types of public space, and also often the least valued.

Several pieces of research have now been documented that demonstrate just how significant the quality of this part of the public realm is to the wellbeing of our communities. In particular traffic volumes can have a very significant impact on amenity and quality of life.[iii]

Parks and reserves are almost uniformly isolated from one another, but in almost every case are connected by public open space in the form of street networks. Sometimes these linkages are quite indirect, however with Cartertons' linear street layout, some opportunities exist for the establishment of green or eco-links between parks. No existing green corridors were identified, either with a amenity or biodiversity focus.

In New Zealand we are fortunate in that many of our urban street networks already incorporate some soft landscape elements, even if this is limited to a grass strip. The inclusion of street trees, and gardens can create considerable positive change. In some instances these elements are already present, but even where not the typology of New Zealand and Carterton streets is such that some degree of retrofit to accommodate street trees should not be too difficult.

"The best public spaces often have nodes of activity (with pavement cafes or markets, for example), complemented by quiet zones for rest and people-watching"

English Partnerships (2000)[iv]

Features such as the ranges visually dominate east-west movement corridors, but the orientation of those corridors also means that these features also play a higher part (through being more visible) in local sense of place, identity and character. Significantly such a contribution to sense of place also assists in legibility, with 'landmarks' and features providing easily recognisable points along a route.

Carterton's public realm is more than just its parks, it also incorporates streets and other publicly accessible space. These spaces can also have benefits beyond being movement corridors, they can be 'green' corridors with amenity, recreational or ecological benefits.

The use of themes for neighbourhoods or 'connectors' between features such as parks can also contribute to identity, and biodiversity. Biodiversity benefits can be gained where 'green' connector corridors are established facilitating the passage of native species between parks or reserves.

This section looks at issues of quality in open space in parks and the town centre, and then in the spaces that connect them and other parts of Carterton, the streets.

5.2 Parks

Most of the parks within Carterton are located towards its northern end, with those located further south being principally associated with schools. South End Park is the key exception in the south, located on Brooklyn Road it provides children's play equipment and a BMX track. No areas of public open space are provided south of Brooklyn Road.

Significant parks in Carterton include Sparks Park on the north-western fringe of the urban area, Howard Booth Park and the Rugby Ground in the central north, and Carrington Park just on the southern edge of the town centre. To the northern end of the town centre are located Memorial Square and Millennium Park.

While many of these are excellent spaces, significant enhancements could be made in particular to *Howard Booth* and *Carrington* Parks. *Howard Booth* suffers from being largely a 'backlot' park, with little street frontage and thus little visual relationship with the surrounding neighbourhood, other than those immediately adjacent residents that might have a low or visually permeable fence. Maximised street frontage is now highly regarded in many contemporary subdivision designs and any opportunities to increase the frontage for Howard Booth Park could be considered. As well as visual relationship, increased street frontage result in increased passive surveillance which can improve the safety of the space. This has been discussed previously under the built environment section looking at CPTED.

South End Park – highly utilised and well overlooked

Entrances to Howard Booth Park are narrow, and the park is largely hidden from view

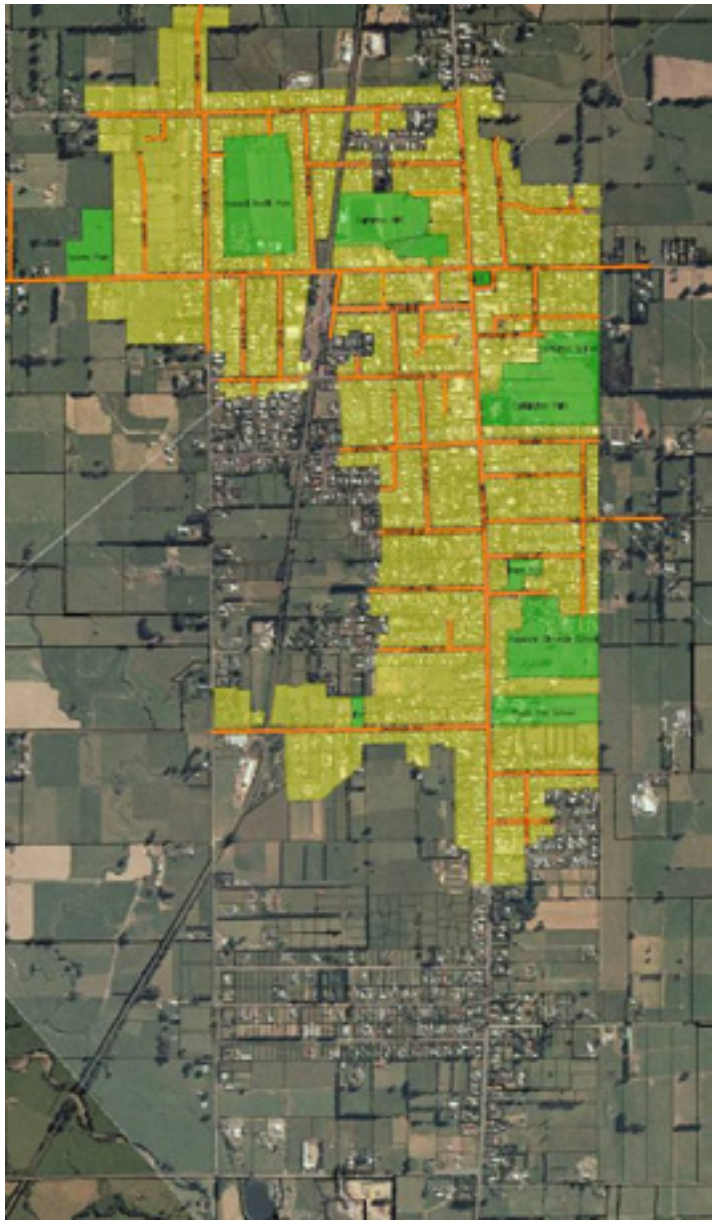
Also very important to the success of open space is how accessible it is. Connections are looked at elsewhere in this report; however reference to the diagram (next page) shows those properties (shaded yellow) in walking distance of an area of significant open space. The paucity of open space in the south clearly shows on this diagram, as does interestingly the area to the north of the Rugby Ground. The latter is the result of a lack of pedestrian connections and large block sizes, meaning that even though these houses are physically close to the Rugby Ground, the walking route to get there is long, convoluted and inconvenient.

A review of complaints received by the Council in respect of parks showed that maintenance concerns were of greatest importance, these included:

- Overhanging branches,
- Litter
- Motorbikes the using BMX track (South End Park)
- Graffiti
- Not enough mowing of grass verges

The layout and quality of our urban environments can play a significant role in determining how and where our communities choose to engage in recreation or physical activity.

Inactive boundaries with visually impermeable fencing should be avoided adjacent to significant areas of open space. These prevent visual connection and surveillance, and attract tagging.



A lack of pedestrian connections and large block sizes can mean that even when houses are physically close to parks, the walking route to get there can be long, convoluted and inconvenient, making those spaces less accessible, and less used.

A)

B)

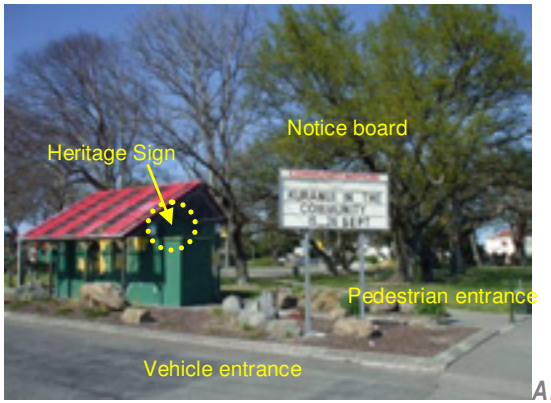
A) An excellent entrance feature at Sparks Park that provides its name, clearly defines the entrance (though a smaller pedestrian side entrance appears more used), and is visually permeable. B) The park though is somewhat let down by inconsistent boundary treatment on its eastern boundary.

5.3 Case Study - Carrington Park

Notwithstanding its reputation as perhaps the least safe environment in Carterton, Carrington Park appears to be potentially Carterton's most significant open space.

