

Rules Assessment

Rule	Comment on Activity	Compliance
Chapter 2 – Residential Zone		
2.4.1.1(a) Residential activities	The proposal involves residential activities.	Permitted activity
2.4.1.1(f): Demolition and removal of buildings, except those listed in Appendix N1 – Heritage Items.	The proposal involves the demolition of a number of buildings to facilitate the construction of the new buildings. None of these buildings are listed in Appendix N1.	Permitted activity
2.4.1.1(h) Earthworks	The proposal involves earthworks associated with building platforms and parking areas.	Permitted activity
2.4.1.3(b): Compact housing seven or more dwellings per site located within the compact housing overlay identified on the planning maps.	The proposal is within a compact housing overlay and meets the definition of compact housing: <i>“means a housing development in which the design of buildings, their layout, access and relationship to one another has been planned in a comprehensive manner to achieve compatibility between all buildings on a site or sites. This can include Papakāinga housing, terraces, duplexes, apartments and town houses, but excludes retirement village accommodation and associated care facilities.”</i>	Restricted discretionary activity
2.4.1.5(i) All other activities not listed in activity status table Rules 2.4.1.1 to 2.4.1.4.	The proposal involves commercial activities within the ground floor of the Stage 4 building. As the specific activities are not known, it best fits within the definition of commercial activity, which is not provided for within the Residential Zone: <i>“means the use of land and buildings for the display, offering, provision, sale or hire of goods, equipment or services, and includes shops, markets, showrooms, restaurants, cafes, take-away food bars, professional, commercial and administration offices, service stations, motor vehicle sales, visitor accommodation, the sale of liquor, and parking areas associated with any of the above.”</i>	Non-complying activity
2.4.2 Performance Standards		
2.4.2.1 Minimum building setback from road boundaries	All buildings are located a minimum of 4m from the road boundaries.	Complies
2.4.2.2 Minimum building setback from road boundaries	N/A – the site is not within any of the listed locations.	N/A
2.4.2.3 Design of building façade	N/A – there are no garages proposed.	N/A
2.4.2.4 Minimum building setback from internal site boundaries	All buildings are setback a minimum of 2m from internal side boundaries.	Complies
2.4.2.5 Minimum building setback from Te Awa Cycleway	N/A – not adjoining the Te Awa Cycleway.	N/A

2.4.2.6 Dwellings adjoining a Marae	N/A – not adjoining a marae.	N/A
2.4.2.7 Maximum building length	All buildings do not comply with the maximum building length. The lengths are as follows: Stage 1 – 36m Stage 2 – 24m Stage 3 – 24m Stage 4 – 49m	Does not comply (restricted discretionary)
2.4.2.8 Cambridge Park Structure Plan	N/A – not within the Cambridge Park Structure Plan	N/A
2.4.2.9 Maximum height	The site is located within the compact housing overlay where a 10m height limit is permitted. Stages 1 – 3 will be compliant with this as each of these buildings will be a maximum of two storey. Stage 4 does not comply as the building is 13.83m in height.	Does not comply (discretionary activity)
2.4.2.10 Daylight control	All buildings comply with the daylight control (refer drawings RC301 and RC302).	Complies
2.4.2.11 Maximum site coverage	N/A – this rule does not apply to compact housing.	N/A
2.4.2.12 Impermeable surfaces	63.2% of impermeable surfaces is proposed, where a maximum of 60% is permitted.	Does not comply (restricted discretionary)
2.4.2.12 – 2.4.2.17	N/A – the site is not located within any of these locations.	N/A
2.4.2.18 Outdoor living area	N/A – this rule does not apply to compact housing.	N/A
2.4.2.19 Neighbourhood amenity and safety	Stages 2 – 4 comply. Stage 1 does not comply as only 12.2% of glazing is provided, where 15% is required.	Does not comply (restricted discretionary)
2.4.2.20 Neighbourhood amenity and safety	Only a small portion of the site will be fenced. The fence will be visually permeable and 1.3m high.	Complies
2.4.2.21 Neighbourhood amenity and safety	N/A – not within Cambridge Park Structure Plan.	N/A
2.4.2.22 Neighbourhood amenity and safety	Complies – any landscaping proposed will allow for low visibility between the dwelling and the road.	Complies
2.4.2.23 Neighbourhood amenity and safety	N/A – not within Cambridge Park Structure Plan.	N/A
2.4.2.24 Design and layout of development adjoining water bodies and reserves	N/A – not located adjacent to any water body.	N/A
2.4.2.25 Noise	The majority of the activities on site are residential activities and are anticipated to comply with the residential noise limits.	Complies

