2	This is a submission on an application from (name, address & activity)
Grovic Property Ltd	
32-42 Victoria Street, Cambridge	
Construction of a new four-storey mixed-use development comprising confidential, retail, first-floor offices, residential apartments across the upper levels, and a basement car park under the Waipa District Plan; and Disturbing Soils on an identified HAIL site as a Discretionary Activity under the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health	

3	Trade competition		
Select one	◯	I am	a trade competitor for the purposes of section 308B of the Resource Management Act 1991.
	x	I am not	
Select one	x	I am	directly affected by an effect of the subject matter that – (a) adversely affects the environment; and (b) does not relate to trade competition or the effects of trade competition
	◯	I am not	

4	Attendance at Council hearing		
Select one	x	I do	wish to be heard (attend and speak at the Council hearing) in support of my submission
	◯	I do not	
If others make a similar submission, I will consider presenting a joint case with them at the hearing. **Y**			● Yes ● No

5	The specific parts of the application that my submission relates to are:
My submission is not intended to be obstructive, recognises the potential value of the development for Cambridge CBD, but I do wish to ensure my reasonable concerns are addressed in so far as my business may be impacted. I am the operator/tenant of RUMOR, the retail clothing businesses situated at 45 and 47 Duke Street, Cambridge, immediately adjoining the proposed Victoria Street redevelopment. Having reviewed aspects of the resource consent application, I have concerns regarding the potential effects of the development on my business and, in particular, the adequacy of the supporting infrastructure assessments. I request that Council's relevant planning, engineering and infrastructure officers independently examine the following matters and consider the impacts before proceeding further. I acknowledge the applicant has generally provided supporting information but I think these are matters that need Council attention and independent scrutiny. 1. Wastewater infrastructure and network capacity I am particularly concerned about the development's proposed connection to the existing Waipā District Council wastewater and stormwater network. I am not sure of the capacity of the receiving pipes or precise location of connections but just need assurance that there is no possibility of an unintended consequence such as a significant Council upgrade of pipework in our vicinity necessitated by additional load. We request Council officers consider: • The location and configuration of existing public wastewater infrastructure servicing the Duke Street properties and adjoining rear service lane. • The location, diameter, condition and capacity of the relevant wastewater pipes and downstream infrastructure. • The precise proposed connection point for the development. • Whether the existing downstream wastewater network has sufficient capacity to accommodate the additional discharge, taking account of existing users and anticipated future demand. • Whether the applicant's hydraulic and capacity assessments have been independently reviewed and verified by Council's infrastructure engineers. • Whether any upgrades, diversions	

or modifications to existing infrastructure are necessary. We would particularly appreciate confirmation that the assessment has considered the capacity of the entire relevant downstream network, rather than relying solely on the capacity of the immediate connection point.

2. Rear parking and access rights

I note in the applicant's document *"Draft Construction Management Plan" 6. All Construction Phases Access and egress for all construction-related activities will be managed exclusively via the service lane, with entry off Victoria Street and exit via Commerce Street. This one-way system is intended to maintain safe, controlled vehicle movements and minimise disruption to surrounding businesses and public spaces. At no time will construction vehicles be permitted to block or obstruct the service lane. Staging areas, loading zones, and delivery times will be managed to ensure continuous access for other lane users and emergency vehicles.*

I strongly oppose the proposed use of the single land entrance at Victoria St, given the proximity of food provision businesses who normally carry out their businesses with door and windows open, and goods delivered to the back alley via Victoria St. The potential for dust contamination from dust and dirt is elevated if Victoria St entrance is used. Also, trucks would be by necessity be using the Duke/Victoria St roundabout, navigating two pedestrian crossings and entering by a sharp turn single lane to the precinct. I consider it dangerous, unhygienic and compromising to use this entrance. The construction vehicle count needs to be assessed against an already compromised movement of backed-up traffic flow through the CBD.

The double lane at Commerce St entrance should be actively managed as both the entrance and exit point with all dirt carrying trucks required to avoid the CBD, exit and enter Commerce, Duke, and with traffic management via the Duke St hill, to Albert.

