

Appendix 2: Structure Plan

Appendix S27 – Rider Park Structure Plan

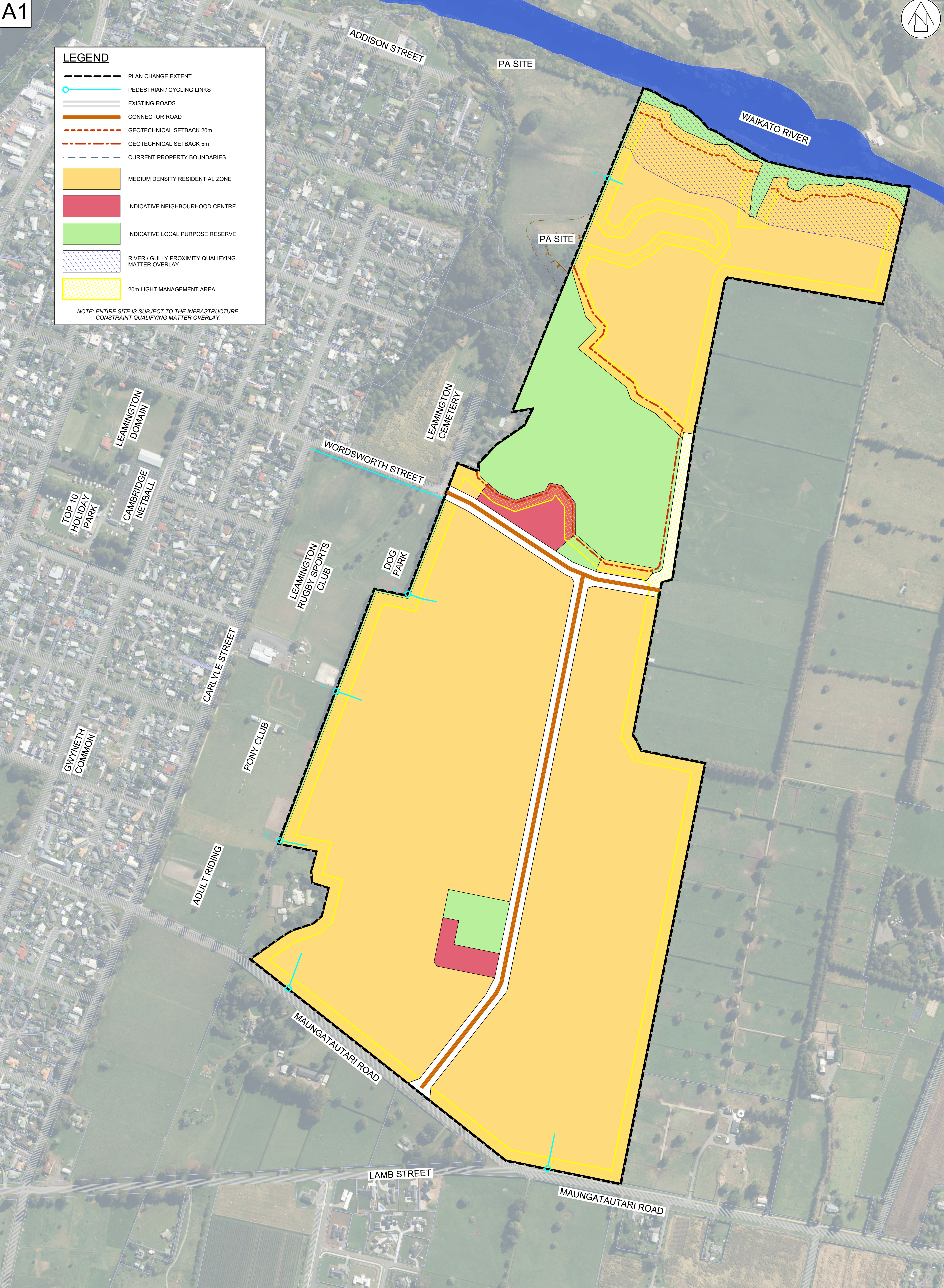
S27.1 – Rider Park Structure Plan



LEGEND

- PLAN CHANGE EXTENT
- PEDESTRIAN / CYCLING LINKS
- EXISTING ROADS
- CONNECTOR ROAD
- GEOTECHNICAL SETBACK 20m
- GEOTECHNICAL SETBACK 5m
- CURRENT PROPERTY BOUNDARIES
- MEDIUM DENSITY RESIDENTIAL ZONE
- INDICATIVE NEIGHBOURHOOD CENTRE
- INDICATIVE LOCAL PURPOSE RESERVE
- RIVER / GULLY PROXIMITY QUALIFYING MATTER OVERLAY
- 20m LIGHT MANAGEMENT AREA

NOTE: ENTIRE SITE IS SUBJECT TO THE INFRASTRUCTURE CONSTRAINT QUALIFYING MATTER OVERLAY.



S27.2 Background

Waipā District Plan and Waipā 2050 District Growth Strategy

- S27.2.1 The growth cells identified in the Waipā District Plan derive primarily from the Waipā 2050 District Growth Strategy. Pre-2035 growth Cells have been zoned according to the intended future land use, while post-2035 growth Cells have been included within a Deferred Zone to indicate the intended future land use and to ensure that the future use of these post-2035 growth cells is not compromised by present day development.
- S27.2.2 The tables and maps in Appendix S1 to the Waipā District Plan provide information on the location and extent of each of the growth cells, and a broad timing for each of either 'anticipated now to 2035' or 'anticipated beyond 2035'. This timing of each growth cell was based on growth projections within the Waipā 2050 District Growth Strategy and calculation of available land supply at that time. The indicated timing for the release of each growth cell is intended to provide certainty to the community as to future land supply.
- S27.2.3 The locations of the Deferred Zones and future growth cells are identified on the maps contained in Appendix S1. They are also shown in the Waipā 2050 District Growth Strategy. Details of the area and anticipated dwelling capacity within each growth cell are also included within the accompanying tables. The dwelling capacity within each growth cell is approximate only, and subject to further detail design at the time of subdivision. The uplifting of a Deferred Zone to enable the future intended land use for post2035 growth cells to proceed can only occur via a plan change process. It is intended that any plan change for the post-2035 growth cells includes a Structure Plan process to demonstrate how the area is to be serviced.