	The commercial activities will operate during normal business hours and will not involve activities that will exceed the residential noise limits.	
2.4.2.26 Vibration	No significant vibration inducing activities are expected.	Complies
2.4.2.27 Construction noise	Construction of the proposal will be undertaken in accordance with best practice noise management measures and in accordance with this standard.	Complies
2.4.2.28 – 2.4.2.31 Noise	N/A – not located within any of these locations and not a temporary military training activity.	N/A
2.4.2.32 – 2.4.2.33 Signs	No signs are proposed at this stage. Any signs are expected to comply with the relevant requirements.	Complies
2.4.2.34 Earthworks	The proposal will involve earthworks to enable suitable foundations for the new buildings and car park areas. These works will be associated with an approved building consent and resource consent.	Complies
2.4.2.43 Compact housing	<p>The proposal has a minimum area of 2000m². An assessment against the conditions is provided below:</p> <p>(a) All buildings will have a building length that is more than 20m. (Does not comply).</p> <p>(b) All new buildings are separated by other buildings on site by more than 3.5m. There will be a temporary non-compliance with an existing building and a building in Stage 2, however that existing building will be demolished during Stage 3 construction. (Does not comply – temporary).</p> <p>(c) There will be some direct lines of sight between the buildings in Stage 2 and the buildings in Stage 3. (Does not comply).</p> <p>(d) The configuration of the units means that not all dwellings will have dual aspect and Stage 1 will have some windows higher than 1m. (Does not comply).</p> <p>(e) All units comply with the minimum floor area for dwellings. The majority of units do not comply with the minimum outdoor living areas – refer drawing RC103 in Appendix 3. (Does not comply).</p> <p>(f) Approximately 36.8% of the site will be permeable. (Complies).</p> <p>(g) Each building provides a service area that is screened from the front boundaries of the site. (Complies).</p> <p>(h) All outdoor living areas will provide screening from other dwellings on the site, however some are located south-east or south-west. (Does not comply).</p> <p>(i) The outdoor living areas are non-compliant. (Does not comply).</p> <p>(j) A space will be provided for letterboxes at the front of the property. (Complies).</p>	Does not comply (discretionary activity)

<p>(k) Service areas for refuse and recycling are provided within the buildings for Stages 1 and 4. For Stages 2 and 3 these will be located within the shared courtyard. Wheelie bins will then be able to be rolled out to the street frontage for private collection. (Complies).</p> <p>(l) Dwellings do not have front doors that face the street. (Does not comply).</p>		
Section 22 – Heritage and Archaeology		
22.4.1.1 Demolition (including partial demolition) of an archaeological site	The altering/partial demolition of Archaeological Site S15 - 456 (Dump) is expected to occur as a result of earthworks to enable the proposal.	Discretionary activity
Chapter 16 – Transportation		
Refer to Section 8 of the ITA in Appendix 5.		

Assessment of Objectives and Policies

Objective / Policy	Comment
Chapter 2 – Residential Zone	
Objective 2.3.1 – To maintain and enhance the existing elements of the Residential Zone that give each town its own character.	The proposed development will be a noticeable increase in density from the surrounding environment. However, the whole block and the block to the north have been identified for compact housing and therefore the District Plan anticipates there will be intensification of this area.
<p>Policy 2.3.1.2 – To maintain and enhance Te Awamutu’s character by:</p> <p>(a) Maintaining a road pattern that follows the natural contour of the landform and which provides for the occasional view to the rural hinterland; and</p> <p>(b) Providing for wide grassed road verges that enable space for mature trees; and</p> <p>(c) Providing for development that is of a low density, one to two storeys, and set back from road frontages to enable sufficient open space for the planting of trees and private gardens; and</p> <p>(d) Providing linkages to the Mangapiko Stream with development actively facing and providing access to the stream; and</p> <p>(e) Recognising the mix of villas, bungalows and art deco housing in parts of Te Awamutu.</p>	<p>(a) N/A</p> <p>(b) N/A – no changes to the grassed road verges.</p> <p>(c) The majority of the proposed development will be two storey or less, with the exception of the Stage 4 building. Because the Stage 4 building is larger than this, the development has increased the setbacks and provided plenty of space for landscaping.</p> <p>(d) N/A</p> <p>(e) The proposed development incorporates varying architectural design, including some elements of the existing residential character.</p>
Objective 2.3.2 – To maintain amenity values and enhance safety in the Residential Zone.	Policy 2.3.2.1(a) and (b) excludes compact housing. This suggests that these areas will be of higher density.
<p>Policy 2.3.2.1 – all buildings shall be designed and setback from roads in a manner which:</p> <p>a) Maintains the predominant building setback within the neighbourhood except in relation to compact housing areas and Neighbourhood and Local Centres; and</p> <p>b) Allows sufficient space for the establishment of gardens and mature trees on the site except in compact housing areas; and</p> <p>c) Accentuates the dwelling on the site: and</p> <p>d) Provides for passive surveillance to roads and avoids windowless walls to the street.</p>	Passive surveillance has been provided onto the street.
Policy 2.3.2.2 – to maintain the existing character of streets by having a consistent building setback	The proposal complies with the relevant building setbacks as required by the District Plan.
Policy 2.3.2.3 – to maintain spaciousness when viewed from the road, provide opportunities for	The proposal complies with the relevant building coverage requirements of the District Plan. This

