

Appendix 17: Urban Design Report

RIDER PARK PLAN CHANGE - URBAN DESIGN STATEMENT.



Involvement

My full name is Daniel Phillips. I am the Director of Phillips Associates (Architecture and Urban Design) Ltd. based in Auckland, a professional services consultancy that offers architectural and urban design services. I have 20 years' experience working as an urban designer in NZ, the USA and Italy. I hold a master's degree (awarded fellowship) in Classical Architecture and Urban Design from the University of Notre Dame, Indiana USA (2003). I have worked under the guidance of several notable Urban Planners such as Leon Krier and Demetri Porphyrios.

I have worked on large scale developments nationwide including master-planned resource consent applications for both brownfield and greenfield developments. I have been lead urban designer of several large mixed-use commercial and residential inner-city developments of up to 60,000m² in GFA. I have worked on a number of large-scale mixed use urban developments for developers as well as acting in a consultancy role as an urban design adviser to proposals by other firms. I have written urban design guidelines for councils on residential, commercial, and industrial developments and peer reviewed many developments on quality urban design outcomes.

Over the last 20 years I have been involved in urban development design guidelines, structure planning and master planning projects for both private developers and councils in the Waikato region. I have master planned large areas of northern Cambridge and completed detailed designs of projects within these Cambridge North master plans. Phillips Associates continue to be involved in many large master planned projects in the Cambridge area.

Our team of urban designers at Phillips Associates were approached in 2021 by Cogswell Surveyors (Cambridge) to assist in the design of this structure plan for the proposed Rider Park Plan Change. Our role has been as an urban design advisory to Cogswell and Boffa Miskell to achieve best practice urban design outcome for the plan change proposal (see Appendix 4518-C5-001 REC -C).

Our team has visited the site on numerous occasions since 2022. This includes a full site tour with the proprietors and site meetings with Cogswell planners and Boffa Miskell's planning, landscape and ecology team. Collaboration with the wider consultant team, including but not limited to Civil and Traffic engineering specialists, has been ongoing throughout the structure planning process.

CONTENT

Executive Summary	4
1.0 Introduction	5
2.0 Purpose	6
3.0 Structure Plan Area, Context and Character.	6
4.0 Urban Design Principles	9
5.0 Proposal- Urban and Architectural Types	13
6.0 Planning and Context	16
7.0 Conclusion	19

Executive Summary

The C5 greenfield growth cell for Cambridge is recognised as a future residential intensification area providing 25 dwellings per hectare. This report supports this Rider Park Plan Change and proposed structure plan and provides a high-level analysis of the critical urban design development process, demonstrating how particular site and context issues were addressed in order to provide a good urban solution for the development of the Structure Plan area.

The location of this plan change area is directly adjacent to the eastern town belt recreational reserve which occupies the Leamington Rugby Sports Club and the Leamington Cemetery to the north. I believe this location, together with access from Maungatautari Road and Wordsworth Street, offers a great opportunity for residential and commercial growth within the Cambridge urban precinct.

This proposal is guided by urban design principles aimed at creating a well-connected network that integrates seamlessly with existing infrastructure, while upholding the established character of Cambridge. The structure plan accommodates the new medium-density zoning while thoughtfully responding to the site's existing landscape and natural features, ensuring flexibility for future development. The structure plan has been designed with careful consideration of density to allow flexibility for future development over time. Cogswell Surveys have collaborated with Phillips Associates (Architecture & Urban Design) Ltd (PA) to develop an adaptable plan that supports a range of outcomes, at an appropriate urban scale throughout the structure plan and any subsequent master plan options. The structure plan (refer to Appendix 4518-C5-001 REC-C and supporting documentation) aligns with the Medium Density Residential Zone (MDRZ) by supporting the development of new residential areas in the following ways:

- Enabling subdivision patterns that facilitate medium-density residential growth.
- Promoting a connected urban design with suitable vehicle access and the future provision of walkable streets
- Ensuring infrastructure capacity is sufficient to support growth.
- Applying land zoning that allows appropriately scaled medium-density development in suitable locations, including:
 - o Provision for two or more dwellings per site
 - o Building heights of up to 11 metres
 - o Setbacks in accordance with MDRZ requirements
 - o Site coverage of up to 50%
 - o Adequate outdoor living spaces for residents

The proposed main transport network and its connections to existing infrastructure have been carefully considered to ensure appropriately scaled urban solutions and to provide both vehicular and pedestrian connectivity within and beyond the plan area. Landscape and environmental enhancement strategies have been integral to the protection of the ecological values of the site. Ecological investigations and reports by Titoki Landcare Ltd have informed a careful approach to the sensitivity of this area and the applicant's engagement with mana whenua has provided a platform to future proof solutions to these matters through a Memorandum of Understanding with mana whenua. Landscape connectivity with links between existing and planned landscape features have been established as part of this plan as well as consideration for the Waikato River interface.

