

From: info@waipadc.govt.nz
To: [Policy Shared](#)
Subject: External Sender: Waipā District Plan - Plan Change Submission Form 5 - Ashley Slater
Date: Friday, 12 June 2026 11:00:47 pm
Attachments: [REF261190941.pdf](#)

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Full name of submitter Ashley Slater

Contact name (if different from above) Ashley Slater

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 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):

This submission relates to the proposed access arrangements from Ryburn Road, including the stated or assumed existence of access that does not exist. It also relates to the Transport Assessment recommendations, particularly the creation of a new T intersection on Ryburn Road and the proposed relocation of the 50/80 km/h speed limit signage.

In addition, my submission relates to the transport and roading effects of increased traffic on Ryburn Road and the State Highway 3 intersection, the lack of detail regarding the exact placement of speed signage and access design, the stormwater management provisions and their potential effects on neighbouring properties, the environmental effects relating to pest displacement (in particular rabbits), and the overall direct effects on adjacent residential properties, including 28 Ryburn Road.

My submission is

I oppose the proposed private plan change.

I am the owner and occupier of 28 Ryburn Road, and my property is directly affected by this proposal.

My concerns are based on both the information provided in the application and my lived experience in the area.

The application indicates that there is access to the subject property from Ryburn Road; however, this is not correct. There has been no farm or vehicle access at the northern edge where access is suggested where a gate is located. The gate is an internal gate used in the past to separate paddocks, if the gate did allow access from Ryburn Rd there is the matter of three trees at this exact location. There is a continuous line of established trees along the boundary, which are fenced both on the property side and roadside, forming a clear shelterbelt or barrier. This raises serious concerns about the accuracy of the application and how access will actually be established (photos attached)

Ryburn Road is a narrow rural road that is not best suited to the increase in traffic that would result from this development. The introduction of approximately 40 additional residential lots will significantly increase traffic volumes and turning movements along a constrained section of road. The intersection of Ryburn Road and State Highway 3 is already difficult and unsafe, particularly due to the angle of the corner, limited shoulder, and frequent potholes. additional traffic will increase the risk of accidents.

My property is located immediately after a bend in the road when travelling towards Ōhaupō, where visibility is already reduced. The proposal states that speed limit signage will be shifted “west of the future intersection”, but does not identify an exact location. This lack of detail creates a real risk that signage could be placed after this bend or near residential driveways, including my own. This would reduce the time available for drivers to react, increase the likelihood of vehicles travelling at higher speeds in a constrained area, and create additional safety risks.

Since the development of the Charles Edwards subdivision, there has already been a noticeable increase in traffic on Ryburn Road. We are also experiencing a large number of vehicles using our driveway to turn around, which is both disruptive and a safety concern. This is likely to worsen significantly if further development proceeds, increasing disturbance and risk to our property.

The proposal will also result in increased noise from both construction activity and ongoing traffic, and will change the character of the area from rural to residential, reducing the amenity currently enjoyed by existing residents.

In addition, since nearby development has occurred, particularly the Charles Edwards subdivision, we have observed a noticeable increase in rabbit populations on our property. This appears to be due to displacement from surrounding land. Further development of a large rural site into residential use is likely to displace additional pests onto neighbouring properties. The application does not clearly address how existing pests such as rabbits will be managed, which creates an ongoing issue for neighbouring landowners.

Taken together, these issues demonstrate that the proposal does not adequately account for the practical effects on existing residents, particularly in relation to safety, access, infrastructure, and environmental impacts.

I would recommend further discussions with NZTA be had to look into how access may look if made via State highway 3 via existing access. I believe there are other options like a slip lane or roundabout to provide a much safer way of access with no disruption to existing residents, lowering the incoming

speeds into Ohaupo with the addition of a roundabout.

Taken together, these issues demonstrate that the proposal does not adequately account for the practical effects on existing residents, particularly in relation to safety, access, infrastructure, and environmental impacts.

