

From: info@waipadc.govt.nz
To: [Policy Shared](#)
Subject: External Sender: Waipā District Plan - Plan Change Submission Form 5 - David William Greed
Date: Friday, 3 April 2026 4:47:33 pm

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This is a submission on the following proposed plan change to the Waipā District Plan

Proposed Private Plan Change 37 - Rider Park Structure Plan

Could you gain an advantage in trade competition through this submission? I could not

Are you directly affected by an effect of the subject matter that - (a) adversely affects the environment; and (b) does not relate to trade competition or the effects of trade competition? I am not

Do you wish to be heard (attend and speak at the Council hearing) in support of your submission? I do not

If others make a similar submission, will you consider presenting a joint case with them at the hearing? Yes

Do you support the proposed change(s)? I oppose

The specific provisions of the plan change my submission relates to are (give details):

- Rezone land zoned Deferred Residential (45.71 ha within the C5 Growth Cell) and Rural (52.89 ha) to Medium Density Residential Zone
- Change and add provisions within sections 2A (Medium Density Residential Zone), 15 (infrastructure, hazards, development and subdivision) and 21 (assessment criteria) of the Waipā District Plan
- Amend Appendix S1 – Future Growth Cells (relating to the C5 Growth Cell)
- Insert a new Structure Plan for the area, to be known as Rider Park Structure Plan.

My submission is

1. Cambridge as a whole has more than enough land already available for the building of homes, in Cambridge West (Bridleways, Abergeldie Way and the St Peters developments), the Te Awa project (north of Lamb Street/east of Cambridge Road).
2. The vast majority looking to reside in the proposed Rider Park development will be working north of the Waikato River (in the Cambridge CBD or the Hautapu industrial area) or in Hamilton City. The current bridge infrastructure is woefully inadequate for the existing residents needing access across

the river. While having two bridges is not a single point of failure, the Victoria Bridge is not reliable and significant issues arise when it is not available. Not only does this cause concern for existing residents in Leamington, it causes extreme concern for emergency services which needs totally reliable access either way.

2a. The extra traffic will also have a negative impact on the Leamington Village, which is already too busy/noisy at peak times and furthermore, has inadequate parking for the businesses that operate there.

3. Other public infrastructure (water, sewerage, stormwater) will also be stressed - who will pay to have that beefed up as necessary? More cost to the already stretched existing ratepayers. The money required for this would be much better spent on other facilities within the town, e.g. the Public Library, a third bridge, etc.

4. The same applies to other infrastructure (power, communications, etc) - who pays to have that beefed up?

5. Schools will also need to be expanded to handle the extra students - all the existing schools in the Cambridge area are land constrained with no room for the extra buildings and facilities required for the needs of the schools with their expanded rolls.

6. Too much existing farmland (which should be productive and contributing to the wider economy) is being swallowed up for development such as this proposal. Once turned into residential subdivisions the economy loses out forever - our community and country will be the poorer for it.

I seek the following decision/s from Council

That the proposal in its entirety, be denied and that the status quo remains.

Attachments