1.0 Introduction

The land known as the Rider Park Structure Plan area is part of a greenfield future growth cell development area for beyond 2035 as identified in the 2050 District Growth Strategy, the Cambridge Town Concept Plan Refresh (September 2019) Waipa District Plan.

Located directly to the southeast of the town belt recreational reserve, the land is currently utilized as farmland and horse grazing, with a few residential properties. The Rider Park Plan Change includes additional land outside of the original designated C5 growth cell. This includes parcels to the east and north totaling 98.6ha.

The Vision, Objectives and Principles of this Plan Change application for Rider Park are in accordance with those outlined in the Waipa District Plan - as well as more recent legislation including the Waikato Regional Policy Statement (WRPS), National Policy Statement on Urban Development (NPS-UD) and the Future Proof Strategy (guiding principles and growth management approach).

Cambridge has seen a growth in residential densification over recent times, coinciding with the increase in commercial vitality and core urbanisation. This has included predominantly the addition of single lot residential sites. The Rider Park Plan Change will offer a base of medium density residential land subdivision, with flexibility for intensification under the Medium Density Residential Zone (MDRZ).

This urban design report has been prepared to highlight the potential development and vision for this Rider Park Plan Change. Providing a direction for urban growth whilst maintaining both physical and symbolic connections to the character and culture of this Cambridge location.

This report supports the structure planning for the proposed Rider Park Plan Change application. The application proposes a flexible vision for diverse medium-density housing types, with a focus on engaging, interactive urban interfaces, and well-scaled urban development.

2.0 Purpose

Cambridge is identified in the Future Proof Strategy (FPS) as a Tier 3 urban environment and the C5 residential growth cell is located within an urban enablement area with the northern part identified for long term development and the southern part identified for short term development.

The FPS identifies net target densities for Cambridge of 25-35 dwellings per hectare in defined intensification areas and 25 dwellings per hectare in greenfield locations. The latter has been adopted as a baseline design parameter for this Rider Park Plan Change area.

This report will assess the urban design qualities of the Rider Park Plan Change proposal and assess the outcomes against the Waipa District Council's vision and the associated planning and policy context.

3.0 Structure Plan Area, Context and Character.

The Rider Park Plan Change Area is situated on the southeastern edge of Cambridge, directly east of the Leamington village and residential area. The Rider Park structure plan area marks the transition into the Maungatautari rural landscape and is directly accessible from the south via Maungatautari Road, as well as from the north via Wordsworth Street. Wordsworth Street extends southwest through the recreational reserve town belt, providing a key access route to the Rider Park Structure Plan Area.

The subject land is currently occupied by a large horse stud and associated farmland, and there are also some rural-residential lifestyle properties within the site. The land features a gentle slope from the southern end near Maungatautari Road toward the northern connection with Wordsworth Street, where the topography becomes more varied. A large basin gully lies north of the Wordsworth Street link, with relatively steep banks that terrace down to the edge of the Waikato River. To the west of the Rider Park Structure Plan area directly across from the Reserve Town Belt is the suburb of Leamington. Established in 1907 as an independent township but amalgamated as part of Cambridge in 1958. The character of Leamington is consistent with the historical Cambridge urban grid pattern, larger 200m urban blocks make up the land subdivision and over time the lots within have densified from 1200m² down to 500m² with rear lot access in many of these blocks. The developing town centre along Shakespeare Street provides walkable urban amenity for local residents away from the main centre of Cambridge.