<p>planting, provide a degree of privacy, maintain sunlight and daylight, provide ongoing access to the rear of the site and enable building maintenance from within the site by maintaining a consistent setback between buildings on different sites.</p>	<p>allows for open space and opportunities for planting.</p> <p>The units will receive ample sunlight and will maintain a degree of privacy from adjoining sites and units within the same site.</p>
<p>Policy 2.3.2.5 – the height of new buildings shall not be out of character with the Residential Zone. for developments within the compact housing area identified on the Planning Maps this policy applies at the boundary of the site.</p>	<p>Buildings within Stage 1 – 3 will be within the maximum height limits as permitted by the District Plan and therefore consistent with the character of the Residential Zone.</p> <p>The Stage 4 building will be an increase to the surrounding height limits, however it is located at the bottom of a slope which will reduce its visual dominance. Furthermore, the bulk of the building has been broken up through architectural design and landscaping.</p>
<p>Policy 2.3.2.6 – to ensure that all sites have sufficient open space to provide for landscaping, outdoor activities, storage, on-site stormwater disposal, parking, and vehicle manoeuvring by maintaining a maximum site coverage requirement for buildings in the Residential Zone.</p>	<p>The proposed works will increase the building coverage on site from 27.7% to 35.2%, which complies with the relevant requirements in the Residential Zone. There is sufficient open space for landscaping, outdoor activities, storage, on-site stormwater disposal, parking and vehicle manoeuvring.</p>
<p>Policy 2.3.2.7 - Maintain a proportion of each site in permeable surfaces such as lawn and gardens, in order to ensure there is sufficient capacity to enable the on-site disposal of stormwater.</p>	<p>The proposal provides 36.8% of permeable surfaces on site as lawn and garden areas. Approximately 1000m² will be paved areas for pathways throughout the site. Where possible, these pathways will use materials that will maintain a level of permeability.</p>
<p>Policy 2.3.2.16 – to ensure that earthworks are carried out in a manner that avoids adverse effects between properties and on water bodies</p>	<p>Earthworks on site will be generally limited to shallow topsoil scraping or filling and will be carried out in accordance with the relevant requirements of the Regional Infrastructure Technical Specifications. Any potential adverse effects arising from the construction of the proposal will be adequately mitigated by the temporary nature of the construction activities, operating during day-time hours and the requirement to comply with NZS 6803:1999 Acoustics – Construction noise.</p> <p>There are no water bodies located in close proximity to the site.</p>
<p>Policy 2.3.19 – to enhance the safety of residential neighbourhoods through site layouts and building designs that incorporate Crime Prevention through Environmental Design (CPTED) principles.</p>	<p>An assessment against CPTED has been provided in Section 7.3.2.4.</p>
<p>Policy 2.3.2.20 – To ensure that passive surveillance is provided to roads, reserves and walkways.</p>	<p>The proposal provides passive surveillance to the streets. Each of the buildings have windows facing the roads and the stage 2 and 4 buildings have balconies and courtyards at the street frontage.</p>

