

From: info@waipadc.govt.nz
To: [Policy Shared](#)
Subject: External Sender: Waipā District Plan - Plan Change Submission Form 5 - Gareth Moran & Simone van Asbeck
Date: Tuesday, 28 April 2026 2:56:40 pm

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Full name of submitter Gareth Moran & Simone van Asbeck

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

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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

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 proposal in its entirety.

My submission is

- The proposed development is out of sequence with planned growth. The area is not identified for development until after 2035. Future growth areas identified in the Waipa District Plan have been strategically staged to ensure essential infrastructure is delivered alongside population growth. Leamington and Cambridge are not equipped to support development at this scale at this time.

- Although there are conflicting statements in the application and specialist reports regarding the quantum of proposed houses, we understand the additional houses to be in the vicinity of 1250. However, under the Medium Density Residential Standards (MDRS), the actual number of dwellings could be considerably higher. A substantial number of additional homes (double - 2500) could be built as permitted activities (cant be stopped), with further intensification possible through non-notified restricted discretionary resource consents. Has these additional houses been contemplated,

particularly in relation to traffic effects?

- The ITA does not appear to have taken into account the MDRZ zoning; which is significantly different to the standard 'residential zone' provisions which were likely relevant when the assessment was done. Has the roading network been modelled to reflect the full development capacity enabled under MDRS?
- The potential loss of highly productive land associated with the rezoning of the rural zoned land is a concern. Based on publicly available mapping from Manaaki Whenua Landcare Research's Land Resource Information System (LRIS), including the New Zealand Land Resource Inventory (NZLRI) Land Use Capability dataset, it appears that much of this land is classified as Land Use Capability Class 2, with smaller areas of Class 3 near the river. My understanding is that land within LUC Classes 1–3 is considered highly productive under national policy. Our understanding of the National Policy Statement for Highly Productive Land is that it focuses on the ability of land to support primary production over the long term. In this case, we are concerned that the rural land being rezoned appears to have the characteristics of productive land, and that rezoning it would permanently remove its ability to be used for primary production. The proposal appears to be in direct conflict to the NPSHPL.
- The impact on the reserve/green belt, in the vicinity of Addison Street must be properly considered. It currently has a valued rural character which will be significantly compromised if medium-density residential zoning is allowed to directly adjoin it.
- In order to establish well-functioning communities, which is a core principal of the National Policy Statement, Urban Development, residential development needs to be supported by a supply of commercial zoned land. This does not appear to have been adequately addressed. Carter's Flat is the only new commercial zoned area identified in the District Plan, however given its primary use has historically been industrial, there will be delays in transforming this zone to commercial, which is compounded by the price of industrial zoned land in Hautapu.
- Turning right into Shakespeare Street (via Addison Street) is unsafe, during most hours of the days. We can't understand how significantly increasing traffic movements on an already congested street, represents a functional and safe option; despite the mitigation measures suggested by the traffic engineer. What specific measures are being put in place to ensure children living in the Addison Street area, can safely cross Shakespeare Street on their way to and from school?
- We request absolute certainty (beyond all doubt) that a future connector road will not be established at the end of Addison Street. We request this be formally embedded in the District Plan as a Prohibited Activity.

I seek the following decision/s from Council

decline

Attachments