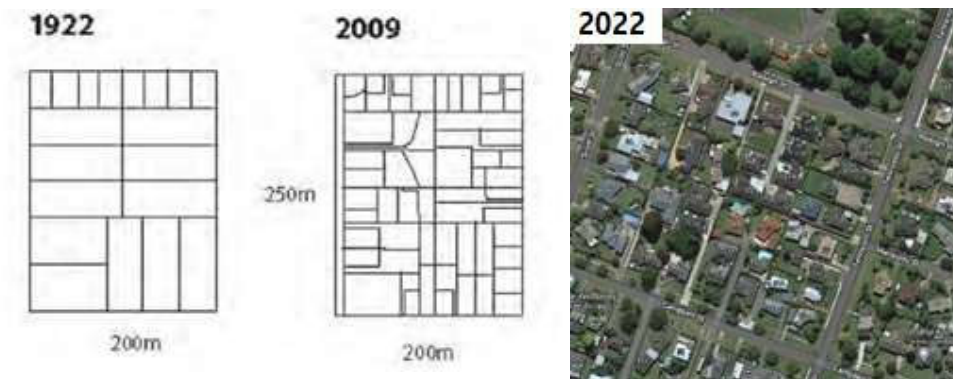


Figure 1 -Historical block development 1922-2022

Descendants of the Tainui Waka have inhabited Maungatautari for many generations. Ngāti Koroki Kahukura and Ngāti Hauā are the Iwi. A cultural impact assessment (CIA) has been prepared by Te Hira Consultants Ltd on behalf of Ngāti Hauā and Ngāti Koroki Kahukura as well as a memorandum of understanding (MOU) agreement signed between Tony Rider and the Ngāti Korokii Kahukura Trust and the Ngāti Hauā Iwi Trust. Specialist archaeological and ecological reports accompany this application and set out strategies to preserve and enhance the ecological / archaeological values of the land through this development process. This has been an ongoing collaboration through the planning and design development process.

This southeast region of Cambridge is renowned for its walking and cycling amenity with recent upgrades to the large cycle/walkways to Lake Karapiro and its National Centre for Rowing, a prominent world class facility and home to many New Zealand champions. Maungatautari mountain is located further southeast, and this region offers a richness of heritage and culture. Maungatautari Marae and Te Manawanui meeting house are located on the edge of the mountain looking north to the Waikato River.



Figure 2 -Maungatautari Marae.

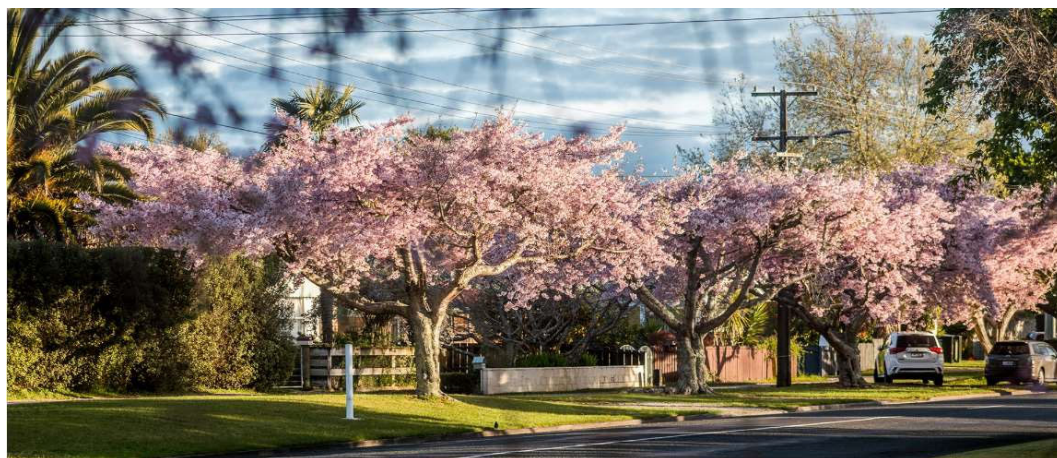


Figure 3 -Wordsworth Street, one of many Leafy character streets of Leamington that leads to the Rider Park Plan Change site.

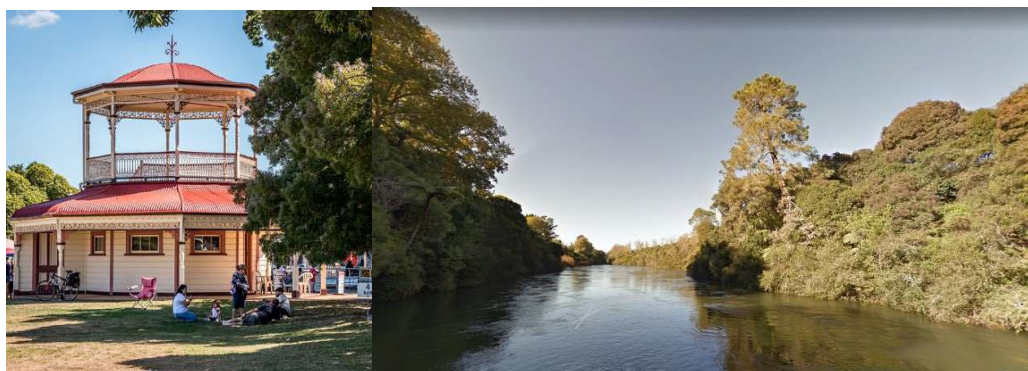


Figure 4- Leamington Domain near to C5 growth cell site and the Waikato River edge to the C5 site.