- S27.2.4 Often, there will be infrastructure requirements that will precede land being made available for development. Where Council intends to fund the upfront cost of this infrastructure then it will identify this through its 10 Year Plan (LTP). The 10 Year Plan is reviewed in full every 3 years. Where the infrastructure is not identified in Council's 10 Year Plan, then there may be the opportunity for the infrastructure to be privately funded, subject to a 'Developer Agreement' being in place between the private party and Council.
- S27.2.5 The information contained in Appendix S1 is consistent with that contained within the Waipā 2050 District Growth Strategy. The different capacities identified in the tables reflect the work undertaken within the Waipā 2050 Growth Strategy and Town Plans. The capacities shown for the Town Plans are generally greater and provide guidance on the increased density that can be achieved as a result of applying a 12-15 dwellings per gross hectare density target. Where there are inconsistencies with the Waipā 2050 District Growth Strategy, it is due to the District Plan being updated to reflect plan changes, resource consent processes, or updates to development capacity analysis that have occurred since the District Growth Strategy was released.
- S27.2.6 The Structure Plan for Rider Park seeks to respond to the Waipā 2050 District Growth Strategy targets through providing for an overall gross density of at least 25 residential dwellings per hectare, responding to local character attributes and infrastructure requirements, and also providing opportunities for non-residential development in the form of neighbourhood centres.
- S27.2.7 The District Plan identifies the C5 growth cell as having a dwelling capacity of approximately 732 dwellings. The Structure Plan for Rider Park provides for a conceptual development capacity of at least 1,250 dwellings.