It is not immediately evident why the park is perceived to be so unsafe. A walkover and assessment of the park has identified some issues, however by no means do these appear insurmountable. Carrington Park's size, position, and heritage aspects all suggest that with some relatively minor environmental enhancements this park could be one of the most important spaces in Carterton.

Carrington Park's central entranceway and band rotunda from high Street



A.

B.

C.

A. The toilet block and community Notice board are the most prominent features and the main entrance to Carrington Park.

B. Clear and legible pathways and entranceways
C. Historic band rotunda

Character

Although significant historically, there are few outwardly evident 'character' features of significance in the park. Perhaps the most significant contributions come from the large trees and historic band rotunda. However the contribution these might have made is somewhat compromised by the adjacent play equipment and basketball court.

A sign identifying the historic significance of the park is located near the northern entrance, However its placement on the toilet block some distance from the actual entrance both decreases the prominence and sense of value placed on the sign and associated heritage.

Although it emphasises the northern entrance, the 'Community notices' sign's lack of relationship with the park is a missed opportunity to enhance the park. The location of a notice board in the park is confusing, and it is unclear whether the 'Kuranui in the Community' has anything to do with Carrington Park.

Carrington Park has a range of unusual play equipment that appears popular with local children, and provides the park with a sense of uniqueness. Although the location of the play equipment has some challenges, in the event that this equipment is moved it would be desirable to retain or replicate the type of play equipment on offer.

More sensitive placement could enhance the rotunda and park's identity while still providing the play opportunities.

Graffiti at the Wakelin street pedestrian access to Carrington Park

Legibility

Entrances to the park are located at the centre (pedestrian), and the northern end (adjacent to the toilets (pedestrian and vehicle). All entrance points are quite legible, the central and southern entrance point are clearly identified by a break in the low wall and chain-link barrier. The most legible however is the northern entrance, which is reinforced by a small garden area with more obvious paths, a vehicle entranceway and a large sign, although the sign's message is totally unrelated to the park. This lack of relationship may be confusing as an expectation could be created that the advertised event will be held at Carrington Park.

Custodianship

There is clear evidence of care. The small garden areas adjacent to the north entrance are clearly maintained. Furniture such as bins, seats, and lighting similarly while simple appears maintained. However there is a lack of consistency in the style, for example a range (colour and style) of rubbish bins was present. The provision of higher quality furniture would indicate a higher level of community pride, interest and care.

Visual access and passive surveillance opportunities for the part of the park between the play equipment and the road is very good, with little obstruction. Lighting is also present in this area. However areas behind (east) of the play equipment and toilet block are generally quite 'hidden' and quite some distance from the road. Additionally many perimeter fences to the parks sports fields are not visually permeable. Generally this area does not enjoy a good visual relationship with adjacent private property, predominantly residential in nature.

The park was visited at approximately 10am on a normal weekday (Friday). Parents/grandparents with young children were observed at the park 'picnicking' and playing, indicating a public perception that the area is safe.

Carrington Park play equipment, and edges

Carrington Park – Possible Enhancements

Detailed Landscape plan is required for the Park as is to include

- *CPTED requirements*
- *positioning of play equipment*
- *park furniture*
- *lighting design*
- *planting design and maintenance details*
- *positioning and design of toilet block*

Built play equipment unique and fun- retain and keep maintained

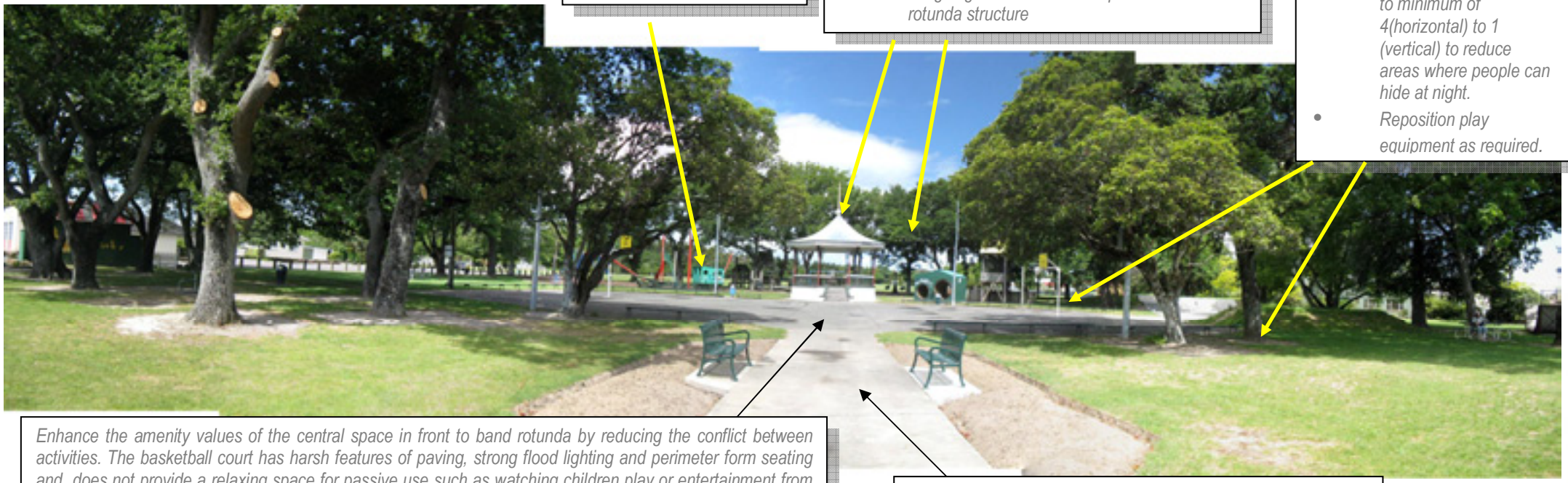
Paint the ship black as a 'pirate ship'

The band rotunda is an attractive feature central to the park. However it suffers from being in a visually cluttered, competing environment.

- *Link eastern open grass area to the band rotunda.*
- *Relocate the swings and other play equipment directly behind the band rotunda*
- *New furniture or play equipment should be positioned away from the band rotunda*
- *On-going maintenance is required for the band rotunda structure*

Reduce 'unseen' situations.

- *Decrease all slopes around play equipment to minimum of 4(horizontal) to 1 (vertical) to reduce areas where people can hide at night.*
- *Reposition play equipment as required.*



Enhance the amenity values of the central space in front to band rotunda by reducing the conflict between activities. The basketball court has harsh features of paving, strong flood lighting and perimeter form seating and does not provide a relaxing space for passive use such as watching children play or entertainment from the band rotunda.

The basket ball court paving does on occasion complement the band rotunda as it is used for seating during performances. If retained in its present location it would benefit from some soft landscaping around the base of the band rotunda to provide some visual and physical definition between the rotunda and the hard paving. A passive grassed open space and area for watching entertainment from the band rotunda might also be desirable.

Illumination of the court area for performances might benefit from more 'restful' ambient lighting, at half the height of the present lightstands

The park entrance requires a greater link to the road for traffic to be aware of it. This could in part be achieved by:

- *Providing SH 'threshold' features and plantings to emphasise the location of the principal park entry points*
- *Use street lighting, furniture and planting to emphasise the entry and relocate 2 seats facing each other to a passive area.*

5.4 Case Study - Town Centre

The Carterton town centre is presently undergoing a staged upgrade, so there is little value in providing a full assessment of issues and opportunities as part of this report. However some more general observations in respect of the area and its internal and external interactions can be made.

Positioned in the northern third of the town the town centre is in fairly close proximity to the densest part of Carterton's residential living areas. It has street connections via Belvedere and Park Roads, Broadway, Armstrong Avenue, and High, Pembroke, Victoria, Holloway, and Nelson-Tyne Streets to its hinterland. Much of this area is in within fairly comfortable walking distance, although some observations have been made in respect of the comfort level of this walking environment in the 'streetscape' part of this section, and in the 'connections' section.

Carterton's predominantly single-storey town centre features several heritage buildings, and is dominated by the busy SH2 through-route.