The Waikato River borders the northern edge of the Rider Park Plan Change Area. The bank down to the river from the subject site at this point is steep and made up of dense bush. The Cambridge Golf Course is located on the northern side of the river and is partially visible from elevated points within the Rider Park Plan Change area. The river meanders northwest, forming a natural divide between Cambridge and Leamington, and continues southeast toward the Karapiro Dam and Lake Karapiro beyond.

The Rider Park Plan Change area offers abundant natural beauty and expansive views. The proposed Structure Plan seeks to preserve these qualities by protecting natural corridors and vistas, and by integrating existing landforms to enhance connectivity and amenity for both current and future residents. The proposed structure plan intends to embody the natural characteristics and culture of the area and thus embrace the tradition embodied in the area. The development proposal seeks to be a seamless addition to the urban growth of this eastern Cambridge location. The intention is to create sustainable well-planned growth for this Rider Park Structure Plan area.

The Rider Park Plan Change aims to reflect and integrate elements of the surrounding natural and built environment in southeast Cambridge. The plan change introduces new Medium Density zoning that will enable appropriately scaled urban residential development and provide flexibility within this desirable area as part of a key Cambridge growth cell.

Good urban and landscape design is a focus for the development of the structure plan, including a connected network of pathways and open spaces that extend across the Rider Park Structure Plan area. Planned green corridors and reserves will create continuity with the existing natural and urban landscapes. Urban block layouts and street sections will be thoughtfully designed to acknowledge the historical street patterns of neighbouring areas, ensuring cohesive and harmonious development throughout all stages of the Rider Park Structure Plan area.

4.0 Urban Design Principles

From the outset, the proposed Rider Park Plan Change Structure Plan has been guided by best-practice urban design principles. These principles have informed every stage of the planning process, ensuring strong integration with the natural landscape and the surrounding built environment. The primary objective is to establish a growth cell that fosters a distinctive sense of place and supports the development of a vibrant, connected community in Cambridge's southwestern area. Key urban design principles that inform the design of Rider Park Plan Change include:

- Recognise the inherent urban character of Leamington and the historical residential development patterns of Cambridge, integrating existing natural features into the formation of a responsive and contextually grounded urban plan.
- Deliver an engaging and well-activated residential development strategy that reflects the unique identity of this growing southeastern area of Cambridge and maximises access to its surrounding amenity. Provide a clearly defined well-balanced urban layout that is able to accommodate a mix of housing typologies over time and urban amenities within the site. An overall balanced density in order to create a good urban transect and appropriately scaled urban interfaces.
- Allocate areas for commercial development to further develop on site amenities and a sustainable walkable community.
- Allow for smart urban residential growth patterns and landscaped pedestrian networks to be developed from the initial structure plan. Creating connected walkable catchments and activity nodes at logical locations. Future landscaped reserves will be designed to complement existing natural features, particularly the central gully and river edge, and will be incorporated into the planning at the subdivision consent stages.
- Lot layouts to be appropriately sized and orientated to suit maximum sunlight.
- Integrate quality architectural and landscape design to create a unified urban character that complements the surrounding established neighbourhoods. Creating a more compact and carbon positive development and encouraging mode shift to further enhance the vibrancy and livability of this community.
- Environmentally integrated and water sensitive planning and design principles to give effect to Te Ture Whaimana o Te Awa o Waikato.

These design principles have been informed by the key assessment criteria for out of sequence and unanticipated

development scenarios in the Future Proof Growth Strategy, in particular:

- 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 enable Maaori to express their cultural traditions and norms; 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 public or active transport; and
- Environmentally integrated and water sensitive water sensitive planning and design principles to give effect to Te Ture Whaimana o Te Awa o Waikato – Vision and Strategy for the Waikato River.

The development proposal is directed to enable the creation of a mix of housing and lifestyle solutions to encourage a variety of residents and develop an inclusive community for residents and visitors. This in turn creates good urban form with a balanced overall building mass and a mix of housing and commercial opportunities.