Future Proof

- S27.2.8 Future Proof is a growth strategy developed to ensure the long term success of the Hamilton, Waipa and the Waikato sub-region by managing growth in a collaborative manner.
- S27.2.9 Specific guidance provided by Future Proof for the future development of Cambridge includes net target densities of 20-25 dwellings per hectare in greenfield locations. It also outlines the projected population increase in Cambridge between 2006 and 2061, with the population expected to almost double in the next fifty years.
- S27.2.10 The Structure Plan for Rider Park seeks to respond to the Future Proof targets through a balanced approach of providing an overall net density of at least 25 dwellings per hectare, responding to local character attributes and infrastructure requirements, and also providing opportunities for non-residential activity in the form of neighborhood centres.

The Resource Management (Enabling Housing Supply and Other Matters) Amendment Act (the Act)

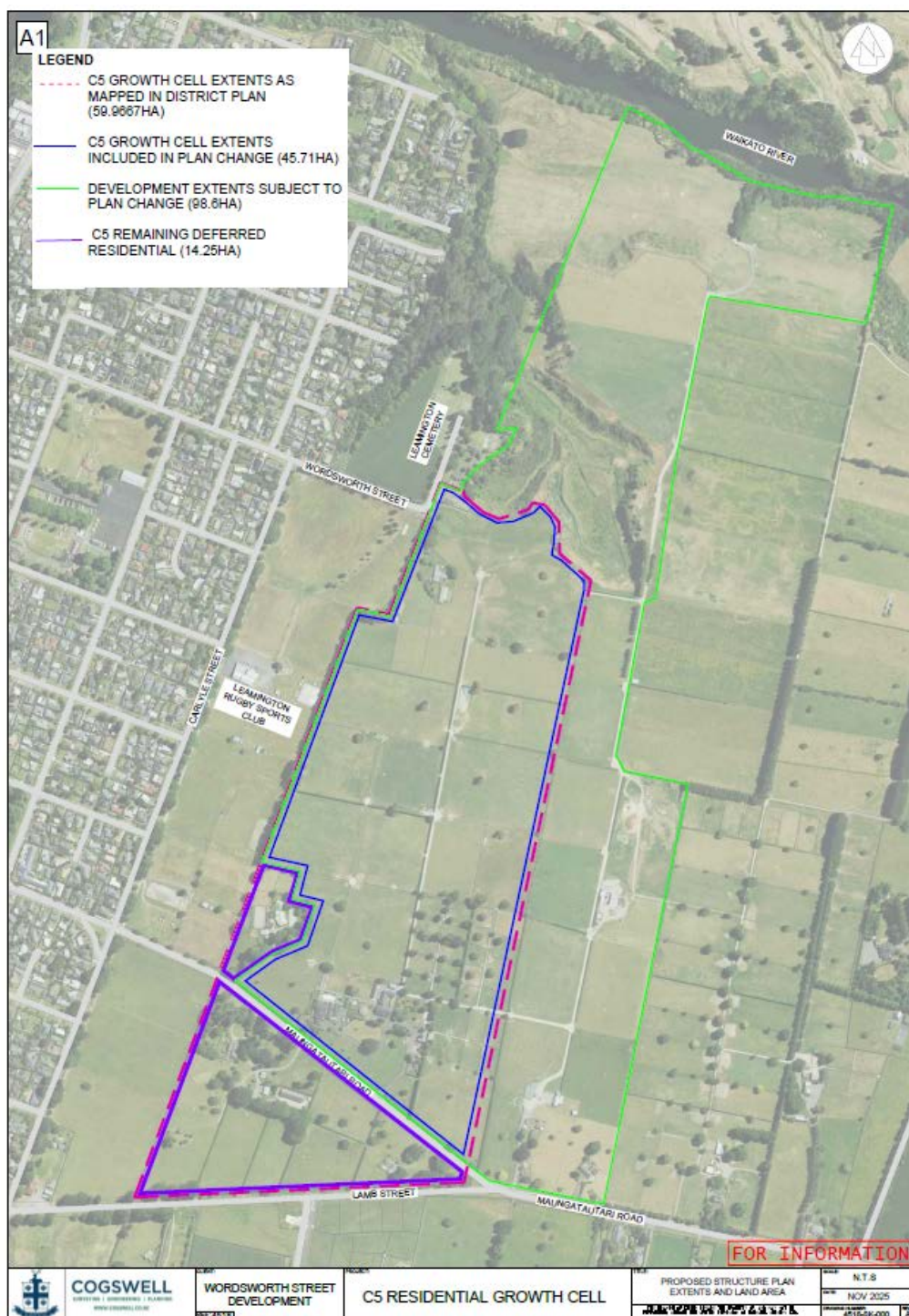
- S27.2.11 Based on the updated residential capacity assessment for the Waipā District¹ as necessitated by the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act and Waipā District Council's Intensification Planning Instrument (IPI) Plan Change 26, it has been estimated that there would be insufficient residential capacity in both the medium and long terms if prices were indexed to 2021 levels. This estimation takes into account the additional capacity enabled by the Medium Density Residential Standards (MDRS) and Qualifying Matters.
- S27.2.12 In light of this updated context, the Waipā District would require additional residential capacity prior to 2035 to accommodate the projected growth and bringing forward development of the C5 growth cell as part of the Rider Park Structure Plan is deemed appropriate in this context. Developing a Structure Plan for this area, means that a plan is ready and in place to meet the demands of the market. A Structure Plan is essential to avoid piecemeal development by providing a high-level enabling framework.

