

From: info@waipadc.govt.nz
To: [Policy Shared](#)
Subject: External Sender: Waipā District Plan - Plan Change Submission Form 5 - Robert William Bailey
Date: Tuesday, 28 April 2026 1:15:39 pm

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

Ryder Park Private Plan Change 37

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 not

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):

Transport Network

My submission is

Having regard to the Rider Park Private Plan Change 37 I wish to make the following points.

1. The change of zone from Deferred Residential and Rural, to Medium Density Residential, is likely to have a significant impact on transport connections between Leamington and Cambridge, as follows;

I. Whilst the application provides for local transport demands with roundabouts from Wordsworth Street to Shakespeare Street and access from the development onto Maungatautari Road, there is no discussion on the transport connection across the Waikato River connecting Leamington with Cambridge.

II. It appears Council envisaged any new residential development being predominantly to the north and west of Cambridge therefore negating any requirement for a third bridge. This is supported by the

tabling of a proposed bridge that was to span the Waikato River from Duke Street to Leamington, but was taken off the agenda after considerable anger and angst was expressed by locals in April 2024.

III. I note the earliest any new bridge construction is likely to start will be 2040.

IV. The proposed Private Plan 37 indicates it could create 1,250 new dwellings. This has the potential to increase traffic by around 1,800 car movements per day, based on 1.5 cars per household. This does not include the Te Awa development on Cambridge Road and Lamb Street or the infill that Leamington is currently experiencing.

V. Whilst Leamington provides good day to day retail and health services, Cambridge is the main retail and service centre, requiring most local Leamington households to travel across the river into Cambridge. It would therefore not be unreasonable to estimate an additional 3,000 – 4,000 car movements across the Waikato River by the time this development is complete and quite possibly before any bridge is built over the Waikato River.

On this basis any application should not be approved until such time as a new bridge is confirmed and a date finalised for its completion.

I note the application is on the basis of providing affordable accommodation in line with Government policy. In that case there must be a strong argument for Government to provide a substantial contribution to the construction costs.

2. Secondly as indicated Leamington does have a level of day-to-day retail and domestic services, however these are now being stretched with the substantial population increase.

In this regard my concerns is where do Council anticipate finding additional land, suitable for rezoning to allow for the growth of retail and health services in line with Leamington's population growth.

I note the plan change includes neighbourhood centres, catering for day-day retail activities, cafes and child-minding facilities, however this does not make provision for the larger commercial requirements of a population of this size. This does not cater for commercial or health services of any scale requiring adjacent of road parking.

As an example, the local medical centre currently has a 3-week waiting list for any non-urgent appointments. Whilst this is not totally within local authority responsibility, it is an example of the problems created by significant population growth. The central commercial zoned area appears fully developed, unless the parking area is to be developed. This leaves very limited areas of potential land for any future commercial development, in the centre or close to, of Leamington that includes easy access and appropriate larger scale parking facilities in keeping with a higher level of facility required to meet Leamington's future population requirements.

3. My final concern is schooling. Currently there is only one primary school in Leamington. All the other schooling is located on the north side of the river, in Cambridge, requiring children to cross the Waikato River. For health and safety purposes a third bridge should be a priority with emphasis on good pedestrian access catering for young people using bikes and the ever-increasing use of scooters.

I seek the following decision/s from Council

The construction of a third bridge across the Waikato River, directly connecting Leamington and Cambridge.

Attachments