Right activity right place.

This proposed Rider Park Plan Change structure plan will offer a new medium density residential environment to the southeast area of Cambridge. This southern area of Cambridge currently lacks urban growth of this kind, despite being an area of increased urban activity for Cambridge. The nearby growing urban hub of Leamington together with the local reserve sports facilities and world class sports playground, make this Rider Park Plan Change location ripe for residential medium density/mixed-use growth. This subject land offers an ideal location for housing growth of a greater density over time directly adjacent to the Town Belt Reserve with direct access to the local roading and pedestrian trail network. This proposal builds upon the existing local community and is designed with the flexibility to respond to changing market demands over time, ensuring that development occurs appropriately and at the right pace.

The subject land for the Rider Park Plan Change is located adjacent to the established residential area of Leamington and benefits from convenient access to a wide range of community amenities. This strategic position offers a unique opportunity for residential development. The land is well-suited to accommodating a mix of residential types, with a focus on medium-density housing while also allowing for areas of higher-density development and some larger-lot options.

. The proposed Structure Plan illustrates a flexible framework that supports a variety of housing types within a medium-density baseline. This includes opportunities to increase density over time and establish commercial nodes to ensure a balanced and diverse urban fabric.

This development options support housing choice and enable an alignment with both existing and future urban infrastructure and open space networks. Such flexibility will promote a well-integrated, inclusive community that offers housing options for a wide range of occupants and lifestyles.

Orientation and livability.

The underlying planning process for the proposed residential development ensures that urban blocks and streetscapes will be laid out to maximise on-site amenities for both communal and private spaces throughout the area. Lot orientation and dwelling typologies will be key considerations in the overall master planning, guiding the design to enhance livability and cohesion across the development.

Permeable and Connected Neighbourhood.

Access to open space networks within the proposed site, along with connections to external networks, will enhance livability and amenity for residents. The Master Planning of the site will include consideration of streetscapes that provide appropriately scaled access for both vehicles and pedestrians. Landscaped streets and pathways will ensure attractive, walkable urban routes throughout the development, linking seamlessly to on-site amenities and the wider community.

The Rider Park Structure Plan has from inception focused on the connection between the existing natural environment and the planned built environment. This approach has led to the integration of natural elements within the structure plan as well as the planned enhancement of green connections and landscape integration.

Commercial Overlay

A commercial overlay is proposed as part of the Plan Change to enable a mixed-use vitality to combine with the residential surroundings. The overlay is located at the northern gateway link along the extension of Wordsworth Street. This is a well-suited location on the northern side of this link, adjacent to the existing large open space basin. This existing natural basin feature will be landscaped and designed to combine with the commercial area, creating a destination within the Plan Change development proposal. The location offers urban elements of gateway design as well as a combined urban nucleus of local amenities and natural elements with a landscaped focus for the surrounding residents and visitors. The commercial overlay provides the opportunity for a well-designed commercial area with flexibility and adaptability to encourage a range of serviceable amenities. Local produce and market style retail can combine with eateries and other similar activities as well as connections to possible educational facilities.



Figure 5 -Example -Commercial Zone with landscape connectivity.

A similar local example of a commercial zone is the recent development in northern Cambridge, the Swayne Road commercial centre. Here a small collection of retail/restaurant facilities combine residential surroundings and planned higher density.



Figure 6 -Swayne Road commercial and residential higher density

Density

A balanced overall residential density is proposed over the Rider Park Plan Change. The Medium Density zone across the proposal enables a variation in lot sizes, with some lots reducing dependent on the design of the dwellings, enabling the possibility of some higher density residential over time. Higher density would be suited to be located near to the commercial node(s) in order to create the best urban outcomes.

Housing Typology

As outlined, the Plan Change proposal supports a medium density residential development baseline, enabling single-lot medium-density housing through to opportunities for intensification and higher-density development under the Medium Density Residential Zone (MDRZ).

The Structure Plan has been designed to ensure appropriate scale and density that integrates well with the surrounding urban streetscape.



. Figure 7- Housing choices, variable density and urban mass.

5.0 Proposal

Plan Change Area

The proposed Rider Park Plan Change Structure Plan layout initially provides for medium density residential development over the site (including existing and planned expansive landscaped areas). The plan change occupies additional land to the north and east beyond the original Waipa District C5 Growth Cell, whilst does not include land south Maungatautari Road, as marked in the Waipa District C5 Growth Area. The additional area included in the Plan Change proposal creates a wider context for the proposal. This greater context allows the proposal to expand the boundaries of the structure plan to the northern natural boundary of the Waikato River as well as extending the eastern boundary enabling a wider development range and a more balanced approach to density across the plan.