A number of businesses including mine at 45 and 47 Duke Street have established rear parking arrangements accessed via the Council-owned alley. These parking arrangements are specific tenancy entitlements and are important to the operation of my business. In addition, this service alley is used for waste removal by our Bin hire contractors. I need this access to be unobstructed during the construction period. I seek assurance that the proposed development and its construction arrangements will not compromise these existing entitlements or unreasonably restrict access to the rear of our premises.

As businesses using the service alley accessed from Victoria St, we are particularly mindful that this access comes off a busy roundabout, is adjacent to an ice cream shop, café and food outlet, and busy pedestrian precinct. The backup of traffic at the central roundabout, also at two pedestrian crossings, as earth moving trucks wait to enter a narrow multiuse service alley entrance on Victoria Street should be anticipated and avoided. It seems the applicant is anticipating taking truck movements through the CBD, turning left out of Commerce, and then where? left into Duke, and up Victoria or right into Duke and to Carter's Flat.?. And return truck movement traffic through the CBD, left into Victoria St entrance?

There is no traffic management plan available yet but this flow should not be contemplated and an alternative sought utilising and managing the wider Commerce St access point only. It is most unwise to allow the Victoria St service lane entrance to be used for high volume truck movements as may be expected over a construction period. Construction traffic, in particular earth moving traffic, should be required to avoid the central CBD.

For the above reasons, I oppose the Victoria St alley entrance/exit being used by construction related vehicular traffic. I request a consent condition that restricts the use of this access point for construction related activity, and enables unimpeded use by businesses currently replying on it.

3. Construction noise and vibration

The acoustic assessment appears not to consider impacts on our premises at 45 and 47 Duke and yet our back doors and my office is just a few metres from the Northern boundary and the significant activities of basement excavation, and piling for solid wall construction. I refer to the Appendix 8 revised Construction noise and Vibration assessment, noting my business is not considered nor identified as being in the "Vicinity", which is an

unacceptable oversight. The document notes.. *"The following neighbouring receivers shall be included in direct consultation, in addition to all written communications: • 1/44 Victoria Street • 44A Victoria Street • All Occupancies of 30-30A Victoria Street*

I seek confirmation that the applicant will include 45/47 Duke St in all their consultation obligations and adequately assess the potential construction effects on both 45 and 47 Duke Street, including excavation, piling, heavy machinery and associated vibration. I would like evidence of pre-construction condition surveys having been undertaken and request vibration monitoring and appropriate mitigation conditions attached to the consent so that evidence based assessments can be undertaken should we consider the noise and vibration to be intolerable during business hours.

4. Mitigation of impacts on existing commercial activities.

Both premises (45/47 Duke) operate as a single established retail clothing business. The potential effects of construction on customer enjoyment, deliveries, staff parking, rear access, noise, vibration, dust and general trading conditions need to be properly considered. We ask that Council ensure these practical effects are adequately assessed and that enforceable consent conditions are imposed where necessary to ensure neighbouring businesses remain vibrant and attractive to foot traffic.

By way of example, I note, for information, the viability of the adjacent café Paddock is critical to our business. The busy and popular café encourages foot traffic and adds to the attraction of the corner, drawing from two pedestrian crossings people to Duke St. I believe this development needs to carefully consider and mitigate potential negative noise, dust and vibration impacts on café users and therefore to this business. I note no impact on the council parking spaces along the Victoria St footpath adjacent is sought by this application. I strongly oppose any reduction in on-street parking during the construction period and do not wish to see these spaces commandeered through deployment of unauthorised cones, for example, for the use by site workers. The proposal is vague on this point and there does not seem to be a plan for an alternative and viable parking precinct for the construction team. A condition needs to be applied such as park and ride or commercially purchased parking space for site workers that avoids the monopolising of public parking.