I also would like to note there are 3 cells of land approved for future development in the medium to long term already. The area in this application requested to be added with the other 3 cells in 2024 and was declined.

It will erase the rural feel for the existing residents with the views also gone from the state highway 3 corridor.

I seek the following decision/s from Council

I request that Council decline the plan change in its current form.

Alternatively, if the proposal is to proceed in any form, I request that Council require a significantly higher level of detail and assurance before approval is considered. This should include an accurate and verified assessment of existing access arrangements, including recognition that no current access exists from Ryburn Road. It should also include a clearly defined and engineered design for access from Ryburn Road, including the impacts of removing any trees and section of fencing and the safety of the proposed location.

I also seek a detailed and specific speed sign placement plan that demonstrates safe positioning in relation to road geometry, visibility, and nearby driveways, along with an independent traffic and safety assessment of Ryburn Road and the State Highway 3 intersection.

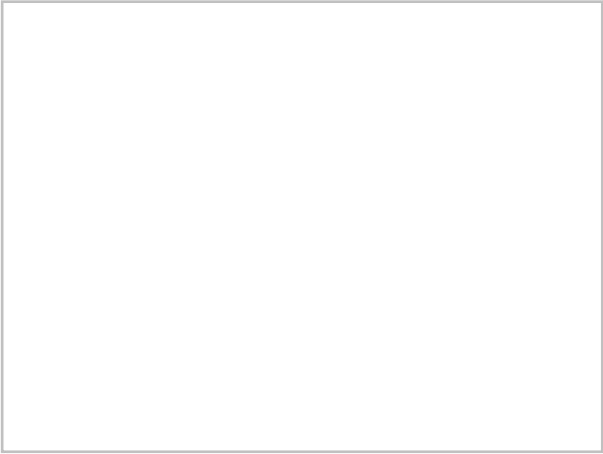
Further, I request that a detailed stormwater management plan be required to demonstrate that there will be no adverse effects on neighbouring properties, and that a pest management plan be developed to address the displacement of rabbits and other pests.

Finally, I request that the northern shelterbelt remain intact if not increased (number of trees have been removed in 2025 along the northern west corner) to help act as a natural sound barrier as noises in rural areas are more prominent.

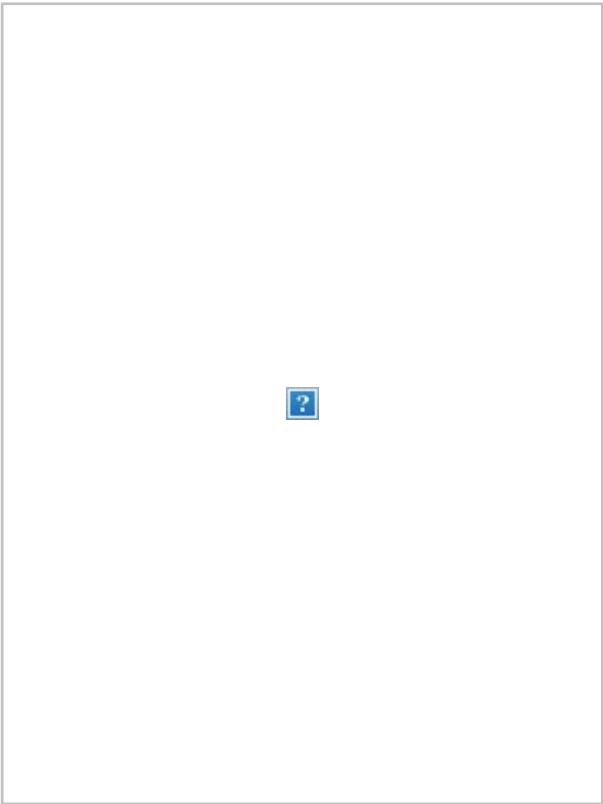
If increased setbacks can be in place as a condition would be an additional way to lessen impact to existing residents along Ryburn Rd of application proceeds in any form.

Attachments

Please upload any file attachments here



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