This plan change has acknowledged the consenting framework (to be discussed in more detail in the Planning Context section of this report) that relates to this Cambridge C5 Growth Cell. The proposal is predominantly for a medium density residential development plan and a direct response to the Future Proof Strategy (FPS) which suggests a density of 25 dwellings per hectare.

Site Gateways and Connections.

The northern gateway into the site at Wordsworth Street presents an opportunity to establish a defined urban interface, with residential and commercial development positioned on either side of this key access point. Sites along the edge of the gully are well-suited for a local commercial centre, being located on the southern side of the basin gully feature. This approach supports organic urban growth by extending the linear form of Wordsworth Street and integrating it with the site's natural features. It also leverages the existing landscape amenities of the Town Belt and nearby reserves, while introducing new landscape design elements and commercial activity to activate the area surrounding the initial residential phase. Residential development south of Wordsworth Street is planned to include medium density housing, tailored to suit the surrounding urban conditions and supported by a network of both connector and local roads.



Figure 8 – Indicative Commercial node Wordsworth Street Gateway.

The proposed Structure Plan stages also encompass an area within the Rider Park Plan Change proposal that is not currently under the ownership of the applicant. This relatively small additional land area is adjacent to the town belt reserve and the northeast corner to Wordsworth Street and the town belt. The inclusion of this additional landownership within the proposal allows for a comprehensive Structure Plan approach to all areas of the subject site. The design of the Rider Park Plan Change area began with careful planning for an urban layout that would connect seamlessly with the existing Cambridge/Leamington urban form—particularly the eastern edge of Leamington and the town belt. The early development of the Rider Park Structure Plan area was strongly informed by the area's historic formal streetscapes, reserve and landscape patterns, and village centre design.

The proposed structure plan is organised around two primary main connector roads. One of the main connector roads runs from south to north, from the Maungatautari Road gateway to the extended Wordsworth Street, effectively dividing the western and eastern development areas within the plan.



Figure 10 – Example all-inclusive integrated urban form transport network with interactive pedestrian/cycle green corridors. Waipa District Council.

The proposed roundabout at the Maungatautari Road intersection will act as the southern gateway to the Rider Park Plan Change area. It is designed to integrate a free-flowing cycleway and pedestrian route, connecting the existing Maungatautari cycle path to the new development. This connection will also maintain the continuity of the existing route between Leamington and the Karapiro reserves to the east. The Structure Plan area will also link with the surrounding cycling and pedestrian networks.



Figure 11 – Indicative Roundabout design suited to the existing natural environment infrastructure including cycle ways.

A hierarchy of road design is planned to provide a balanced response to the residential urban layout. These will include pedestrian and cycle paths as well as berms for tree-lined streets and specific street parking where required.

The proposed connector road extending from Maungatautari Road into the proposed development will accommodate the continuation of the existing cycle path.

Within each area of the plan, the internal road network will be designed with narrower local roads that lead from the connector roads into residential areas. A combination of local streets and laneways will form the internal layout of the residential blocks, ensuring a balanced and accessible street network.

An Integrated Transport Assessment was completed by Boffa Miskell New Zealand. This comprehensive report studies in-depth the existing surrounding transport environment including the pedestrian and cycling infrastructure in order to provide a connective transport network for the proposed plan change.

A clear hierarchy of road typologies will be established to support the proposed residential growth while preserving the site's natural features. This framework will inform a road network that integrates housing densities with pedestrian and cycle routes, as well as landscape elements— to result in a balanced and cohesive development approach.

Overall, the structure plan will balance residential development with the integration of public open spaces and green corridors or stormwater basins. Green space networks will primarily consist of stormwater management features, complemented by green corridors designed to enhance habitats for native fauna.

Design Guidelines

All Architectural typology within the proposal is recommended to inform the key urban design principles. The architectural design mass, form, fenestration and materiality shall be designed to respond to the urban form and combine with a consistent landscape design for each lot to integrate seamlessly with the overall urban design.

The architectural language and materials used throughout the proposal shall reflect the heritage of Cambridge whilst offering a contemporary modern solution to today's lifestyle needs. Architectural material palettes will be part of the design guidelines review process for each stage of development.