Rider Park Structure Plan

Overview

- S27.2.13 The development of the Rider Park Structure Plan has incorporated best-practice urban design principles to ensure high-quality outcomes that would ultimately provide a link to both the natural and built characteristics of this area. The overall objective for this development process being to create a 'sense of place' and a community connection, befitting this Cambridge location.
- S27.2.14 The plan change area includes part of the C5 growth cell to the north of Maungatautari Road which totals approximately 45.71ha. The plan change therefore excludes the triangular part of C5 between Maungatautari Road and Lamb Street (26 and 68 Maungatautari Road), and 19 Maungatautari Road. The plan change area also includes an additional 52.89ha area of adjoining Rural Zone land to the north and east of C5. The total plan change extent is approximately 98.6ha.

¹ *Residential Capacity Modelling: Medium Density Residential Standards and Qualifying Matters: Waipā District' report, dated 6 March 2023, by M.E*



S27.2.15 The current zoning of the site is partly Deferred Residential, being that part of the site within the C5 Residential Growth Cell, and partly Rural, being that part outside the C5 Residential Growth Cell.

S27.2.16 The Structure Plan will provide for the following development:

- Medium density residential development with a variety of living options that will increase the capacity and choice of housing. The proposed housing density will meet the minimum of twenty-five dwellings per hectare (net once public spaces, infrastructure, and covenanted areas for environmental enhancement / mitigation have been provided for). This will be achieved by incorporating an average net lot area of less than or equal to 400m² for subdivision within the Rider Park Structure Plan Area, and

no minimum or maximum net lot areas will apply. This is intended to be calculated as part of each stage of subdivision and there will be provision for a reduced 250m² average net lot area for super lots. A development capacity of at least 1,250 dwellings will be achieved within the Structure Plan Area.

- Non-residential activities that will service the needs of the surrounding community, including retail activities or services to provide for the daily needs of people within a walkable catchment. The Plan Change involves two separate areas providing a comparatively small cluster of convenience retail and other business opportunities to service the local community (shown as Indicative Neighbourhood Centres on the Structure Plan);
- Indicative local purpose reserves for stormwater management, ecological enhancement, biodiversity protection, cultural enhancement, and amenity/recreation opportunities;
- Primary connector roads, and indicative locations for pedestrian cycling links;
- Recognition of the River/Gully Proximity and Infrastructure Constraint qualifying matter overlays.

Vision

- S27.2.17 The vision for the Plan Change and associated Structure Plan is to establish a high-quality medium density residential community with a variety of living options that will increase the capacity and choice of housing in Cambridge. The overall objective for this development is to create a 'sense of place' and a community connection, befitting this special Cambridge location.