	Additionally, the commercial activities on the ground floor of the Stage 4 building will provide activation of this frontage, thereby enabling surveillance.
Objective 2.3.3 – to maintain and enhance amenity values within and around dwellings and sites in the Residential Zones through the location, layout and design of dwellings and buildings.	All of the buildings comply with the building setbacks and daylight control rules at the boundaries of other properties. Whilst the Stage 4 building exceeds the maximum height limit by 3.8m, a 12.5m setback has been provided between the building and the northern properties. This is 10.5m more than the required setback. The increased setback will reduce dominance and maintain daylight and privacy of adjoining properties.
Policy 2.3.3.1 – buildings should be setback from rear boundaries in order to provide for the privacy of adjoining properties and to not overly dominate outdoor living areas on adjoining sites.	
Policy 2.3.3.3 – to maintain adequate daylight and enable opportunities for passive solar gain by providing for the progressive reduction in the height of buildings the closer they are located to a boundary (except a road boundary).	
Policy 2.3.3.5 – long building lines are not consistent with residential character and should be avoided. Buildings that are well modulated with architectural detail shall be preferred.	
Objective 2.3.4 – To enable a wide range of housing options in Cambridge, Te Awamutu, Kihikihi, and Karapiro in a way that is consistent with the key elements of the character of each place.	The proposal provides further housing options and has taken into consideration changing housing needs of the District. This will reduce the need for developing in greenfield areas.
Policy 2.3.4.1 – To meet changing housing needs and to reduce demand for further land to be rezoned, by providing for a range of housing options. Developments that are comprehensively designed where spaces can be shared will be preferred.	
Policy 2.3.4.5 – To enable compact housing in the following locations: (a) Areas identified for compact housing on the Planning Maps or on an approved structure plan; or (b) Where the intensive use is offset by adjoining an area zoned for reserve purposes on the Planning Maps that is greater than 1000m ² , including the Cambridge town belt; or (c) Within a 400m radius of a Commercial Zone. (d) Compact housing will be supported where it is consistent with compact housing provided on neighbouring land. Provided that: (i) In all cases compact housing shall be comprehensively designed and shall incorporate	The site is located within a compact housing area and therefore the District Plan anticipates that higher density development will occur in this location. The site is also located within 400m of a Commercial Zone.

<p>the sustainable design and layout principles (refer to Section 21 – Assessment Criteria and Information Requirements); and</p> <p>(ii) At the boundaries of the site, compact housing shall be consistent with the predominant height and bulk of development in the neighbourhood; and</p> <p>(iii) Sites which adjoin a cul-de-sac should be avoided.</p>	
<p>Objective 2.3.5 – To ensure that developments are comprehensively designed, incorporate urban design and CPTED principles, are co-ordinated with infrastructure provision, and integrated with the transportation network.</p>	<p>As outlined in Section 7.3.2.4, the proposal has incorporated CPTED principles.</p> <p>It is also integrated with appropriate infrastructure (as discussed in Section 7.5) and is located in close proximity to the town centre, with key transport links.</p>
<p>Policy 2.3.5.1 – To ensure that in-fill housing, compact housing, retirement village accommodation and associated care facilities, rest homes and visitor accommodation are comprehensively designed by:</p> <p>(a) Ensuring that developments relate to the street existing buildings, and adjoining developments in the neighbourhood; and</p> <p>(b) Ensuring that in the Cambridge Residential Character Area new dwellings between existing dwellings on the site and the road shall be avoided; and</p> <p>(c) Avoiding long continuous lengths of all; and</p> <p>(d) Maximising the potential for passive solar gain; and</p> <p>(e) Providing for sufficient private space for the reasonable recreation, service and storage needs of residents; and</p> <p>(f) Retaining existing trees and landscaping within the development where the development where practical; and</p> <p>(g) Where appropriate provide for multi-modal transport options and provide for links with existing road, pedestrian and cycleways; and</p> <p>(h) Incorporating CPTED principles; and</p> <p>(i) Addressing reverse sensitivity effects; and</p> <p>(j) Mitigating adverse effects related to traffic generation, access, noise, vibration, and light spill; and</p> <p>(k) Being appropriately serviced and co-ordinated with infrastructure provision and integrated with the transport network.</p>	<p>(a) The design has taken into consideration neighbouring sites. It is provided appropriate setbacks from the boundaries.</p> <p>(b) N/A – the site is not located within this area.</p> <p>(c) Whilst the proposal does provide buildings that exceed the maximum building length, the buildings incorporate building modulation to ensure long blank walls are avoided.</p> <p>(d) The buildings have been oriented to maximise the potential for passive solar gain.</p> <p>(e) Each unit has a private outdoor area in the form of a balcony or courtyard. Communal courtyard areas are also provided and parking areas are provided for bikes and mobility scooters.</p> <p>(f) The proposal will involve the removal of three trees across the site and one street tree. The removal of these is considered essential to facilitate the development. As part of the proposed works a number of new trees will be planted across the whole site.</p> <p>(g) The site incorporates several pedestrian pathways throughout the site, providing connectivity to different street frontages. The proposal also provides parking for both vehicles, bikes and mobility scooters.</p> <p>(h) As outlined in Section 7.3.2.4, the proposal has incorporated CPTED principles.</p> <p>(i) Reverse sensitivity effects are not expected given the surrounding environment is residential.</p> <p>(j) Section 7 of this report assesses affects in relation to traffic generation and access. No adverse effects are expected in relation to noise, vibration and light spill. There may be some construction related effects, however these will be temporary in nature.</p>

