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Waipā District Plan Plan Change Submission Form

Form 5

Clause 6 of the First Schedule to the Resource Management Act 1991

Send to: Waipā District Council, Private Bag 2402, Te Awamutu 3840

Phone: 0800 924 723 | Online: www.waipadc.govt.nz/planchanges | Email: districtplan@waipadc.govt.nz

Please attach additional sheets if there is not enough space for your submissions. If you do not wish to use this form, please ensure that the same information required by this form is covered in your submission.

COUNCIL USE ONLY

Date received

Document ref:

Note: You must fill in ALL sections of this form.
Submissions close 5pm Tuesday, April 28, 2026.

1. Submitter details

Full name of submitter:

KELVIN GARETH DUNN

Contact name if different from above:

Contact phone number(s)

Email address:

Address for service:

(required if no email address is provided)

We will serve all formal documents electronically via the email address provided above. Where there is no email address provided the documents will be posted to the above address.

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

Proposed Private Plan Change 37 – Rider Park Structure Plan Area

3. Trade competition

Select one

☐

I could

☒

I could not

gain an advantage in trade competition through this submission.

Select one

☒

I am

☐

I am not

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

4. Attendance at Council hearing

Select one

☒

I do

☐

I do not

wish to be heard (attend and speak at the Council hearing) in support of my submission

If others make a similar submission, I will consider presenting a joint case with them at the hearing.

☒

Yes

☐

No



Submissions must be received by Waipā District Council
by 5pm on Tuesday, April 28, 2026

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

Select one	☐	I SUPPORT
	☐	I SUPPORT IN PART
	☒	I OPPOSE

6. My submission is: (please include the reasons for your view)

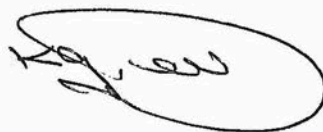
SEE ATTACHED ANNEX

7. I seek the following decision/s from Council: (give precise details – e.g. what you would like the wording of a specific provision (or map) to be changed to)

THAT THE PROPOSED PLAN CHANGE
BE REJECTED A

8. Signature of submitter (note: a signature is not required if you make your submission by electronic means, however please type your name below)

Signature of submitter:
(or person authorised to
sign on behalf of submitter)



Dated 27/04/26

6. SUBMISSION ON PROPOSED PLANE CHANGE 37 - RIDER PARK STRUCTURE PLAN

I make this submission as a concerned local resident who will be directly very seriously adversely affected by the proposals contained in Private Plan change 37 for the development of 1250 new homes on land at Rider Park

Chief among my concerns is the significant adverse effects of increased and long term traffic movements and congestion outside my property relating to noise, air pollution, vibration from very large and heavy commercial vehicles that will increase damage to my property (it already suffering from stress cracks in woodwork etc. from current flows and vibration), and the increase in risk to personal safety on accessing or leaving my driveway (currently a major issue even without the plan change proposal). The roading infrastructure in the vicinity is already strained with the current traffic movements and greater strain will result from the significant increases the proposal will generate both during and after construction. Leamington's main roading infrastructure is not suitable for the significant increase in traffic movements arising from the proposal: it needs to be upgraded to meet the demands that would be placed on it. Upgrading roading infrastructure before the anticipated start date of the proposal is simply not feasible given the necessary lead in times and especially given council is unable to maintain the existing roading infrastructure (including footpaths etc) to a satisfactory standard: putting scarce resources into ^{facilitating} a new development will further degrade the already poor maintenance and service standards. That fact alone means that the proposal is premature.

The increased traffic burden imposed by the proposal MUST also be considered alongside the significant increase in the movement of very large and heavily loaded commercial vehicles that will be associated with the recently approved sand pit development on Newcombe Road, Cambridge, a development with a 35 years approval period that is forecast to bring an estimated 100 trucks (plus) a day moving along Shakespeare Street/Browning Street at the height of production. I and other residents should not have to put up with additional significant impacts of noise, disruption, dust and vibration from such a large-scale proposal's construction process and then with the additional other traffic movements post completion.

My home faces on to Browning Street a short distance from the crossroad junction with Shakespeare Street and the "feeder" lane that veers off Shakespeare Street on to Browning Street. The current traffic flows are already very high especially at peak times and when events are held at Lake Karapiro, of which there are many including very well attended events like the MAADI Cup and Waka Ama competitions. The absence of traffic lights or a roundabout at the Browning/Shakespeare crossroads causes major hold ups for traffic especially for those turning right to travel down Shakespeare Street (in my experience as a nearby resident being the bulk of movements there). The noise of stationary traffic revving engines, playing loud music and pressing horns to signify frustration and a pointless urging of movement of vehicles waiting to turn (together with the resultant exhaust pollution) lasts for hours and is very inconvenient and disruptive. It results in excessive noise and environmental pollution that can (and does) adversely affect peace and tranquillity leading to any number of adverse health conditions

including stress and breathing problems. Windows cannot be left open in summer because of the noise and the dust and smut that enters the property damaging paintwork and fabrics.

Even outside of these events, the route is already highly trafficked including by HGV/commercial and agricultural vehicles such as tractors, bailers, mowers etc. with attendant problems mentioned above.

The "feeder" lane from Shakespeare Street, is and has been an ongoing problem for many years: vehicles far too often exceed the speed limit as they join Browning Street. Minor accidents or near misses happen too often as vehicles using the "feeder" lane try to get ahead at the Give Way sign of those approaching from the crossroads. There have been a number of close calls with cyclists who regularly use the crossroads on their way towards Karapiro as drivers don't slow down and give way as required and who, in their haste to get ahead of other vehicles, don't see cyclists. Having almost been run into on a number of occasions at the Give Way point myself I fear it is only a matter of time before a cyclist is seriously injured or killed there. Increased traffic flows in this area caused by the proposal will increase that risk exponentially.