Architectural mass and detailing must respond to the urban lot layouts and specific locations in order to create a coherent urban and architectural language that is inviting to its residents and visitors. An architecture that is both

contemporary and mindful of the traditions of this Cambridge area.

Some key architectural principles recommended for the Rider Park Plan Change to achieve the desired overall built environment include.

- Recognition of Cambridge's historical significance and the traditional urban forms and building types.
- Frontages that contribute to a positive pedestrian focused streetscape. Front porches and balconies provide fenestration and engaging pedestrian focused building entrances. Dwellings should embrace the streetscape with outlook and interaction.
- Minimum setbacks from the front boundaries of 1.5m, with garages setback from the front boundary and living spaces creating less vehicle dominance to the street and greater living interaction. Spaces between dwellings and the street shall be transitional and not divisive, creating approachable open interactive frontages.
- Building facades are encouraged to define the building orientation and therefore address the streetscape with hipped and gable roof forms proud to the street with bay windows, verandah's engaging with the streetscapes.



Figure 12 - Contemporary residential architecture, engaging streetscape interface creating good urban form.

6.0 Planning Context

Future Proof Strategy (FPS)

Recent updates to the FPS have included draft changes to the Waikato Regional Policy Statement (WRPS) to implement the National Policy Statement Urban Design (NPSUD) and the FPS. These changes have meant:

- out of sequence plan changes will now need to be assessed in respect of the future-proof updated growth strategy, in addition to the NPSUD.*
- plan changes to the RPS (when notified) will carry some weight for assessing out-of-sequence proposals.*
- as previously advised, any plan change for C5 (being post-2035) would need to cover off the rationale for bringing this forward ahead of C4 (now live zoned under PC13)*

Despite the FPS not having a statutory status as yet, it has been advised that the proposed design principles for the Rider Park growth cell development should align with the higher-level growth management directives and criteria for out of sequence development set out in the FPS. It is understood that notified applications will give weight to the assessment of out-of-sequence proposals.

Under the FPS growth area maps Cambridge is identified as a Tier 3 urban environment and thus C5 growth cell is located within the urban environment. It also indicates earlier development within the southern part of this cell

initially with future provision for the northern part.

FPS identifies 25 -35 dwellings per hectare in greenfield locations. This structure plan proposes to enable 25 dwellings per hectare to align with the Medium Density zone. The plan could see an increase in the density at suitable urban locations within the plan towards a higher density. Such higher density could be positioned adjacent to reserve areas and also commercial locations to create a good urban transect.

Protection of the Waikato River has been a focus of this plan change development for the Rider Park Structure plan area. This has included mana whenua consultation, collaborative site visits along the river and its banks as well as the connection to the ecological matters inherent in this area. The proposal of any development on the Rider Park land area adjacent to the river is considered with setbacks to preserve the natural environment. The existing gully basin within the site adjacent to Wordsworth Street will remain and be utilized as a large reserve mass with public pedestrian access only and outlook from a potential commercial area.

This basin area divides the northern part of the proposal from the main development areas to the south. The northern area will focus on the preservation of the basin, cemetery, Pa Site and River Edge.

As the Rider Park Plan Change area spans both within the boundary of the designated C5 growth cell and extends beyond it to the north and east, the Future Proof Strategy (FPS) considers this development to align with both Scenario 1 and Scenario 3 of its development models. These scenarios require consideration of factors impacting development both inside and outside of an enablement area. Notably, approximately 75% of the designated C5 growth cell falls within the boundary of this Plan Change area.

This Rider Park Plan Change proposal has considered the position that this area is in as both Scenario 1 and 3 developments. Therefore, Criteria A and B have been reviewed to align this proposal with these FPS Criteria.

Firstly, the significant scale of the land area covered by this Plan Change presents a unique opportunity for comprehensive, long-term planning. It allows for integrated connections to essential amenities and infrastructure, supporting a well-structured and phased development over time. The National Policy Statement on Urban Development (NPS-UD) highlights the importance of councils considering large-scale plan change proposals that provide substantial development capacity, such as this Rider Park Plan Change. The following gives an account of the specific considerations of the Rider Park plan change with regard to the FPS Criteria, guiding principles and:

- The development upholds the Maaori cultural traditions and extensive discussions have focused on the integration of the adjacent Pa site and the traditions of the Waikato River.
- A variety of housing types are intended to be provided for from single lot through to possible more intensive housing types, offering variance in scale, price, and affordability. Market conditions have also been considered with economic analysis engagement and appropriate staged development.
- The proposal reflects the guiding principles and growth management objectives of the Future Proof Strategy, as outlined throughout this report. However, a key overarching consideration in this Plan Change is the integration of environmental values, cultural identity, community wellbeing, vibrancy, and connectivity. These elements are central to the vision the proposal seeks to bring to life. These elements create a special urban place for living within the area and the network beyond that connects people and places.