Key design principles

- S27.2.18 Key urban design principles that have informed the Rider Park Structure Plan include:
- Recognise the inherent urban characteristics of Leamington and Cambridge historical residential development patterns, combining the existing natural features of the land in the creation of an urban plan.
 - Provide a clearly defined well-balanced urban layout that includes a mix of housing typologies and urban amenity within the site. Densities are positioned to create a good urban transect and appropriately scaled urban interfaces.
 - Allocate areas for non-residential development to further develop on site amenities and a sustainable walkable community.
 - Create a combined roading and landscaped pedestrian network via clearly defined pathways and vistas through each area of the plan. Creating connected walkable catchments and activity nodes at logical locations.
 - Create reserves to protect biodiversity and in the case of the central gully environmental enhancement
 - Lot layouts to be appropriately sized and orientated to obtain maximum sunlight.

- Quality building design with a consistency in both architectural types and landscape uniformity to create a legible overall urban aesthetic that compliments the existing character and adjacent established neighbourhoods.
- Creating a more compact and carbon positive development and encouraging mode shift to further enhance the vibrancy and liveability of this community.
- The design seeks to ensure that the development will contribute to a well-functioning urban environment by enabling a variety of homes that: meet the needs, in terms of type, price, and location, of different households; and/or have or enable a variety of sites that are suitable for different business sectors in terms of location and site size; and
- The development has good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of enabling public or active transport.
- Environmentally integrated and water sensitive planning and design principles to give effect to Te Ture Whaimana o Te Awa o Waikato.

Cultural Opportunities

S27.2.19 The landscape design concept that has informed the Rider Park Structure Plan has identified a range of potential cultural opportunities. These opportunities are indicative only and would need to be reaffirmed through further consultation with mana whenua by way of a co-design process with Ngāti Koroki Kahukura Trust and Ngāti Hauā Iwi Trust in particular.

The potential opportunities include:

- Enhancement of Biodiversity - Habitat creation within new reserve land in the central gully system, including native planting with a particular focus on mahinga kai and improving indigenous flora and fauna (including tuna and pekapeka).
- Cultural Reserve - Creation of a 'cultural reserve' within the plan change site adjacent to the adjoining Council reserve and Pā site to incorporate whakapapa through Pou or other cultural symbolism features, which may include waharoa, tomokanga or waka. The reserve will give more space around the landform feature/ trench and existing treeline, improving the interface with the adjoining residential properties.
- Adjacent Reserve - Provide footpath connectivity to Addison Street and accessibility to Pā Sites.

Landscape Response

S27.2.20 The structure plan layout does not include any details on specific landscape or planting design. In order to ensure that any future development delivers good landscape outcomes, and to provide suitable parameters for this landscape assessment, a suite of landscape principles have been developed. These principles include the following:

- Integration and connectivity to be created through development of an open space network of blue green corridors, open spaces and green streets to provide a well-connected neighbourhood, both ecologically and for those living there;

- Layout and design of neighbourhoods and urban spaces which reinforce the key cultural, landscape and ecological features of the Site, providing legibility and character to the development;
- Gully to be retained and planted with native species and fast-growing exotic trees (such as oak, poplar, Tasmanian blackwood);
- Ecological Responsiveness - retain and enhance habitats and connections for native fauna;
- Design of appropriate interface treatments that respond to the built development and the adjacent land uses, providing clear delineation between areas of public and private ownership (i.e rural, river bank);
- Where practical, existing mature trees and vegetation will be retained to provide a immediate landscape structure. This should include retention of existing mature trees around the boundaries of the site and within the central neighbourhood reserve, near the existing stable yard (where practical);
- Boundaries will be designed to sensitively reflect and integrate with adjacent land uses. Fencing will be designed to be in-keeping with typologies found in the immediate rural area;
- A detailed vegetation strategy including planting is to be integrated throughout the site, including, stormwater reserves, nature reserves, alongside internal accessways, road frontages, and communal spaces using predominantly native planting, with some exotics found in the surrounding landscape;
- Interface with Addison Kingsley Reserve should be designed to soften the appearance of the residential area from the reserve;
- Swales and wetland features should be utilised within the site. These features should incorporate public use via footpaths and bridges, seating areas etc;
- Communal open spaces framework to include recreation open spaces, neighbourhood playground, nature reserves and storm-water reserves;
- Entry thresholds should be well defined and provide a clear identity to the development; and
- Education and cultural narratives to be delivered as outlined within the MOU.