We appreciate that the application will be assessed against the relevant statutory planning and engineering requirements. However, we consider it important that the concerns identified above are addressed through appropriate independent technical scrutiny rather than relying solely on the applicant's assessments and assurances. Please also advise us of any available procedural avenue for having these concerns formally considered, given the advertised submission deadline of 23 October 2026. At the very least, I do not want to unnecessarily impede the vision of this developer but am disappointed GROVIC representatives have not taken the time to invite me to a discussion of their plans and consider how I might be impacted. As a result, I am seeking further reassurance and consent conditions that cover my points, including confirmation that my existing business access and parking arrangements will be protected at all times.

6 My **submission is either in part or all:** ○ In support ○ Opposed ○ Neutral

The reasons for my submission are: attached in PDF file sent to Hayley Thomas, WDC

Thank you for the opportunity to submit to this resource consent application. I appreciate that I am out of time, given the closing of submissions was last week and I have completely overlooked the email. The reasons for my lateness in attending to this are the pressure of managing my business, along with a young family including managing a sick toddler, and my failure to recognise the significance of the subject line "LU/0148/25 - Notification of Resource Consent Application", until I was doing an end of month email clean up this week. As I have had no visit from the applicants to discuss the potential impacts of their proposal, I simply was not on the look out for this being filed and a response invited. My apologies.

7 I seek the following decision from the consent authority:

THE FOLLOWING SUMMARISES THE KEY REQUIREMENTS AND RELIEF SOUGHT IN THE SUBMISSION CONCERNING THE PROPOSED VICTORIA STREET REDEVELOPMENT AND ITS POTENTIAL EFFECTS ON RUMOR AT 45 AND 47 DUKE STREET.

1. Independent wastewater and stormwater infrastructure assessment:

Request Council's engineering and infrastructure officers to independently examine the existing wastewater and stormwater networks, including pipe locations, configuration, diameter, condition and capacity, the proposed connection points and the capacity of the downstream network to accommodate the development.

2 Confirmation of wastewater network capacity:

Obtain assurance that the proposed development can be accommodated within the existing wastewater network without creating capacity constraints or necessitating unanticipated Council infrastructure upgrades, diversions or modifications in the vicinity of 45 and 47 Duke Street.

***3.Protection of existing rear parking and access entitlements**:*

Ensure that the existing tenancy parking entitlements and rear access arrangements serving 45 and 47 Duke Street are maintained and remain fully accessible throughout construction and subsequent operation of the development.

4, Protection of the rear service alley and Victoria St access environs from construction traffic:

Impose an enforceable consent condition prohibiting the use of the Victoria Street alley entrance and exit by construction-related vehicles, thereby reducing potential for dust contamination of food related premises, and preserving unobstructed access for existing businesses, their customers, deliveries and waste collection contractors.

5 Independent assessment of construction noise and vibration:

Require confirmation that the noise and vibration assessment specifically considers the proximity of 45 and 47 Duke Street to basement excavation, piling and other significant construction activities, and adequately assesses the potential effects on the adjoining retail premises.

6 Pre-construction building condition surveys:

Require appropriate pre-construction condition surveys of the adjoining premises to establish an evidential baseline against which any subsequent damage or effects from construction-related vibration can be assessed.

7. Vibration monitoring and mitigation conditions:

Require appropriate vibration monitoring, reporting and enforceable mitigation conditions including the use of acoustic screens esp throughout earth movement and construction activity, enabling evidence-based assessment and timely intervention should noise or vibration levels become unacceptable during business hours.

8. Protection of neighbouring commercial activities:

Request Council to properly assess and address the potential effects of construction on the ongoing operation of RUMOR, including customer amenity, deliveries, staff parking, rear access, dust, noise, vibration and general trading conditions.

9. Protection of neighbouring hospitality businesses and commercial amenity:

Ensure that the construction management arrangements adequately mitigate adverse noise, hygiene, dust and vibration effects on nearby hospitality businesses recognising the importance of associated customer activity and contribution to pedestrian foot traffic and the commercial vitality of Duke Street.