Specific guiding principles and growth management issues are fundamental considerations of the Rider Park plan change process.

- Iwi consultation has taken place in order to develop a strategy to reflect the aspirations of Taangata Whenua. The proposal provides opportunity for Maaori to express their culture and traditions, along with connections to the land and preservation areas.
- Waahi toitu areas have been considered throughout the planning process of the Rider Park Plan Change. These areas are protected from the planned development. Cultural sites have been protected, and work continues to progress on enhancements of these areas.
- This Rider Park Plan Change responds to the Climate Change matter planning to support the reduction in carbon emissions through the development of a green corridor along the western and northern boundaries within the development and the retention of and protection of existing natural features.
- Connective transport is a key to the Rider Park plan change. The development creates links to all existing infrastructure with key pathways to the main arterial connections providing the opportunity for public transport routes to connect the development to the wider community.
- As an out-of-sequence development that sits both within and beyond an identified enablement (unanticipated growth) area, the Rider Park Plan Change has the capacity to deliver housing and infrastructure within accelerated timeframes. The proposed density and accessibility provide a clear and practical pathway for development. Strong links to existing infrastructure and amenities ensure efficient connections, particularly for the initial stages of the project. The scale of the site is also a key strength, supporting on-site activity, vibrancy, and a strong urban focus.
- The location of C5 growth cell adjacent to the eastern town belt reserve and with access off Maungatautari Road and Wordsworth Street ensures this Rider Park Proposal is situated amongst main access arterials with direct access to the existing infrastructure.
- Connection to open spaces, links to public transport and proximity to the established Leamington neighbourhood and its growing commercial core.
- As a development area that is being brought forward, our studies on demand and market conditions show the advancement of this development area should be encouraged. The growing amenity of this southeastern Cambridge location supports new housing development in this area. Providing an alternative option to the growing supply on the north and west sides of Cambridge. An economic analysis has been carried out by specialists to futureproof the viability of this proposed Plan Change.

Furthermore, it is important to note that extensive consultation has taken place for the development proposal to align with the Te Ture Whaimana (Vision and Strategy for the Waikato River).

7.0 Conclusion

This eastern Cambridge location near Leamington and the playground, that is Lake Karapiro has seen an increase in amenity for all Cambridge residents. The expansion of the Karapiro facilities, water sports, cycle paths and hiking

trails has added to the desirability and livability of this side of Cambridge beyond its current rural landscape.

The foundation of this Rider Park Plan Change urban/structure planning has sort to focus on the existing natural environment. Enhancing the existing features to create a proposed plan that encourages interaction with these existing elements. Creating a livable, walkable well connected community focused environment, a harmonious addition to the character that is Cambridge.

` This design-led approach ensures an outcome that thoughtfully integrates urban living with the site's existing natural features. It promotes a sustainable, organic pattern of urban growth in the eastern Cambridge area near Leamington.

The Rider Park Plan Change will provide greater certainty around the future growth of the C5 growth cell, an objective that aligns closely with the core values of the Future Proof Strategy (FPS). The substantial land area, along with its existing infrastructure connections and defined reserve boundaries, supports the planning of a comprehensive and integrated development to accommodate future growth. The Rider Park Plan Change presents a compact, concentrated urban growth strategy that supports an opportunity for a diverse range of housing opportunities. It establishes a baseline of medium-density development, with identified overlays. This forward-planned (pre-2035) proposal ensures that growth within the C5 area can be delivered in a viable, coordinated manner without compromising the feasibility, affordability, or deliverability of other pre-2035 growth cells. For example, the nearby C4 growth cell, located on the western side of Leamington, provides residential development of a different character and density, meaning the Rider park Medium Density development complementing rather than duplicating the C4 area. The design of the infrastructure, including large swales and open spaces, is to be integrated into the public use network to create active pedestrian and integrated networks and user-friendly aesthetic environments.

Daniel Phillips, March (Urbanism) University of Notre Dame, IN, USA Director – PHILLIPS ASSOCIATES (Architecture & Urban Design) Ltd.

APPENDIX A



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

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