Open Space Network

- S27.2.21 Pivotal to the establishment of local identity, community cohesion and connectivity is the establishment of open spaces. The main gully provides the focal point in terms of connectivity with the natural environment and enhancement opportunity, but it is largely inaccessible and opportunities to provide access to it and through it are likely to be long term. Nevertheless, development within the Structure Plan area provides the opportunity to establish a clear interface between the natural and built environment and provide context within which future decisions can be made regarding investment in wider access.

- S27.2.22 To achieve this, the Structure Plan identifies the main gully and river corridor as Local Purpose Reserves and there is also an area of reserve land adjoining the southern neighbourhood centre. These reserves may serve multiple functions including stormwater management, recreation, and amenity. It is anticipated that connectivity between and within these reserves will be established through a network of pedestrian and/or cycling links, however the specific location and design of any such connections will be confirmed as part of subsequent resource consent applications. This may also include the creation of additional reserves to supplement the open space network.
- S27.2.23 The central gully will anchor a network of reserves to create ecological corridors and improve connectivity between the Waikato River, the tributary gully to the north-west, and the surrounding rural landscape. The intention is to enhance biodiversity by planting the gully out with native species and fast-growing exotic trees.
- S27.2.24 The reserve along the northern boundary of the Structure Plan area adjacent to the Waikato River edge will seek to protect existing riparian vegetation and enhance biodiversity in the river corridor. This area will also provide an appropriate buffer from development and enhance ecological connectivity with the nearby gully ecosystems.
- S27.2.25 The reserve adjacent to the southern neighbourhood centre is located to enable the retention of some of the existing mature farm trees and provide high-quality amenity. This reserve may be a suitable location for a neighbourhood playground to complement the destination playground at nearby Leamington Reserve. The Neighbourhood Park design is anticipated to focus on nature play and open space amenity at the interface with the neighbourhood centre activities. The design of the commercial area will seek to achieve a balance between activating the street but also explore opportunities to provide connectivity and passive surveillance to the reserve and playground.
- S27.2.26 While the reserves will provide the key elements of the open space network, the Structure Plan also provides opportunity for the establishment of 'Green Streets' which will connect into the open space network, further enhancing amenity and landscaping, outcomes. A 'Green Street' network could provide for footpath connections between residential streets and swale or rain garden designs may be incorporated to complement the overall network. Streetscape design as part of future consenting will provide for consistent design themes throughout the Structure Plan area to reinforce local identity, native planting and ensure consistent management and maintenance.

Transportation Network

- S27.2.27 Integrating the Structure Plan area into the wider fabric of the Cambridge township will require alterations to the surrounding road network as well as the creation of new points of connection for passive transport modes.
- S27.2.28 The proposed land-use activities and supporting transportation network is in general accordance with the C5 Growth Cell land-use expectations. The arrangement of and provision for land use activities including local reserves and neighbourhood commercial are established to support long-term minimised external vehicular traffic demand and support low-emissions community outcomes.
- S27.2.29 The multi-modal transport network planned has had regard for effective integration with adjacent land uses, for optimised local travel by non-motorised modes and support a well-integrated local community environment. Provision is not foreclosed for the potential future integration with other land development where that is planned. A distributive and efficient transport network that internalizes local distributive movements has been planned through

connector road connections to both Wordsworth Street and Maungatautari Road.

- S27.2.30 The generated transport demands and their distribution on the local district road network has been assessed and taken in account in developing the Structure Plan. The Integrated Transportation Assessment has identified some anticipated local road capacity constraint areas and improvement works have been planned.
- S27.2.31 A strategic and integrated approach to planning for and managing the extent to which the proposal contributes to transport system is proposed to be implemented through a Private Development Agreement (PDA).