The town centre is typically single-storey, with only a few exceptions, and is largely linear in form and concentrated along High Street (SH2). Small amounts of activity occur do also along Holloway, Broadway, Belvedere Road and Memorial Square, but these are usually service, entertainment or office type rather than busier retail activities. The town centre is quite vibrant and enjoys a high percentage of 'active' frontage, this may be partly due to it straddling the busy SH2 corridor.

While the SH2 corridor is almost certainly of significant of economic and vehicle access benefit, it also presents some notable challenges in respect of providing a higher quality urban environment. It is understood that some of these challenges will be addressed as part of the upgrade project that has already achieved significant enhancements to Memorial Square.

Other improvements in the form of a community facility incorporating the historic town library are also proposed (see images below) that will provide an important activity and amenity contribution to Holloway Street.

Images of the improvements proposed to create a new community facility for Carterton

Improvements are also proposed to the High Street (SH2) transport corridor. These incorporate at least one proposed roundabout and attention will be required to ensure that critical pedestrian and cyclist crossing points are not disadvantaged by these changes.

Public art is located at Millennium Park on the corner of Belvedere Road and High Street, and contributes quite some visual interest. Millennium Park and Memorial Square provide high quality public open space at the northern edge of the town centre, and arguably contribute the most visually interesting and highest quality amenity spaces in the town. The contribution of public art in both spaces (Memorial Park is discussed later, its public art include not only the memorial itself but also inlaid paving) should not be underestimated.

A notable omission in High Street is inconsistency of street furniture, and relatively much better bins and seating within Memorial Square. Again however it is anticipated that this will be addressed as part of the High Street upgrade project. Consideration should be given to using the same style of street furniture to reinforce a single identity for these two parts of the town centre. If different styles are to be used, both should be of equal quality.

Perhaps the greatest missed opportunity in the town centre is that presented by the array of heritage buildings still present. As a group and supported by other buildings close by, these quite possibly rival Greytown. The proximity of the these two heritage town centres to one another, and to tourists via the close-by rail station on Broadway could present a vital opportunity for future development of economic activity within Carterton.

Carterton's High street, looking south.

Functional and with some amenity improvements in the form of planting, but Carterton's two pedestrian crossings of High Street (SH2) could benefit from further works such as thresholds and/or tactile changes, widening and traffic calming.

It's not just the stand-out visually impressive heritage buildings like the library, but a range of heritage structure remain in place, forming a significant heritage cluster.

Millennium Park, with public art (centre foreground) and café activity (centre rear)

Holloway Street heritage buildings

This small cluster of interesting and well preserved historic buildings (bottom left) provides visual and heritage interest for visitors and locals alike. The proximity of the cluster to the main street, and public use and accessibility component of the library in particular enhance their potential to enhance the town centre area, and to form part of a wider heritage cluster with other town centre features.

5.5 Case Study - Memorial Square

Memorial Square is a typical early New Zealand planned square. It provides the most significant piece of public open space in the town centre area, but suffers from being at the end rather than in the middle of the town centre. This reduces activity along its edges and makes the creation of activity within the space more difficult. The recent enhancements appear to have had some success however as people were observed using the space during visits to the Square. The location of an outdoor café/bar opposite provides an active use that should be encouraged.

Historic Memorial Square

Despite the enhancements the eastern side of the square remains almost completely inactive. The western side of the Square is largely off pedestrian desire-lines along High Street (east-side) and Carterton at this time may not provide sufficient population to create enough activity to cross this 'barrier'. With the nature of surrounding development, the Square is a 'destination' rather than on a route, thus reducing pedestrian traffic, use-

activity, and vibrancy. A possible solution is to encourage higher density mixed development in this area to generate additional activity.

Plans for the enhancement of Memorial Square, now completed.

The high amenity environment provided by Memorial Square attracts activity, which in turn reinforces its desirability as a place to congregate.

The western side of Memorial Square.

Quality urban environment and street furniture with Memorial Square

The entrance (below) to Memorial Square is highly legible, and presents an attractive vista. However actually gaining entrance along this route form the other side of High Street requires a difficult crossing of High Street.

5.6 Case Study - Broadway

Originally intended to be one of Carterton's principal streets, Broadway has a very wide road reserve, but relatively low levels of traffic and few commercial activities. Broadway runs west from High street (SH2) and connects the main shopping street with the busy rail line carrying commuters to and from Wellington.

As such it is a strategically significant vehicle, walking and cycling link. The distance between the rail station and the main street is easily walkable. However despite this importance, walking and cycling links are no different to any other street in the town. Standard width footpaths of approximately 1m are in place on both sides of the road. Small areas of street garden have been put in place near the Main Street intersection.

Broadway looking west away from High Street.

The survey plan creating Broadway in Carterton

Because of its location as the main connecting link to the trail station, Broadway is for many commuters and rail travellers the entrance and first glimpse of Carterton. While certainly not unattractive, it provides little evidence of the possible attractions and tourist draws that Carterton has to officer through its heritage, access to wineries, festivals, and other attractions in the Wairarapa such as Gladstone, Greytown and the Wairarapa Stonehenge.
As a potential gateway for visitors to Carterton and the Wairarapa by train, within walking distance from the town centre and with ample space there are opportunities for Broadway to adopt a greater role, perhaps more akin to that originally intended.

An example could be the redevelopment of Broadway to provide wider new pedestrian surfaces, dedicated on-road cycleway connecting to adjacent streets, and the development of a central aisle of street trees separated by *gobi* blocks or similar. Coupled with this might be the installation of interpretive and directional signage.

A street formation like this could strengthen links between the rail station and the town centre for local commuters and visitors. A market or similar activity could be developed along the corridor, perhaps on weekends that might also attract locals and commuters alike. Significantly though this could become an enhanced gateway to the wines, heritage and events-attractions of Carterton, Greyown and the Wairarapa for day-trippers and tourists.

There is also a potential for medium density development along this corridor. Although most of Carterton is low density relative to many New Zealand urban areas, the width of Broadway supports slightly higher density, up to two storeys. Similarly the existing town centre in the Main Street is two storeys, and the extension of the height to Broadway will appear a natural extension to the town centre rather than a new node. Lastly but equally significantly the proximity of Broadway to the key three needs of open space (Millenium Square, Howard Booth, Showgrounds and Rugby fields), transport nodes (road, rail cycle and pedestrian), and services (town centre retail/services) all support this type of development.

The development of Broadway as a corridor would enable increased development of mixed use activity, with for example commercial activities at ground floor and residential above. The establishment of commercial activities may occur more slowly as critical mass is established and residential development may well pre-empt commercial. To ensure future diversity and choice are catered for, design guidelines of frameworks could be put in place to ensure easy conversion between uses. Such considerations would include for example servicing, stud heights, and IT linkages.

The Marquis of Normandy Hotel dominates the corner of Main Street and Broadway.

The Marquis of Normandby already provides a start for two-storey development, and could be developed as a landmark building on the key Broadway/Main Street intersection.

Sometimes thought of as unattractive or out of place in smaller New Zealand towns, medium density development need not look out of place. In the Carterton context if the heritage virtues of the town were to be promoted, it might be appropriate to consider encouraging sympathetic architecture along Broadway. Below is an example from nearby Greytown, followed by residential development at Pyes Pa West (The Lakes) in Tauranga. In both cases the buildings are contemporary, and do not appear overbearing or over-dense and could well fit into a mixed-use extension of the Carterton town centre.


A


B


C


D

A. Pastiche architecture in Greytown, and B-D: Higher density residential development in Pyes Pa West, Tauranga.

Artist's impression of a possible upgrade of Broadway using street trees along both sides, and the centre of the wide existing carriageway, viewed from Railway Station end of Broadway

Taking advantage of Carterton's excellent summer climate, and with ready access to Wellington, Broadway presents opportunities for outdoor activity complimentary to the town centre. The quieter traffic environment and proximity to parks would support higher density mixed-use activities, with street cafes, art studios, market activity and outdoor displays.