Similarly, given the inadequacy of the infrastructure at such an important junction there have been a number of accidents at the crossroads over the years even in relatively light traffic and it is only by luck that some have not been fatal! If approved and without the roading being upgraded to allow for it the proposed plan change will undoubtedly further exacerbate these risks.

The current problems with the traffic coming off the "feeder" lane from Shakespeare Street and moving towards Karapiro are acute for some of the owners of the homes near that junction (some of whom like me are elderly) in that we have to reverse off our driveways to join Browning Street. Speeding vehicles put us at very high risk of collision even when we have safely navigated ourselves to a stop on the road side. Excess speed reduces reaction times and I personally, despite the greatest caution I can take, have almost been collided with on many occasions over the years as I leave my driveway. The same problem exists when we come off the "feeder" lane towards our homes; those following too closely at excess speed are unprepared for our manoeuvre and are often hard pushed to avoid rear ending us as we slow down and indicate to turn on to our driveways. That regularly results in road rage by impatient drivers and on occasion threats of physical harm! Again, such problems will only be exacerbated with the significant increases in traffic movements associated with this proposal.

Because of the hold ups at the junction impatient drivers often resort to "rat running" along adjacent residential side streets as they try to avoid the Shakespeare/Browning Street crossroads: that will only increase in the future given the scale of the proposed development and with the current infrastructure. There will also be a commensurate safety risk to residents and those walking the side streets given that not all of them have footpaths down both sides. That requires pedestrians both young and old and those on mobility scooters to constantly cross the road to use a footpath.

While seemingly a small matter in itself it has to be pointed out that there is only one pedestrian crossing on Browning Street at the junction with Scott Street. It serves as a crossing point for families, unaccompanied young children and mothers with babies in prams and elderly people including those on mobility scooters and residents at the nearby aged care facility. All are at risk with current traffic movements especially from vehicles that are increasing their already excessive speed as they come off the "feeder lane" from Shakespeare Street towards Karapiro. There have been a number of close calls there in the past, such as vehicles colliding with the road signs and raised verges, and where again the lack of personal injury was more by luck than judgment! The significant increase in traffic flows resulting from the plan change proposal will further exacerbate the real dangers associated with the crossing unless and until the roading is upgraded or modified to provide a safe place to cross.

The above reflects the most immediate impacts the proposal has on me directly as an affected resident. But there are other factors that militate against the proposal that affects the Cambridge community as a whole. These are (in no particular order of importance to me):

PUBLIC TRANSPORT

There is no reliable, regular bus service for travel in and around Cambridge (the Hamilton service notwithstanding). That means residents of the proposed development, which is a long way out of town, will inevitably drive to and transit through Leamington and the town itself. That means an inevitable increase in traffic movements as mentioned earlier. Leamington will inevitably be burdened with more parking problems from those who are likely to drive to Leamington, park up, and catch the bus for an onward journey or remain to shop etc. Parking in Leamington is already very limited and the additional burden the proposal will bring will result in more parking on side roads thereby adversely affecting residents there. Moreover, there is no facility for increasing parking provision in Leamington itself so limited parking will be an ever-present and increasing problem for all.

FACILITIES/AMENITIES

There are very limited health facilities in Leamington, especially GP surgeries. Even now it can take up to 4 weeks to get a GP appointment and waits of up to six weeks are not unusual as I know from personal experience. The scale and density of the proposal will see the collapse of medical care here as the current health facilities simply cannot support more patient demand. New facilities are desperately needed now but almost certainly will not to be provided in the foreseeable future. The proposal will significantly adversely affect existing residents' AND new residents' access to already stretched services and lead to poorer health outcomes for all.

Those unable to access health services in Leamington will have to travel to the CBD and further on north to do so. The absence of a frequent reliable bus service means more traffic movements along Browning and Shakespeare Streets thereby being another contributory factor to congestion. That traffic which passes through Leamington will further exacerbate the congestion at both the high-level bridge and especially the low-level bridge which is expected to have to handle an anticipated 400 plus daily heavy commercial truck movements from the

permitted sand pit development on Newcombe Road. With increased movements comes a commensurate increase in risks to safety.

AFFECT ON CAMBRIDGE TOWN

The scale of the proposed development has seriously harmful implications for the very nature and character of Cambridge. Parking in the CBD is already at a premium with ongoing frustration from all sectors (especially the business community) about the adverse effect that has. The scale of the proposed development will amplify those concerns and problems especially as there are few or no places where additional parking can be provided and the absence of reliable, frequent and reasonably priced bus service exacerbates the problems.

OTHER

Quite apart from the specifics mentioned above, there are other wider factors that militate against the proposal. They include the excessive housing density and scale of the development compared to other developments and nearby housing areas in Leamington in particular. the loss of valuable agricultural/horticultural/equine land that, once lost can never be replaced. The development is also out of character with the rest of the area which will lose its tranquil, rural feel: it is an environment that currently draws people to the area. The proposal puts at risk Cambridge's appeal to visitors with commensurate adverse financial impacts on traders.

Cambridge town is already under severe pressure from current traffic flows and it is accepted wisdom that another bridge is required if the town is to remain vibrant place that people want to shop in and live in. The increase in people and traffic that the proposal will bring without another crossing being in place will severely adversely impact the current parlous situation.