

From: info@waipadc.govt.nz
To: [Policy Shared](#)
Subject: External Sender: Waipā District Plan - Plan Change Submission Form 5 - Proposed Private Plan Change 37 - Rider Park Structure Plan
Date: Monday, 27 April 2026 11:42:22 am

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Full name of submitter Proposed Private Plan Change 37 - Rider Park Structure Plan

Contact name (if different from above) Nigel Salter

Email address [REDACTED]

Address for service [REDACTED]

Contact phone number [REDACTED]

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

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):

My submission relates to the impact that the proposed changes will have on traffic flows and congestion on already crowded roads for Leamington residents.

My submission is

I submitted comment on 18 April.

I have re-read the proposed changes and ask that this submission supersede that original.

Most Leamington residents are obliged to use the existing river crossings as part of their everyday schedules.

The commercial, educational and governance facilities in Cambridge are largely based on the Cambridge side ("the northern side") of the river.

Specifically, the following are based on the northern side of town:

- Supermarkets (with the exception of Fresh Choice)

- Banks are exclusively based on the northern side.
- Both the High Schools
- All but one primary school
- All but 2 medical facilities - and all specialist services
- Waipa District Council facilities (library, administration, swimming pool)
- NZ Police
- The majority of commercial retail outlets
- The majority of service industries
- All motor vehicle dealers
- All but one petrol service stations

In addition, access to the Waikato Hospital, Auckland and the airports all require Leamington residents to traverse the river.

What this means that a substantial proportion of Leamington residents need to cross the river for their basic needs.

I note that as part of the documentation supporting the proposal that the consultants have determined that with two intersectional changes (at Wordsworth/Shakespeare Streets and Maungatautari Rd (Browning Street) and Shakespeare Road) existing road infrastructure is adequate to meet future needs - they have provided a fancy table to support the traffic flows based on daily averages, and which conveniently ignore peak flows. They obviously do not live in Leamington.

If I wish to access Shakespeare Street from my home via Raleigh Street between 8am and 9am on weekdays, I am obliged to make a left turn into Shakespeare (as existing traffics can be blocked as far back as Thompson Street), then a right into Campbell Street so I can access the high level bridge via Burns Street. What fun this will be when a further 850+/- households (1500 vehicles?) are joining the circus by turning right from Wordsworth into Shakespeare.

And I haven't even mentioned the Waikato River bridges.....

At a recent presentation to the Cambridge Rotary Club Mayor Mike Pettit advised that a future additional crossing of the river - a third bridge - was not in Council's short or medium term priorities - that the planning, consultation, approvals and funding processes would take the actuality of a third bridge some time well in to the future.

The potential residents in this proposed development will have the same needs to access the greater Cambridge facilities outlined above via the existing bridges - and these are already significantly congested at peak and school drop off/pick up times.

Finally, I note from the attachments to the proposed changes that the infrastructure changes identified are only proportionately related to the proposal. Am I correct in assuming that we, the ratepayers, will be expected to kick the can for the proportion of the costs they have claimed no responsibility for? In short, we will be subsidising their development costs.

What a wonderful world....

I seek the following decision/s from Council

Rejection of the proposed plan changes

Attachments