10. Retention of existing on-street parking:

Provide confirmation that the existing Council parking spaces along the Victoria Street footpath adjacent to the development will not be removed, reduced or otherwise restricted during the construction period. Include a consent condition such as requiring the developers to offer a park and ride service or commercially purchased parking lot for site workers that avoids the monopolising of public parking.

11. Enforceable consent conditions and ongoing protection:

Ensure that the matters identified above are addressed through specific, enforceable consent conditions, rather than relying solely on the applicant's assessments, proposed management plans or general assurances.

8	Hearings Commissioners		
Select one	x	I request	that you delegate your functions, powers, and duties to hear and decide the application to one or more hearings commissioners who are not members of the local authority.
	◯	I do not request	

9	**Signature of submitter** (note: a signature is not required if you make your submission by electronic means, however, please type your name below)		
Signature of submitter: *(or person authorised to sign on behalf of submitter)*	Julia Crickett	Dated	31 October 2026

Notes to submitter

The closing date for serving submissions on the consent authority is the 20th working day after the date on which public or limited notification is given. If the application is subject to limited notification, the consent authority may adopt an earlier closing date for submissions once the consent authority receives responses from all affected persons.

If you are a trade competitor, your right to make a submission may be limited by the trade competition provisions in Part 11A of the Resource Management Act 1991.

You must serve a copy of your submission on the applicant as soon as reasonably practicable after you have served your submission on the consent authority.

If you make a request under section 100A of the Resource Management Act 1991, you must do so in writing no later than 5 working days after the close of submissions and you may be liable to meet or contribute to the costs of the hearings commissioner or commissioners.

LU/0148/25 GROVIC PROPERTY REDVELOPMENT –

Submission to the Above Application Process 31 OCTOBER 2026

Dear Hayley,

Thank you for the opportunity to submit to this resource consent application.

I appreciate that I am out of time, given the closing of submissions was last week and I have completely overlooked the email.

The reasons for my lateness in attending to this are the pressure of managing my business, along with a young family including managing a sick toddler, and my failure to recognise the significance of the subject line “LU/0148/25 - Notification of Resource Consent Application”, until I was doing an end of month email clean up this week. As I have had no visit from the applicants to discuss the potential impacts of their proposal, I simply was not on the look out for this being filed and a response invited. My apologies.

My submission is not intended to be obstructive, recognises the potential value of the development for Cambridge CBD, but I do wish to ensure my reasonable concerns are addressed in so far as my business may be impacted.

I am the operator/tenant of RUMOR, the retail clothing businesses situated at 45 and 47 Duke Street, Cambridge, immediately adjoining the proposed Victoria Street redevelopment.

Having reviewed aspects of the resource consent application, I have concerns regarding the potential effects of the development on my business and, in particular, the adequacy of the supporting infrastructure assessments.

I request that Council's relevant planning, engineering and infrastructure officers independently examine the following matters and consider the impacts before proceeding further. I acknowledge the applicant has generally provided supporting information but I think these are matters that need Council attention and independent scrutiny.

1. Wastewater infrastructure and network capacity

I am particularly concerned about the development’s proposed connection to the existing Waipā District Council wastewater and stormwater network.

I am not sure of the capacity of the receiving pipes or precise location of connections but just need assurance that there is no possibility of an unintended consequence such as a significant Council upgrade of pipework in our vicinity necessitated by additional load.

We request Council officers consider:

- The location and configuration of existing public wastewater infrastructure servicing the Duke Street properties and adjoining rear service lane.

- The location, diameter, condition and capacity of the relevant wastewater pipes and downstream infrastructure.
- The precise proposed connection point for the development.
- Whether the existing downstream wastewater network has sufficient capacity to accommodate the additional discharge, taking account of existing users and anticipated future demand.
- Whether the applicant's hydraulic and capacity assessments have been independently reviewed and verified by Council's infrastructure engineers.
- Whether any upgrades, diversions or modifications to existing infrastructure are necessary.