Other possible enhancements

- *Restore heritage building in Broadway,*
- *Underground power lines.*
- *Provide tree middle and side planting,*
- *Unit paver/Gobi block middle section*
- *New lighting and introduce street furniture*

The well used Railway Station at west end of Broadway. People can immediately get off train from Wellington & enjoy and stroll to shops and restaurants/ cafes or a market in town.

An opportunity exists for the development of the rail station and Broadway as a 'gateway' to the heritage, wines, and events-attractions of Carterton, Greytown and the Wairarapa.

5.7 Case Study - Wakelin Street

Like a number of older residential streets in Carterton, Wakelin Street has unnecessary width. It is relatively stark in character due the power lines, the lack of tall trees, no street trees, no grass berms, and the large extent of paving.

There is a short narrow public walking access to Carrington Park- sports field, school, playground and town centre beyond. This walkway is well used by locals (including school children). If required it could be widened, surrounding vegetation cleared, passive surveillance created and additional lighting installed.

Wakelin Street ends with the private Richmond Gardens. This garden is registered with the New Zealand Gardens Trust and is of 'national significance'. It is visited and enjoyed by busloads of tourists daily.

Existing Wakelin Street viewed from the East end near the Richmond Gardens.

Public access to from east cul-de-sac end of Wakelin Street to east end of Carrington Park

Considerable enhancement could be made to the public realm through streetscape improvements. The road width is not justified for traffic volumes, and developing a central planted berm and street trees would provide both considerable amenity relief, and traffic calming benefits. Stormwater disposal systems could also be integrated into the planted berm areas for further environmental enhancement.

Recommendations

- *Street trees and mass low hedge planting.*
- *Plant species to compliment Richmond Garden*
- *More sustainable storm water design.*
- *Signage for public walking access*

There are a number of tree-lined streets in the northern more urban half of Carterton

High Street (SH2) Carterton

5.8 Streetscape - Pedestrian Environment Assessments

We know that the quality of the pedestrian environment is likely to influence decisions on transport modal choice. So how supportive of walking as a desirable choice is the pedestrian environment in Carterton?

While it is beyond the scope of this project to complete a detailed analysis of the entire Carterton pedestrian network, an understanding can be gained from looking at a few of the principal parts of that network - the areas around the key destination, the town centre. To do this a walkover assessment was undertaken. This allowed an understanding of the quality of experience for pedestrians using links around the town centre, considering things like footpath width and paving condition, sight-lines, desire-lines, active and inactive edges, visual clutter, and the presence and quality of street furniture (seats, rubbish bins and the like), lighting, and public art.

The outcome of these assessments (summary findings are listed below) is that generally the pedestrian environment is good. However enhancements can be made in respect of street furniture (much of which will be addressed by the town centre upgrade), promoting active edges (shopfronts rather than blank walls), and the repair of some localised areas of damaged paving. These items are generally not significant in respect of the amount of enhancement work required, but their enhancement would likely signal that pedestrian movement is a highly valued option.

A review of complaints received by the Council in respect of streets also showed maintenance issues to be of paramount concern. Complaints were received in relation to:

- Graffiti
- Dog 'poo'
- Moss
- Potholes – most common
- Vomit, cigarette butts etc
- Uneven/bumpy paving (baby buggy) – most common
- Overhanging branches

Summary of Pedestrian Environment 'Walkover' observations

Broadway

Linkages	- An open and wide street with wide footpaths. An area of nice street gardens stretches about 20m from High Street. However broken seal on footpaths is a contrary feature that diminishes much of the amenity value of the street gardens, and could lead to perceptions of walking being considered a 'second-class' priority as a mode of transport.
Land Uses	- Predominantly residential with some commercial near High Street, but this generally has little active frontage.
Views/Vistas	- Views of the ranges to the west.
Public art	- none observed
Sight-Lines	- wide and open, clear sight-lines available.
Visual clutter	- very low
Active edges	- very poor for commercial uses
Street furniture	- very little

Park Street - North End of Town centre

Linkages	– are good along Park and the town centre.
Land uses	– a mix of retail office, but predominantly retail
Views/Vistas	– the ranges west along park street, south is the town centre, no landmarks or view north of east.
Skyline	– quite a bit of variation within a generally 1 to 2 storey context.
Public Art	– at corner with Belvedere Road and High Street SH2
Sight-Lines (Safety)	– wide and open, clear sight lines available
Visual clutter	– very low
Active edges	– poor
Street furniture	– major directional 'tourist' sign at Memorial Square, otherwise very poor.
Lighting	– street lights.

.

Town Centre / High Street – northern end

Linkages	– are good along Park and Belvedere Roads, High Street, and Broadway and SH2.
Land uses	– are a mix of retail and office, predominantly retail.
Views/Vistas	– west to the hills, south is along SH2 through town centre
Skyline,	– varied and interesting within a small scale, but no real other contribution to character. Facades on southern and part northern side of Memorial Square are significant. Verandahs on High Street are significant
Visual clutter	– low except around Park Street
Active/live edges	– edges are good along SH2, poor on park good around square other than eastern and north-eastern edges.
Lighting	– sparsely located street lights
Street furniture	– Memorial Square and Millennium Park are semi-consistent . No street furniture on High Street other than bins, which are varying in colour.
Built	– visually confusing, 1 to 2 storey, good enclosure except at intersections, park street is a bit open.
Built and unbuilt	- relationship ok around SH2, poor at park west, ok on park east.
Connections between open spaces	- very poor pedestrian connections between Millenium Square and Memorial Park
Vistas and landmarks	- ranges to west, power board building, Marquis of Normanby Hotel, broken column plinth, public art.
Legibility	– Millennium Park has a confusing entrance, Memorial Park has a good and legible entrance. There is no town centre 'threshold'/arrival or edge definition identifying where the town centre starts

In addition to the town centre a walkover assessment was undertaken on Kent Street as an example of a fairly typical residential street in Carterton. The findings were generally supported by observations in other parts of Carterton. Of most significance was the quality of the paving surface, street frontage of Howard Booth Park, ad a confusing urban rural interface.

Kent Street

Open, footpaths in poor condition, entrance to big sport park is poor and need urgent upgrade, poor visual permeability to that park.

Urban – Rural interface - Confusing interface at the urban/rural threshold of Kent Street where new subdivision doesn't link into street character, and opposite side if road is 'rural' – confusing juxtaposition of three character types. The area would benefit form better delineation/definition and thresholds, perhaps with some meshing or transitional space.

5.9 Visually Accessible Private Space

Some private spaces are not physically accessible at all or even any time but still offer considerable positive amenity benefits to the public realm. These usually include private gardens but can also include school grounds, and commercial premises.

Good examples in Carterton include Carrington House, Richmond Gardens, and Ponutahi Christian School. Even private gardens make an extremely important contribution.

Examples of visually accessible features in private gardens making a significant contribution to the public realm.

High fences and blank facades by comparison make less contribution to the quality of the public realm

5.10 Relationships between public and private space

Earlier New Zealand houses often featured porches and verandahs that provided outdoor space with a relationship to front gardens and the street. Often the greatest attention to detail was given to the front façade, reflecting the importance placed on views from the street.

Fences were typically low and at least partly visually permeable. The picket fence, and later low brick and concrete walls being cases in point. However for at least the past three decades there has been an increasing trend for residential dwellings to 'turn their back' on the public realm – their street and neighbourhood. The back garden, once the preserve of the clothes line, has increasingly become the primary outdoor space. Where once a verandah or porch, often with outdoor seating once provided the front of dwelling with some activity, now often the front part of a dwelling is a garage door. Some residential developments have gone even further, walling themselves off from streets with high fences, or even other parts of the community.
Many District Plans once prevented front walls, and required garages to be set back beyond the front facades of houses.

The end result is a decreased inter-relationship between houses and their streets and communities, with streets and footpaths being loss overlooked and less 'owned' by their neighbourhoods. Decreases in community interaction, use of the public realm, and perceptions of safety have occurred.

In the more extreme contemporary cases, but by mo means rare, walls and in some cases gates have been installed to wall of subdivisions.






Older housing types typically feature front verandahs and porches, from a time when public-private space relationship was more important.