	(k) The location of the site is appropriate in regard to infrastructure provision and transport connections.
Objective 2.3.6 – to restrict the establishment of non-residential activities in a Residential Zone, except for visitor accommodation, activities within listed heritage items, areas specifically identified on structure plans for this purpose, and those activities that provide for health and well-being of the community, and have a functional and compelling need to locate within a Residential Zone.	We note that the policy direction of the District Plan seeks to restrict the establishment of non-residential activities in a Residential Zone. Therefore, the proposal is technically in conflict with this objective and policy. However, in this instance, the site is considered suitable for small scale retail / commercial activities. The reasoning for this is outlined in Section 7.
Policy 2.3.6.1 – to maintain the Residential Zone for residential activities by ensuring that: a) Industrial activities and commercial activities within the Residential Zone except as provided for in a structure plan; and b) Non-residential activities are not dominant within a residential block.	
Policy 2.3.6.3 – buildings and activities associated with non-residential activities should be of a scale and design that: a) Maintains residential character including the scale and design of buildings and their location on the site; and b) Provides for on-site parking and vehicle manoeuvring areas; and Mitigates adverse effects related to traffic generation, access, noise, vibration, and light spill, to the extent that they do not result in adverse effects on residential character and amenity and the surrounding transport network.	The proposed commercial / retail activities are small scale. On-site parking and manoeuvring is provided, which will reduce the potential for over-spill onto the surrounding road network. The nature of the activities is unlikely to result in noise that is above what is anticipated in a residential environment and will operate during normal business hours.
Chapter 16 – Transportation	
Policy 16.3.2.2 - To improve pedestrian safety in proximity to schools and other community facilities, and commercial areas including pedestrian frontage areas; the standard of pedestrian networks shall be enhanced to accommodate and encourage greater use.	A number of pedestrian pathways have been incorporated throughout the site to improve safety and connectivity.
Objective 16.3.3 – to maintain the ability of the transport networks to distribute people and goods safely, efficiently and effectively.	The proposed development is expected to increase peak hour demands by approximately 22 vph, which is a conservative estimate. These movements will be spread across two parking areas and will distribute in two directions on Palmer Street, adding approximately one new vehicle movement every five minutes to the intersections at either end. This level of change is unlikely to be perceptible and is not expected to
Policy 16.3.3.1 – avoid, remedy or mitigate the adverse effects of development or subdivision on the operation and maintenance of the transport network, including from:	

<ul style="list-style-type: none"> a) Traffic generation, load type, or vehicle characteristics; and b) The collection and disposal of stormwater; and c) Reverse sensitivity effects where development or subdivision adjoins existing and planned roads. 	<p>generate adverse operational or capacity effects on the network.</p>
<p>Objective 16.3.4 – the provision of adequate and well-located vehicle entrances and parking, loading and manoeuvring areas that contribute to both the efficient functioning of the site and adjacent transport network.</p>	<p>Access to the site has been consolidated to two points on Palmer Street, which is a local road and has the lowest volume of all the site frontage roads. Both new vehicle crossings will comply with sight distance requirements and have been assessed as appropriate for the environment.</p>
<p>Policy 16.3.4.1 - To maintain the safe and efficient functioning of adjoining roads and railways, vehicle entrances to all activities shall be located and formed to achieve safe sight lines and entry and egress from the site. In some locations, adjoining rail lines, State Highways, and the District's Commercial Zones; vehicle entrances will be limited and will require assessment due to the complexity of the roading environment, or the importance of provision for pedestrians.</p>	<p>A total of 38 parking spaces (including two accessible), one loading space and one ambulance space are proposed to be provided on site. A robust assessment of demand from the proposed development resulted in a forecast of up to 40 spaces at any one time. The proposed supply approximately matches this. The potential for overspill parking is assessed as minimal, but if it eventuates, it can be appropriately accommodated as on-street parking on Palmer Street. The existing activity is nearly entirely reliant on on-street parking at present (for a low number of resident vehicles and visitor parking). The introduction of on-site parking provides an additional resource and is expected to result in no net increase in demand for on-street parking.</p>
<p>Policy 16.3.4.2 - To maintain the efficient functioning of adjoining roads, all activities shall provide sufficient area on site to accommodate the parking, loading and manoeuvring area requirements of the activity, except in the Residential Zone where the provision of on-site manoeuvring for dwellings is enabled within the setbacks.</p>	