We would particularly appreciate confirmation that the assessment has considered the capacity of the entire relevant downstream network, rather than relying solely on the capacity of the immediate connection point.

2. Rear parking and access rights

I note in the applicant's document "Draft Construction Management Plan"

6. All Construction Phases Access and egress for all construction-related activities will be managed exclusively via the service lane, with entry off Victoria Street and exit via Commerce Street. This one-way system is intended to maintain safe, controlled vehicle movements and minimise disruption to surrounding businesses and public spaces. At no time will construction vehicles be permitted to block or obstruct the service lane. Staging areas, loading zones, and delivery times will be managed to ensure continuous access for other lane users and emergency vehicles.

I strongly oppose the proposed use of the single land entrance at Victoria St, given the proximity of food provision businesses who normally carry out their businesses with door and windows open, and goods delivered to the back alley via Victoria St. The potential for dust contamination from dust and dirt is elevated if Victoria St entrance is used. Also, trucks would be by necessity be using the Duke/Victoria St roundabout, navigating two pedestrian crossings and entering by a sharp turn single lane to the precinct. I consider it dangerous, unhygienic and compromising to use this entrance.

The construction vehicle count needs to be assessed against an already compromised movement of backed-up traffic flow through the CBD.

The double lane at Commerce St entrance should be actively managed as both the entrance and exit point with all dirt carrying trucks required to avoid the CBD, exit and enter Commerce, Duke, and with traffic management via the Duke St hill, to Albert.

A number of businesses including mine at 45 and 47 Duke Street have established rear parking arrangements accessed via the Council-owned alley. These parking arrangements

are specific tenancy entitlements and are important to the operation of my business. In addition, this service alley is used for waste removal by our Bin hire contractors. I need this access to be unobstructed during the construction period.

I seek assurance that the proposed development and its construction arrangements will not compromise these existing entitlements or unreasonably restrict access to the rear of our premises.

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Construction traffic, in particular earth moving traffic, should be required to avoid the central CBD.

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I would like evidence of pre-construction condition surveys having been undertaken and request vibration monitoring and appropriate mitigation conditions attached to the consent so that evidence based assessments can be undertaken should we consider the noise and vibration to be intolerable during business hours.

4. Protection of existing commercial activities

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The potential effects of construction on customer enjoyment, deliveries, staff parking, rear access, noise, vibration, dust and general trading conditions need to be properly considered.

We ask that Council ensure these practical effects are adequately assessed and that enforceable consent conditions are imposed where necessary to protect neighbouring businesses.

By way of example, I note, for information, the viability of the adjacent café Paddock is critical to our business. The busy and popular café encourages foot traffic and adds to the attraction of the corner, drawing from two pedestrian crossings people to Duke St. I believe this development needs to carefully consider and mitigate potential negative noise, dust and vibration impacts on café users and therefore to this business.

I note no impact on the council parking spaces along the Victoria St footpath adjacent is sought by this application. I strongly oppose any reduction in on-street parking during the construction period and do not wish to see these spaces commandeered through deployment of unauthorised cones, for example, for the use by site workers. The proposal is vague on this point and there does not seem to be a plan for an alternative and viable parking precinct for the construction team. A condition needs to be applied such as park and ride or commercially purchased parking space for site workers that avoids the monopolising of public parking.

We appreciate that the application will be assessed against the relevant statutory planning and engineering requirements. However, we consider it important that the concerns identified above are addressed through appropriate independent technical scrutiny rather than relying solely on the applicant's assessments and assurances.

Please also advise us of any available procedural avenue for having these concerns formally considered, given the advertised submission deadline of 23 October 2026.

At the very least, I do not want to unnecessarily impede the vision of this developer but am disappointed GROVIC representatives have not taken the time to invite me to a discussion of

their plans and consider how I might be impacted. As a result, I am seeking further reassurance and consent conditions that cover my points, including confirmation that my existing business access and parking arrangements will be protected at all times.