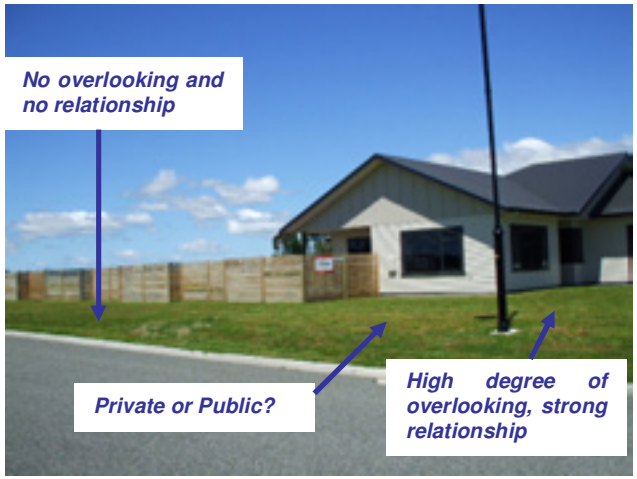

With some isolated examples, more recent and contemporary housing styles are tending to focus rear-wards, leaving a front façade dominated by garage doors, windowless facades or windows to secondary rooms. In some subdivisions continuous walls and even gates create an almost total separation of subdivisions from their neighbourhoods, often leaving 'dead' uncared for and quite unattractive space. These spaces can subsequently suffer from neglect, lack of maintenance, and tagging.

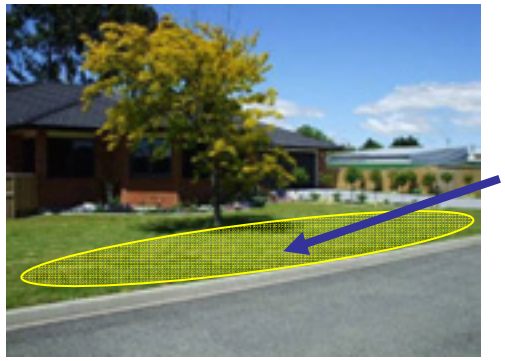
In some subdivisions continuous walls and even gates create an almost total separation of subdivisions from their neighbourhoods, often leaving 'dead' uncared for and quite unattractive space. These spaces can subsequently suffer from neglect, lack of maintenance, and tagging.

5.11 The impact of the front fence

By 'blurring' the private-public space boundary the lack of front fencing increases impressions of ownership of all in front of dwellings, when in reality much of the space may be publicly owned road reserve. While this may increase reluctance of people to use the space, it increases community ownership and interest and can make a safer more pleasant environment. overlooking and visual surveillance. In the two examples opposite it is unclear where public and private meet, meaning most people using the space would tend toward the carriageway.

This is also likely to apply to discourage anti-social activities. The increased surveillance and perception of ownership is also likely to decrease the desirability of the location for anti-social activities. In the photo (opposite) it is clear on the left-hand (fenced) section of the house where the private-public boundary is, and it is evident that the road reserve is quite wide. Looking at the right-hand side of the house, it appears that the front lawn 'owned' by the house is much larger. There is considerable difference in the extent of overlooking, and the perceptions of safety likely to be attributed to these two areas.





In many cases developers of contemporary subdivisions have begun to introduce their own restrictions on front fencing. Often this means that no or only very low or limited front fencing is permitted. The most common mechanism used is a 'restrictive covenant'. These tend to be private and not associated with Council approvals, often Council's are unaware of them at the time of granting subdivision consent.

However the same often doesn't apply to existing street frontages, particularly for larger subdivisions (see opposite top). These situations lead to 'dead' and uncared for space, and result in an almost total lack of private-public and community interaction in these spaces.

5.12 Issues and Opportunities

- *Howard Booth Park suffers from a lack of road frontage and is largely obscured and cut off visually and physically from the surrounding neighbourhood.*
- *The town centre (excluding Memorial Square) suffers in places from tired looking street furniture and doesn't integrate well with either Memorial Square of Millennium Park (note that the present upgrade project should address this)*
- *Public art is effective where it is located, but is largely absent from key public areas*
- *Broadway is located within two key destinations (the rail station and the town centre)and could be a key connection between the two.*
- *A number of streets such as Wakelin Street have unnecessary width that can result in unnecessarily high maintenance costs, decreased amenity, and becoming community 'divider's rather than connectors.*
- *Carterton enjoys areas of high pedestrian use, but street environments in some cases make little recognition of this.*

5.13 Key Actions

- *In new subdivision design seek the optimum road frontage for new 'parks' and public spaces*
- *Continue the town centre upgrade, ensuring compatibility of street furniture and theme with Memorial Square*
- *Investigate opportunities for greater pedestrian connectivity between key parts of the town centre currently severed by High Street, including Memorial Square, Millennium Park, High Street (East side), and High Street (West side) - Broadway.*
- *Undertake a 'green-links' strategy to identify potential green corridors between parks for recreational and ecological benefits.*

Carrington Park

- *Undertake a security lighting assessment for the park, particularly for the area around the play equipment to the road.*
- *Undertake a full CPTED assessment of the playground, rotunda, front toilet block, and basketball areas of the park*

Memorial Square

- *Installation of interpretive material such as signboards outlining the history of these buildings and this part of the town centre.*

Broadway

- *Consider the development of a mixed use commercial-residential higher density precinct on Broadway, making use of the proximity of the town centre, rail station, heritage features, and public open space*

5.14 Other Actions

- *Develop a public art policy that identifies specific locations for public art.*

Carrington Park

- *Encourage greater community interaction with the park by replacing fencing along the sports fields with visually permeable fencing along at least 50% of the boundary of each property.*

Memorial Square

- *Wayfinder material and signage as part of a heritage trail identifying these and other sites in and around the town centre.*

Wakelin Street (and other very wide sealed streets)

- *Consider the development of street gardens and street trees to reduce sealed carriageway with, and introduce more human scale*

Broadway

- *Consider the development of Broadway as the 'gateway' to the Wairarapa heritage and wine attractions for visitors form Wellington.*
- *Consider the development of a market on Broadway taking advantage of excellent road and rail links, proximity of the town centre, and visitors to the area*

6. CONNECTIONS

6.1 Street Connections and Structure

The street connections are generally good in the northern half of the town, but more sparse in the south. The relative lack of connecting streets in the southern half of the town has resulted in large block sizes (hence sparse urban distribution) which has implications for connectivity and movement. The sparser urban distribution results in less connection choices, further travel distance requirements, and partly as a consequence of these, less attractive transportation modal choice, particularly in residential and rural-residential type areas. In real terms, the only really viable means of getting around the southern half of Carterton is by car.

The implications on connectivity, legibility, and modal choice in particular are discussed further below.

"The risk of food poisoning, though often highlighted, is far less than the risks caused by sedentary lifestyles encouraged by (town) planning which reduces walkability in our settlements"
Charles Landry, CABE: Risk and the creation of liveable cities

6.2 Connectivity and Movement

Carterton generally has a very strong traditional 'grid' street layout. Grid layouts typically have the benefits of being highly legible or understandable, and provide many links. These links can be efficient distributors of traffic.

In the south of Carterton the 'grid' is incomplete, with main links forming the boundaries of the more urban/rural residential area but aside from four important east-west links providing little connections within the very large 'block' areas. The latter either being present or future 'origin's for trips as the areas most likely to accommodate residential development. The diagrams below show the lack of connections within these areas.

South Carterton's road network (orange) and the 'missing' links to complete the grid

Howard Booth Park. Almost entirely surrounded by residential properties and with almost no road frontage, the opportunities for amenity benefits and ease of access (physical and visual) are largely lost.

6.3 Legibility – easy to understand movement networks

Legibility refers to the ease with which a person can understand a movement network, such as the streets within the south Carterton area. Traditional 'grid' type street alignments such as is evident in Carterton are often considered easy to understand and navigate as streets typically continue in a single direction and a choice of street orientation will typically result in the traveller ending at or close to a desired location. More recent developments utilising curved and particularly cul-de-sac type street alignments can conversely become quite confusing. Particularly in the case of cul-de-sacs this can make movement networks difficult to navigate by those unfamiliar with them, as a journey down a street seemingly heading in the right direction can often end in a dead-end, but it is not until that dead-end is reached that the error in route choice is obvious. Tools such as signage ('for example 'No Exit' or directional signage) can play an important part in legibility.

