

From: info@waipadc.govt.nz
To: [Policy Shared](#)
Subject: External Sender: Waipā District Plan - Plan Change Submission Form 5 - Meagan may wrinch
Date: Wednesday, 8 April 2026 7:11:35 am

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Full name of submitter Meagan may wrinch

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Email address

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

37 riderpark structure plan area

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? No

Do you support the proposed change(s)? I support in part

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

The rezoning of the area and its impact on local infrastructure

My submission is

I am a resident of Cambridge and submit in opposition to Private Plan Change 37 as notified, which proposes to rezone approximately 100 hectares of land on the south-eastern side of Leamington from rural and deferred residential to medium density residential.

My opposition is not to residential growth in Cambridge in principle. It is to the timing and sequencing of this rezoning, given that the transport infrastructure required to support it is not committed, funded, or deliverable within any timeframe that aligns with the scale of development proposed.

Transport capacity at the river crossing is already inadequate

The Waikato River divides Cambridge from Leamington. Cambridge currently relies on a small number of key connections, including only one bridge capable of carrying heavy traffic over the Waikato River. This means all heavy and through traffic travelling east-west or north-south must pass through residential areas and the town centre, increasing congestion and crash risk.

The ageing and limited capacity of bridge infrastructure, combined with the lack of schools and essential services on the Leamington side of town, is already constraining reliable and resilient transport links between Cambridge and Leamington. These conditions exist before a single additional dwelling from this plan change is occupied.

Victoria Bridge, the primary light vehicle crossing between Cambridge and Leamington, is restricted to vehicles under 3,000 kg gross weight, 3.0 metres high, and 2.1 metres wide. It is a heritage structure with inherent physical constraints. It is not capable of absorbing materially increased traffic volumes from a development of this scale.

The plan change would make an existing problem significantly worse

If approved, approximately 1,250 new homes would be built on the edge of town. At a conservative average of 1.5 vehicle trips per household per peak hour, this represents in the order of 1,800 additional vehicle movements per peak period. The existing crossings cannot absorb this demand. Rezoning land ahead of any committed solution to this constraint does not resolve the problem; it locks it in.

The third crossing is not resolved

The Cambridge Connections programme, which is investigating potential locations for an additional river crossing, does not expect to identify even a general corridor location until the end of 2026. There is no committed funding, no confirmed alignment, no resource consent, and no construction programme. The programme is at the community engagement stage following a significant reset in 2024. When a potential bridge location was made public in March 2024, it generated significant community opposition, and the Mayor subsequently took any confirmed location off the table. Approving this plan change in advance of any resolution to the crossing question is contrary to sound planning practice. Infrastructure sequencing is a fundamental requirement of responsible growth management.

I seek the following decision/s from Council

Relief sought

I ask the Council to decline Private Plan Change 37 as notified, or alternatively, to impose conditions that make any rezoning and subsequent development approvals contingent on a confirmed and funded river crossing solution being in place prior to titles being issued.

Attachments