THE FOLLOWING SUMMARISES THE KEY REQUIREMENTS AND RELIEF SOUGHT IN THE SUBMISSION CONCERNING THE PROPOSED VICTORIA STREET REDEVELOPMENT AND ITS POTENTIAL EFFECTS ON RUMOR AT 45 AND 47 DUKE STREET.

1. **Independent wastewater and stormwater infrastructure assessment:** Require Council's engineering and infrastructure officers to independently examine the existing wastewater and stormwater networks, including pipe locations, configuration, diameter, condition and capacity, the proposed connection points and the capacity of the downstream network to accommodate the development.

2. **Confirmation of wastewater network capacity:** Obtain assurance that the proposed development can be accommodated within the existing wastewater network without creating capacity constraints or necessitating unanticipated Council infrastructure upgrades, diversions or modifications in the vicinity of 45 and 47 Duke Street.

3. **Protection of existing rear parking and access entitlements:** Ensure that the existing tenancy parking entitlements and rear access arrangements serving 45 and 47 Duke Street are maintained and remain fully accessible throughout construction and subsequent operation of the development.

4. **Protection of the rear service alley from construction traffic:** Impose an enforceable consent condition prohibiting the use of the Victoria Street alley entrance and exit by construction-related vehicles, thereby reducing potential for dust contamination of food related premises, and preserving unobstructed access for existing businesses, their customers, deliveries and waste collection contractors.

5. **Independent assessment of construction noise and vibration:** Require confirmation that the noise and vibration assessment specifically considers the proximity of 45 and 47 Duke Street to basement excavation, piling and other significant construction activities, and adequately assesses the potential effects on the adjoining retail premises.

6. **Pre-construction building condition surveys:** Require appropriate pre-construction condition surveys of the adjoining premises to establish an evidential baseline against which any subsequent damage or effects from construction-related vibration can be assessed.

7. **Vibration monitoring and mitigation conditions:** Require appropriate vibration monitoring, reporting and enforceable mitigation conditions including the use of acoustic screens esp throughout earth movement and construction activity, enabling evidence-based assessment and timely intervention should noise or vibration levels become unacceptable during business hours.

8. **Protection of neighbouring commercial activities:** Require Council to properly assess and address the potential effects of construction on the ongoing operation of RUMOR, including customer amenity, deliveries, staff parking, rear access, dust, noise, vibration and general trading conditions.

9. **Protection of neighbouring hospitality businesses and commercial amenity:** Ensure that the construction management arrangements adequately mitigate adverse noise, hygiene, dust and vibration effects on nearby hospitality businesses recognising the importance of associated customer activity and contribution to pedestrian foot traffic and the commercial vitality of Duke Street.

10. **Retention of existing on-street parking:** Provide confirmation that the existing Council parking spaces along the Victoria Street footpath adjacent to the development will not be removed, reduced or otherwise restricted during the construction period. Include a consent condition such as requiring the developers to offer a park and ride service or commercially purchased parking lot for site workers that avoids the monopolising of public parking.

11. **Enforceable consent conditions and ongoing protection:** Ensure that the matters identified above are addressed through specific, enforceable consent conditions, rather than relying solely on the applicant's assessments, proposed management plans or general assurances.

12. **Formal consideration of the late submission:** Advise whether there is a procedural avenue available for Council to formally consider this submission and its concerns notwithstanding the expiry of the advertised submission deadline of 23 October 2026.

Overall outcome sought

The submission seeks to ensure that the Victoria Street redevelopment can proceed without unreasonably compromising the existing commercial operations, parking entitlements, access arrangements and safe trading environment of RUMOR at 45 and 47 Duke Street.

It does not seek to obstruct the development. Rather, it seeks independent technical scrutiny, appropriate assurances and enforceable consent condition safeguards to ensure that existing businesses are not adversely affected by the development or its construction. I believe all of my concerns can be addressed via the above in which case the development could proceed with my acknowledgement of its intention to consolidate the CBD.

Julia Crickett

[redacted]

Director/Owner

Red Jam Ltd T/A RUMOR
45-47 Duke Street

Cambridge