In Carterton the prevalence of the 'grid' street alignment greatly contributes to how easy it is to understand the way around. This is lessened somewhat in the newer large-lot subdivisions to the southern end off Dalefield Road and Charles Street where curved streets and cul-de-sacs are evident, or obvious connection not provided to adjacent as yet undeveloped land parcels. A useful comparison could be drawn to the ease of understanding a completed 'gird' network for Carterton as shown on the previous page.

A fully completed 'grid' network might not be desirable for other reasons (for example existing buildings and uses may have occupied spaces), but it does provide a good illustration as to how easy such a network would be to navigate. In many cases, breaks in the network would not be evident until the route was at least partway travelled. Other clues for legibility can include use of signage and materials. In the latter case the most common in evidence is from sealed surfaces such as footpaths and roads, but these can extend to other clues such as visually highlighted entrance points.

Roads to nowhere, many subdivisions have not provided for successive stages of urban development, which makes future connection difficult and more expensive, and may require additional infrastructure to make alternate longer connections to the network.

6.4 Modal Choice – ease of getting around

Although facilities in the form of carriageways, footpaths and crossings have been provided for, in many places the fragmented and dispersed nature of past development coupled with resultant large block sizes and a lack of routes along key pedestrian/cycle desire-lines has resulted in a general lack of attractive alternatives to the motor vehicle. The photos above do demonstrate that even in new large lot subdivision development footpaths are being provided. However the desirability of such facilities for all but the shortest of local neighbourhood trips is questionable given the distance to most destinations such as the town centre or employment nodes.

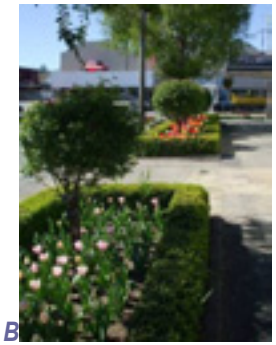

A


B


C

For a town of its size, Carterton offers a surprising array of transport options other than th motor car. A: Sparks Park cycle-stand; B: High street, C: Commuter rail service to Wellington


A


B


C

Street gardens can improve the attractiveness of pedestrian connections, and encourage w A: New World on SH2; C: Broadway; and C: crossing Broadway at High Street

Faded cycleway markings on SH2. Pedestrian and cycle connections need to cater to a wide range of users. The quality of the connection can be almost as important as whether it has been provided in the first place.

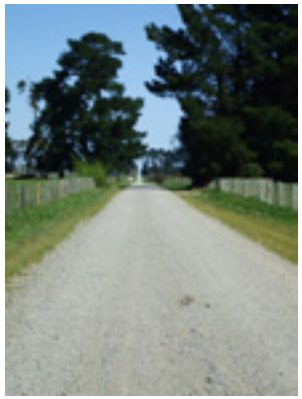
Informal pathways and connections can be well used, but have limitations in respect of safety and use at night.

6.5 Rural Hinterland

Carterton's urban periphery contains a number of road connections that are significant as recreational as well as commuter connections. The country lanes particularly on the east and western sides of the urban area, and around Clareville provide excellent opportunities

for rural 'walking' within easy reach of the town. Numerous observations were made of people out walking with strollers, young children, dogs, and of cyclists and of children riding bikes or scooters.

These narrow and sometimes unsealed roads may be less convenient for commuters, but there value in respect of identity and character and recreational value would need to be carefully considered prior to any decisions in respect of sealing.



Portland Road in South Carterton along with other country lanes such as Rutland Road, Richmond Road and Moreton Road provide a significant contribution to Carterton's identity and character, and offer traffic calming and environmental benefits.

Paper roads such as this one at Philip Street present an opportunity for future improvements in connectivity.

6.6 Issues and Opportunities

- *The relative lack of connecting streets results in less connection choices, further travel distance requirements, and partly as a consequence of these, less attractive transportation modal choice, particularly in residential and rural-residential type areas.*
- *The relative lack of connections to adjacent areas, particularly in respect to newer subdivision developments, can compromise easy and legible connections.*
- *The relative lack of more obvious connections for residents and particularly visitors can reduce the attractiveness of walking and cycling in particular (routes become longer), and make route choice confusing*
- *Movement corridors have an important and sometimes overlooked secondary function as important parts of the public realm.*
- *Some recent subdivision development has not provided for connections to future development, and may compromise overall connectivity and result in choke points.*
- *Departure from the grid layout into a series of cul de sacs with no provision for future development may compromise connectivity and legibility on the future transportation network*

6.7 Key Actions

- *Promote continuation of the grid based urban street network*
- *Design for all transport modes, for example mobility scooters.*
- *Consider the development of and identified pedestrian and cycle network with and enhanced environment in much the same way that roading hierarchies are identified, and integrate 'informal' pathways into this network where beneficial, include the rail corridor in this network if possible.*
- *Provide enhanced pedestrian crossing points in the town centre, giving priority to pedestrians*
- *Provide cycle facilities in the town centre and at the rail station, and require ether provision as part of publicly accessible developments such as supermarkets, community facilities, open space/parks, and attractions.*

6.8 Other Actions

- *Recognise the common use of rural lanes by cyclists, dog-walkers, children on bikes, joggers and parents with baby buggies through 'watch out for…' or similar awareness signage, and make these uses a commonly identified feature. Awareness is likely to lead to increased use by these users and increased driver awareness.*
- *Consider identification and development of recreation 'routes' in the peri-urban area, for example Dalefield Road – Dalefield - Thomas Road, Brooklyn Road, and Rutland Road.*
- *Consider a heavy vehicle bypass*
- *Introduce wayfinder signage for non-locals, particularly in relation to heritage sites and features.*

7. URBAN PERIPHERY

7.1 Development of the Urban Periphery

Carterton is fortunate in its urban periphery. The flat topography around the town, the town's oblong shape, and the town's east-west grid roading layout provides very easy access to the countryside for urban residents. Much of Carterton is only a few minutes walk from the countryside, and this opportunity for recreation seems to be well taken-up by local residents. As identified in 'Connections' above, numerous examples of pedestrians, cyclists and children on scooters were observed.

Because of its close proximity and easy access, the rural hinterland also makes a significant contribution to Carterton's character. In many cases the rural area is so close that it ca be seen along Carterton's straight streets.

However the rural areas closest to the town are under pressure from development. Reasonably large greenfield subdivisions have in the past few years been developed at the northern edge of town, with access off Kent Street and Armstrong Avenue.

Smaller subdivisions have also occurred at the urban periphery, and clusters of rural-residential or lifestyle block housing is evident at Moreton, Hilton, and Lincoln Roads and Connolly's line in particular. The south Carterton area between Brooklyn Road and Dalefield Road and between Moreton Road and Portland Road is now subject to a plan change to re-zone these areas to low-density residential. In almost all of these cases, the exception being the Armstrong/Plimsoll development, this land is being subdivided into parcels of around 4000-5000m^2.

It could be argued that land subdivided to this size is no longer rural in character, but more urban.

The opportunity to stroll along country lanes is just a short trip from many urban front doors in Carterton

These examples in Carrington Drive, Daffodil Grove and Kenwyn Drive have more in common with urban residential areas than with rural or lifestyle block development.

However although these 4000-5000m^2 lots are substantially larger than the common contemporary lot sizes of around 600m^2, they are essentially residential lots with very large gardens. They are not consistent with the rural agricultural feel of the hinterland, and taking up approximately 800% more land than a more standard residential lot. The fragmentation of the land resource that results from this type of subdivision means that it is likely that this land is lost from productive use in perpetuity.

Consideration needs to be given as to the desirability of this fragmentation of the land resource, and whether it should occur in defined locations to minimise disruption of productive rural land uses either through fragmentation of better quality land or reverse sensitivity issues.

Recent rural-residential development at Richmond Road on the edge of the urban area.

Carterton's urban-rural hinterland is becoming subjected to 'lifestyle' block development pressures that if not addressed could irrevocably alter the present character of the town.

