

From: info@waipadc.govt.nz
To: [Policy Shared](#)
Subject: External Sender: Waipā District Plan - Plan Change Submission Form 5 - Clinton Worters
Date: Tuesday, 30 June 2026 3:13:43 pm
Attachments: [REF261237551.pdf](#)

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Full name of submitter Clinton Worters

Contact name (if different from above)

Email address

Address for service

Contact phone number

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

Private Plan Change 36 - Ōhaupō Large Lot Residential Extension

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

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):

The rezoning of the site from Rural Zone to Large Lot Residential Zone, the proposed Ōhaupō South Structure Plan appendix, the removal of the SH3 Scenic Corridor Overlay, and the associated subdivision provisions enabling approximately 40 residential lots, together with the proposed new give-way intersection on Ryburn Road.

My submission is

In opposition to Proposed Private Plan Change 36 in its entirety.

I oppose this plan change because the land has serious drainage and flooding constraints that I am aware of from working on the property over a number of years with the previous owner, including felling trees. The site contains multiple springs, holds ponded water in its southwest corner for four to six weeks after ordinary rainfall, and has hard clay close to the surface across much of the land, which means soakage cannot be relied on as a stormwater or effluent solution. I have seen this directly, including getting a vehicle stuck in waterlogged ground and the previous owner being unable to graze stock there over winter despite repeated attempts to drain it.

I am also concerned about the safety of the proposed new give-way intersection on Ryburn Road, given the speed of vehicles approaching from the west, and about the existing pressure on the SH3/Ryburn Road intersection, which I already experience daily. The rural character of this part of Ōhaupō would also be fundamentally altered by this scale of residential development.

I seek the following decision/s from Council

That Proposed Private Plan Change 36 be declined in its entirety. If it is not declined, that the number of lots be significantly reduced to reflect the actual drainage constraints of the land, that soakage testing and flood modelling be completed before any decision is made, that the effects on downstream flooding including the capacity of the culvert under the railway line be assessed, that an independent road safety assessment be undertaken for the proposed new intersection on Ryburn Road, and that the ecological values of the ponds, including dabchick habitat, be properly assessed.

Attachments

[PC36_Submission_Clinton_Worters.pdf](#) (862 kb)

Submission in Opposition

Proposed Private Plan Change 36

Ohaupo Large Lot Residential Extension

Submitter details

Clinton Worters
6 Ryburn Road, Ōhaupō
Waipā District

Would you like to be heard?

Yes. I wish to be heard in support of this submission. If others make a similar submission, I will consider presenting a joint case with them at the hearing.

Summary of submission

I oppose Proposed Private Plan Change 36 in its entirety and request that it be declined. My primary concerns are the drainage and flooding characteristics of this land, which I know from direct experience working on it over a number of years. I also have concerns about the safety of the proposed new give-way intersection on Ryburn Road, the effect on traffic at the existing SH3/Ryburn Road intersection, and the character of this end of Ōhaupō.

1. Introduction and standing

I live at 6 Ryburn Road, Ōhaupō, on the corner of Ryburn Road and State Highway 3, directly across from the plan change site. I have lived at this address since June 2014.

I spent considerable time on the plan change land working alongside the previous owner, including felling trees and assisting with general farm work. I have direct knowledge of how this land behaves, particularly in wet weather, and my concerns are based on that experience.

2. Drainage and flooding

The plan change land has very poor drainage. This is not my opinion about what might happen if it is developed. It is what I have observed repeatedly over a number of years working on the property.

The southwest corner of the site, near the railway line, ponds and holds water for extended periods after any decent rainfall. It does not need to be a major event. That corner can hold ponded water for four to six weeks at a time. The previous owner confirmed this to me directly. The flood mapping in the application documents shows ponding concentrated in the southwest near the railway line. That is consistent with what I saw on the ground.

There are at least two springs on the property. One sits on the southern boundary about halfway up the property and drains down the southern side to the southwest corner. Another is in the southeast near the old yards and drains from the southeast down to the southwest corner. The area around the redwoods in the middle of the

property is damp and holds water twelve months of the year, which suggests there may be a further spring in that location. The area to the west of the two larger central ponds, between the ponds and the railway boundary, is extremely wet and borders on swampy.

All four ponds on the property are spring-fed. The previous owner had dug them out in an attempt to dry the ground, with minimal success. The larger of the two smaller ponds near the track closest to SH3 is fed from a spring that will fall within what the application calls site 30. Drainage was put in to feed that pond, which in turn drains into a channel that runs down to the southwest corner.