Stormwater Network

- S27.2.32 The key principles for stormwater management within the Rider Park Structure Plan are summarised as follows:
- The stormwater management approach for the Rider Park structure plan area has been formulated to ensure a resilient and sustainable solution that aligns with the site's hydrological characteristics, soil conditions, and receiving environment constraints.
 - The assessment confirms that infiltration-based stormwater management using soakage devices, swales, and attenuation basins is a viable means of stormwater disposal within Rider Park.
 - On lot private soakage for individual houses (roof + driveways).
 - Road network and pervious component of each lot (unable to reach private devices) flow to each communal stormwater management device.
 - Sub-catchment specific infiltration rates have been applied to reflect the variable soil permeability, with final values to be confirmed through in-situ testing at detailed design stage.
 - Infiltration rates from CMW Ltd represent near surface conditions with some silty layers. Soakage is expected to be higher at depth.
 - Catchment 6 is unique in that the pumice soils may preclude discharge to soakage and hence reuse/detention tanks are used for all houses and bioretention for roads in Catchment 6 to manage up to EDV flows. Further geo technical testing in this catchment may show some soakage is feasible to be confirmed at RC
 - TUFLOW modelling results indicate that while post-development flows increase stream levels within the downstream bush-covered section by approximately 400mm under unattenuated conditions, no existing properties or infrastructure are at flood risk. We have still taken a precautionary approach that it is necessary to provide 100-year attenuation within the development.
 - Likewise, the outlet to the gully and tributary streams will be designed with suitable erosion controls, for example either a headwall and rip rap or potentially bubble up chamber with gabion surround and spillway. The final option depends on the final outlet pipe gradients and velocities indicating erosive force. The intent is to achieve consistency with natural catchment flow paths and protection of sensitive receiving environments, including the gully.

- Existing catchment overland flow paths will be maintained, and care will be taken during design of earthworks and finished surfaces to ensure any adverse effects on neighbors are no more than minor.
- Te Miro Water believe that there are no stormwater issues which would preclude the Rider Park Structure Plan area from being developed for Medium Density Residential housing, subject to detailed design.

Supporting Documents

S27.2.33 This Structure Plan should be read in conjunction with the following technical reports which are available from Council on request:

- (a) C5 Residential Growth Cell, Cambridge – Private Plan Change Report, prepared by Boffa Miskell (*Council document number [Insert number], revision date*);
- (b) Cambridge C5 Plan Change – Urban Design Report, prepared by Phillips Associates (Architecture & Urban Design) Limited (*Council document number [Insert number] and revision date*);
- (c) Cambridge Growth Cell C5, Leamington, Proposed Future Residential Development: Preliminary Archaeological assessment, prepared by Clough & Associates Limited;
- (d) Cambridge Growth Cell C5– Cultural Impact Assessment, prepared by Te Hira Consultants on behalf of Ngāti Hauā and Ngāti Korokī, (*Council document number [Insert number]*);
- (e) Cambridge C5 Plan Change – Landscape and Visual Effects Assessment, prepared by Boffa Miskell, dated (*Council document number [Insert number]*);
- (f) C5 Growth Cell Private Plan Change – Ecological Assessment, prepared by Boffa Miskell, dated (*Council document number [Insert number]*);
- (g) Soil and Land Use Capability Classification Assessment for, Maungatautari Road properties, Cambridge, prepared by Landsystems, (*Council document number [Insert number]*);
- (h) C5 Cambridge Residential Development Economic Assessment, prepared by Property Economics, (*Council document number [Insert number]*);
- (i) Cambridge C5 Growth Cell Structure Plan – Integrated Transportation Assessment, August 2023, prepared by Stantec, (*Council document number [Insert number]*);
- (j) Proposed Residential Subdivision Wordsworth Street, Cambridge – Geotechnical Investigation Report, prepared by CMW Geosciences, (*Council document number [Insert number]*);
- (k) Stormwater Management Plan – C5 Plan Change, prepared by Te Miro Water Consultants Limited, (*Council document number [Insert number]*);
- (l) Water & Wastewater Assessment – C5 Growth Cell, prepared by Harrison Grierson, (*Council document number [Insert number]*);
- (m) C5 Growth Cell, Cambridge: Preliminary and Detailed Site Investigation, prepared by PDP, (*Council document number [Insert number]*);
- (n) Cambridge C5 Growth Cell Plan Change – Climate Change Advice, prepared by Boffa Miskell, (*Council document number [Insert number]*);