There are several features that even with increased levels of development remain evocative of a rural character. These are the numerous examples of 'rustic' post and rail fence, and the rural roads and associated swale drains. Even in locations where low density residential/lifestyle development is becoming quite dominant, the retention of these two features is assisting the retention of some rural character and feel.

Greenfield development in south Carterton (Daffodil Grove and Endelave Way, and rural residential creep along Richmond Road

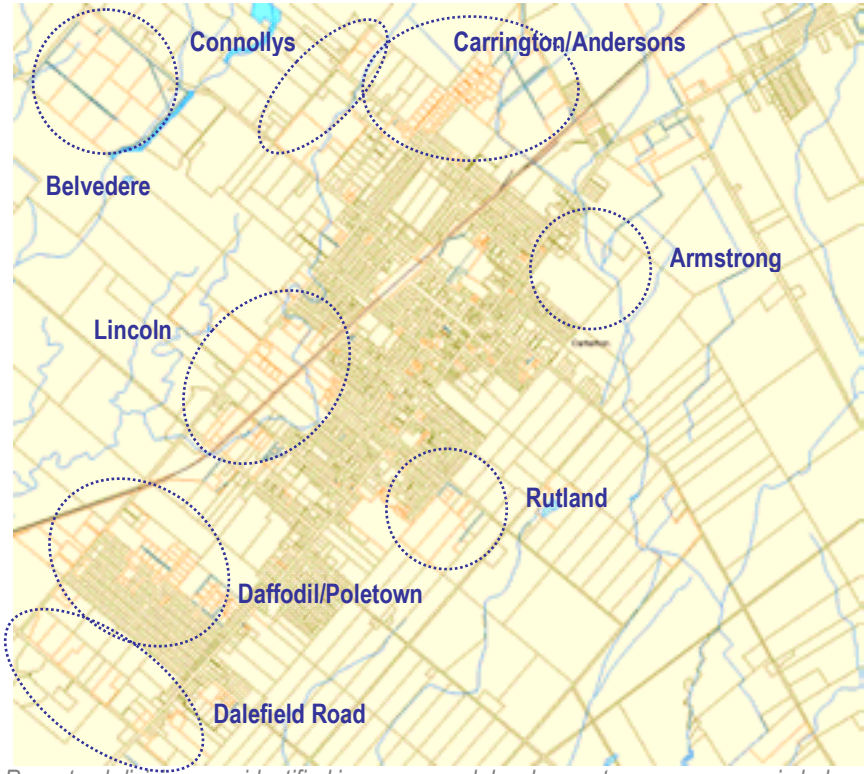
7.2 Locations of Development Pressure

Development pressure in Carterton is largely occurring on the northern edge of the town, the area bounded by Lincoln Road, Veronica street, High Street and Dalefield Road (Carterton South Structure Plan area), Belvedere Road, Connollys Line and the area between Rutland Road and the urban area.

Pressure on the northern edge is more urban in character, and includes Carrington Drive and Armstrong Avenue. The lack of provision for connection to adjacent land subdivision for some of these developments has both positive and negative implications in respect of development pressure. A lack of connection may make further expansion into the rural hinterland less attractive and likely, however in the event that it does occur, the retention of the straight country lane character presently so strong in this area will become more difficult, and it is likely that that character will become eroded. In the even that vehicle connection cannot be secured, pedestrian walkway connections from these new development areas to the hinterland would still be desirable.

The 'Carterton Fence'? Wooden post and rail fences such as these are common in Carterton, and make a significant positive contribution to identity in the town's rural hinterland

Carrington Drive subdivision on the northern edge of Carterton, showing the urban characteristics of lot layout and size.



Recent subdivisions are identified in orange, and development pressure areas circled.

7.3 Issues and Opportunities

- *Rural areas closest to the town are under pressure from development with increasing 'urbanisation' of urban hinterland by large-lot residential development*
- *Many of the 4000-5000m² lots being developed are essentially residential lots with very large gardens. They are not consistent with the rural agricultural feel of the hinterland, and taking up approximately 800% more land than a more standard residential lot.*
- *The fragmentation of the land resource that results from rural-residential subdivision means that it is likely that this land is lost from productive use in perpetuity.*

7.4 Key Actions

- *Maintain 'rural' character and feel in hinterland by encouraging or requiring the retention of specific features such as swale drains, no kerb and channel or footpaths, and the 'Carterton Fence.*
- *Identify locations for rural-residential development and consolidate these types of development into these locations.*
- *Update Code of Practise and subdivision design guides to reflect the above.*

7.5 Other Actions

- *Integrate public open space into rural-residential development – such as connected walking trails*

8. CUSTODIANSHIP

8.1 Topography

Respecting landscape and landform can be an important part of design, and sensitivity is a principle of the urban design protocol.

Carterton is largely flat so impacts are generally limited to waterways, of which there are a few and views beyond the urban area.

A notable feature of the Carterton urban area are the excellent viewshafts running generally east-west to the Ruahine Ranges.

Custodianship –
"reduces environmental impacts through environmentally sustainable and responsive design, it creates enjoyable safe public places and a quality environment that is cared for and a sense of ownership and responsibility in all guests and visitors"
NZ Urban Design Protocol

8.2 Waterways

Generally these pass around the edge of the Carterton urban area and urban development is unlikely to impact on them. An exception is a smaller stream/drain running in part near the rail line at Brooklyn Road before turning back west.

Development around this stream has not integrated well to it. Landuse adjacent to both the stream and the low-lying area around it has remained in similar use to other land around it. As a result an opportunity to turn this waterway into a feature has been missed.

- ***The ranges and hills to the west and east of Carterton provide a dominant landform feature for view-shafts along east-west aligned streets.***
- ***The ranges provide a backdrop to many dwellings and streetscapes when viewed from an eastern aspect***
- ***Topography is almost uniformly flat, with only small localised areas of gently undulating landform,***

East-West aligned road such as Dalefield, Brooklyn and Belvedere Roads, and Kent, Richmond, Moreton, Hilton, Charles and Frederick streets offer excellent views to the ranges and are a significant feature of Carterton.

The use of swales and other permeable drains can intercept and reduce the amount of stormwater entering the natural river and stream systems

8.3 Issues and Opportunities

- *The east-west corridors that present vistas and views of the ranges are not being replicated in new subdivisions*
- *Swale drains and unsealed roads remain common in the urban-periphery and rural-residential areas and reduce stormwater impacts on the river and stream network*

8.4 Key Actions

- *Encourage the retention of swale drains and unsealed roads in the urban-periphery to reduce stormwater impacts on the river and stream network*
- *Encourage or require the orientation and location of new streets and open spaces to maximise views of the ranges*

8.5 Other Actions

- *Seek the reestablishment or enhancement of native flora and fauna in rural and rural-residential subdivision and development.*
- *Protect existing drainage patterns and streams and the natural character of these areas in new subdivision development*

9. SPECIAL CHARACTER AREAS

During this assessment several locations stood out as perhaps having a distinct character or feel that could be enhanced and/or used to develop either an individual character, or the collective character of the Carterton township. The most notable of these included the Carterton town centre, the southern urban area once known as 'Poletown', the rural cluster of Gladstone, and the Carterton-peripheral areas of Connolly's Line, Clareville, and Dalefield.

The reasons each of these locations was identified varied considerably. In some cases it was the presence of heritage (physical and/or cultural) or architectural in nature, such as the town centre. In other instances it was a type of land use or density that typified development in a particular location that provided some obvious distinction from other localities in the District. Each area offers different opportunities for enhancement or development of character and identity. Again this character and identity could be localised in nature, or might contribute to the District as a whole.