There were parts of the property that the previous owner did not graze stock over winter because it was too boggy. I got a four-wheel drive stuck twice in one paddock and had to be pulled out by tractor.

The soils hold water because there is hard clay only a couple of feet below the surface across much of the site. I have seen this directly where the previous owner dug with an excavator. That clay layer is why the drainage is so poor and why soakage into the ground cannot be relied on as a solution.

The farm directly west, across the railway line, already floods significantly in heavy rain, forming what can amount to a couple of acres of ponded water. The volume of runoff from 40 residential lots, with their rooftops, driveways, and approximately a kilometre of new roading, will significantly increase the amount of water flowing downstream. Whether the culvert under the railway line can cope with that additional load has not been addressed.

Every lot will require a rainwater tank as the water supply is trickle-fed and cannot service 40 households. Those tanks fill during rain and once full they overflow. That overflow goes into the same drainage system that is already under pressure during heavy rain. Forty tanks overflowing simultaneously, on top of rooftop and road runoff, is a very significant additional load on ground that already struggles to drain.

I also have a concern about effluent disposal. Because the ground stays significantly wet, on-site effluent systems may not be able to treat and dispose of wastewater adequately. The drainage from this site runs toward the Waikato River system. If effluent leaches through waterlogged ground rather than being properly treated, the effects on water quality downstream could be serious.

In my view, based on what I have seen of this land, it cannot support 40 residential lots. The drainage constraints are fundamental, not something that can be engineered away at resource consent stage. If the plan change is not declined outright, the number of lots should be significantly reduced to reflect what this land can actually support.

3. Traffic

All traffic from the proposed development will use Ryburn Road and the SH3/Ryburn Road intersection. I live on that corner and use it every day.

At around 8.30 in the morning I regularly sit at the SH3/Ryburn Road intersection for two to three minutes waiting to turn left onto SH3. With 40 additional households using the same route, that problem will get significantly worse.

The proposed new give-way intersection onto Ryburn Road is located approximately 200 metres west of SH3, near the railway bridge. Vehicles travelling east on Ryburn

Road come around that corner at speed. I watch traffic there every morning. Many cars come through at around 100 kilometres per hour and do not slow down when the speed limit drops to 50. A new give-way junction placed where drivers are still travelling at that speed, with limited visibility to the west due to vegetation near the bridge, is a serious safety concern.

4. Character

This end of Ōhaupō feels rural. It is the edge of the village, not part of it. Rezoning this land for 40 residential lots would fundamentally change that character.

5. Ecological values

I am aware that dabchicks were breeding on the smaller of the two large ponds on the property for four or five years before the property changed ownership. I also know that herons were nesting annually in one of the redwoods in the middle of the property. We did not fell those trees because of the nesting, as we could not identify which tree it was. The remaining redwoods are still standing.

6. Relief sought

I request that Proposed Private Plan Change 36 be declined in its entirety.

If the plan change is not declined, I request:

- That the number of lots be significantly reduced to reflect the actual drainage constraints of the land.
- That soakage testing and flood modelling be completed before any decision is made.
- That the effects on downstream flooding, including the capacity of the culvert under the railway line, be assessed.
- That an independent road safety assessment be undertaken for the proposed new give-way intersection on Ryburn Road.
- That the ecological values of the ponds, including dabchick habitat, be properly assessed.

Clinton Worters
6 Ryburn Road, Ōhaupō
June 2026

Appendix A: Site photographs (taken 2021, at time of sale)

The following photographs were taken in 2021 when the property was listed for sale. They show the ponds and the general character of the land. I can indicate the approximate locations of the springs on these images if that would assist the commissioners at the hearing.

Figure 1: Aerial view showing site boundary and ponds



Figure 2: Aerial view showing site boundary, ponds, and relationship to SH3 and Ryburn Road



Figure 3: Ground-level view showing spring-fed ponds, dug out by the previous owner in an attempt to dry the ground



Figure 4: Standing water visible in the southwest corner of the site, photographed 30 June 2026



This photograph was taken six days after a rainfall event of 39.6mm recorded at Hamilton Airport on 24 June 2026, with smaller falls of 13.8mm and 7.4mm on the following two days and negligible rain since. Hamilton Airport is approximately 5km from the site and is provided as an indicative reference rather than an on-site reading. The standing water visible in the photograph, days after what was a moderate rather than extreme rainfall event, is consistent with the prolonged ponding I describe in paragraph 2 above.

Figure 5: Hamilton Airport rainfall record, last 30 days to 30 June 2026
(Source:Metservice)