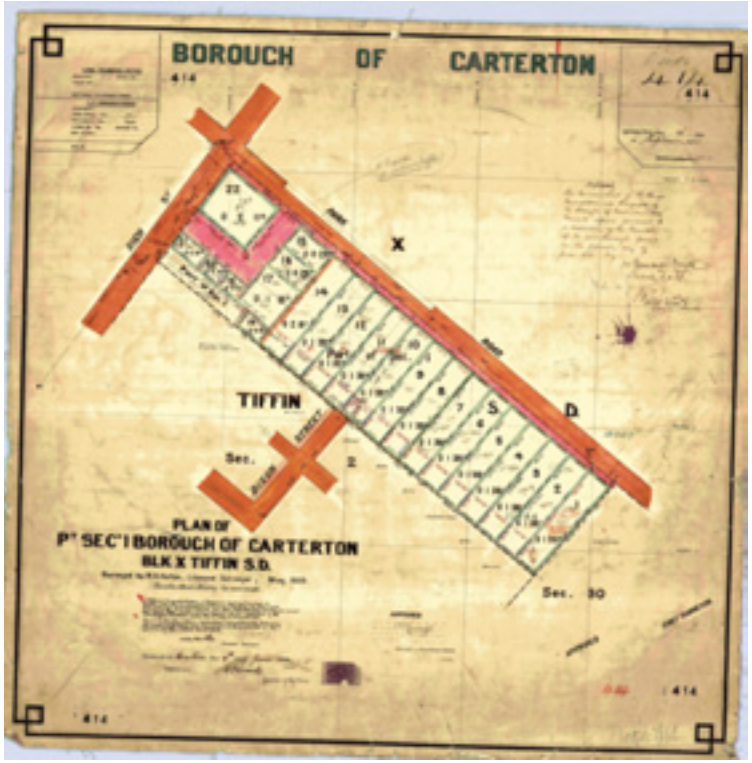
The special character areas are listed below together with the reason for their inclusion. The purpose of this scoping exercise is to identify urban design issues and opportunities, and it is beyond the assessment's scope to undertake a more detailed analysis of their respective characters, or to identify specific actions that could be taken to enhance them. It is however strongly recommended that such exercises be carried out as part of a participative community exercise/s as the ownership or 'buy-in' of those communities would be critical to success.

(1) Carterton Town Centre (heritage interest, architecture)

Aside from differing land use and density of development the town centre features a number of heritage buildings, and a variety of publicly accessible open space. Any town centre provides commercial activity and open space, but the prevalence of heritage buildings, some of which are in prominent positions provides a particular character and identity.

Town Centre Commercial Area

At the time of writing a town centre upgrade project is resulting in improvements to the public realm, most notably an upgrade to Memorial Square and inlaid mosaic-type paving along footpath edges. These improvements are sympathetic to the character of the town centre and can be considered to enhance a local character and identity, contributing to a sense of 'place' unique to Carterton.



The original survey plan showing the 'new' Memorial Square as '22'.

Town Centre Periphery

The periphery of the town centre also features several heritage buildings and features. Alone these might be insufficient to warrant mention as 'character' areas, however they do make notable contributions to the town centre character as a whole.

On the northern edge of the town centre and at the northern edge of the township on SH2 are a series of heritage buildings. Generally unrecognised, with the exception of a few now-faded Heritage Plaques these structures together represent important parts of the towns history and identity. Together with the remainder of the town centre they comprise a considerable number of heritage buildings in close proximity to one another.

High St Carterton looking South 1910, many of the buildings still remain on the Carterton High Street

On the eastern corner of the square is a small cluster of art deco buildings adjacent to Memorial Square. These are notable both in terms of their architectural style, and also the location of residential development adjacent to what is essentially the central town square of Carterton. This represents the early town plan identification of a central town square, but a reality of slower growth meaning that the envisaged adjacent commercial or higher density development has not occurred, resulting in low-density residential development extending in effect right into the heart of the town centre.

Opportunity

Increased recognition of and contribution of the town centre's heritage to the character and identity of Carterton

Action

Development of a heritage precinct incorporating the town centre and peripheral areas, with associated interpretive material

Promote the restoration of privately owned heritage building facades, sites and other features

Encourage the retention of 'active' visually permeable facades in the ton centre, particularly on High Street.

(2) Poletown (heritage interest)

The area formerly known as 'Poletown' or 'Scandy-Alley' comprises Philip Street, Gertrude Street, and Charles Street and is located in the southern part of the township. It is surrounded on three sides by low density lifestyle type development and adjacent to the low density structure plan area. In 1877 about 280 Polish Immigrants migrated to NZ and were assigned by the government to Carterton around Frederick and Charles Street. Polish families have been resident in the District since the late 1870's. This are was once more defined as a community, with its own communal facilities such as a Church, although little remain in the locality itself. The church was relocated north to another part of town.

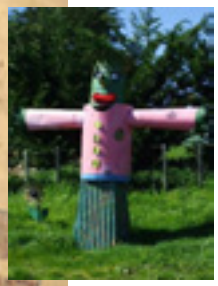
Although unusual in its location away from the remainder of the urban town area, there is little in terms of architecture or streetscape that distinguishes this area from other urban residential streets in Carterton. The most significant aspect of 'Poletown' is its heritage as a cluster or cell of Polish settlement.

This provides the area with an identity unique to the District, the recognition and enhancement of which can contribute to identity and sense of 'place' principally for the locality itself but also for the wider District.

The survey plan of what came to be known as 'Poletown' deposited 06 January 1879

(3) Gladstone (visitor interest, rural cluster)

An area of low density lifestyle or rural-residential development interspersed with rural land use, Gladstone is best known as home to Carterton's Daffodil Festival. In part this Festival provides both Gladstone and Carterton with significant parts of their respective identifies. However Gladstone also feature and number of other attributes that result in it being worthy of note as a special character area. By far the most significant is the present of public art in the area, especially around the xx and xx intersection. Although public art is by no means unique to Gladstone, the proportion of public art relative to the number of residential properties is high, and the art both unique and colourful in nature. As a result this locality is easily recognisable to those who have visited it, and it has a distinct sense of place. Encouraging the continued development of only rural or rural-residential lifestyle type development featuring public art will continue to enhance this particular character.



(4) Connollys Line (character)

The small and quite localised Connolly's Line area is unusual primarily because of its character as almost medium density urban development, but in a rural type setting. It provides an unusual opportunity for people to live in urban type properties but within an almost rural setting. The residential development is generally older as pre-1960's and is only located on the western side of the road. The eastern side features a small number of more recent and much larger properties, more 'lifestyle' in nature.

Enhancement of the character of Connelley's Line is likely to be somewhat problematic as a result of development on the opposite side of the road already having taken place, however it can be maintained through a lack of further subdivision along the road.

(5) Rutland Road (land use, character)

The part of Rutland Road where the urban township of Carterton meetings the rural hinterland exhibits a lifestyle block type of character. This area has been subject to recent large-lot residential or low density residential development. These block are too small to accommodate and rural type activity such as livestock, but considerably larger than urban residential block. In this case it is the land use and density of development that is significant rather than any architectural features of note.

The locality provides opportunities for residents to enjoy a low density housing option in an almost rural setting. Although the former would be assured by additional development at a similar scale, the latter would likely be lost as rural land uses such as pastoral farming retreat from subdivision development. Total prevention of subdivision may be difficult to achieve, however encouraging development in such a manner that rural pastoral land use remains in close proximity, such as encouraging the Rutland Road type development along xx Road with rural use opposite would assist in retaining this character.

(6) Dalefield and Clareville (rural cluster)

These two rural urban periphery areas are quite rural in nature but feature a node or cluster of residential/community activity, and the potential for more to occur. Larger, Clareville straddles SH2 and is typically made up of a relatively small number of lifestyle properties interspersed with rural and other land uses, such as the racecourse and several commercial activities. The area, particular along xx ad xx roads has the potential to further develop its character as a local lifestyle development cluster.

Similarly Dalefield is located close to the urban area. It is clustered around a cross-roads of Dalefield Road and xx Road, and features a local school and community hall. The area is much frequented by local recreational walkers and cyclers. Although a small number of dwellings are evident the location of the hall and school place an identity and community at Dalefield.

Recommendation

A more detailed analysis of their character of the town centre, Poletown, Gladstone, Connolly's Line, Rutland Road, Dalefield, and Clareville be undertaken, and actions that could be taken to enhance that character be undertaken as part of a participative community exercise as the ownership or 'buy-in' of those communities would be critical to success.