

From: info@waipadc.govt.nz
To: [Policy Shared](#)
Subject: External Sender: Waipā District Plan - Plan Change Submission Form 5 - Elizabeth Harvey
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This is a submission on the following proposed plan change to the Waipā District Plan

Proposed Private Plan Change 37 – Rider Park Structure Plan (PC37) is a request from Milan Park Stud Limited, proposing to rezone 98 hectares of land on the southeastern side of Leamington from Rural and Deferred Residential to Medium Density Residential.

PC37 applies to land at 37, 85 and 95 Maungatautari Road and 114, 114A, 118 and 120 Wordsworth Street, Leamington as shown in figure 1 below. This is currently pastureland used for equine and grazing activities.

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 following aspects of the proposal:
- The staging of development and reliance on Wordsworth Street as an initial primary access route
- The proposed transport network upgrades, including the timing of improvements at the Wordsworth Street / Shakespeare Street intersection
- The scale of residential development (approximately 1,200+ dwellings) relative to the level of supporting infrastructure
- The provision and scale of neighbourhood centres and commercial activity within the structure plan area

My submission is

1. Effects on local residential streets

The transport assessment takes a network-level view and concludes that the overall system will operate within capacity. However, this does not adequately address effects at a local level. The proposal relies heavily on Wordsworth Street during early stages of development, while also acknowledging existing pressure at the Wordsworth Street / Shakespeare Street intersection. In practice, this creates a strong likelihood that drivers will seek alternative routes to avoid delays.

For nearby residential streets such as Chaucer Street, this raises concerns about:

- Increased traffic volumes
- Rat-running and shortcutting behaviour
- Reduced safety and residential amenity

The assessment relies on a network-level assumption that traffic will disperse. However, no evidence is provided of street-level modelling or assessment of driver behaviour in response to congestion. In the absence of this, it cannot be concluded that adverse effects on local residential streets will be no more than minor.

There is also no clear identification of:

- Mitigation measures to protect local streets
- Monitoring of traffic effects beyond key intersections
- Triggers for intervention if adverse effects arise

2. Staging and timing of infrastructure

The proposal includes upgrades to key intersections, including signalisation of the Wordsworth Street / Shakespeare Street intersection. However, these upgrades are tied to development thresholds rather than delivered in advance. While this approach may manage long-term network capacity, it does not adequately address the interim effects experienced by existing residents.

During staging, a substantial number of dwellings may rely on constrained parts of the network before upgrades are in place. This creates a period where:

- Congestion is likely to increase
- Local streets are more susceptible to overflow traffic
- Effects are experienced ahead of mitigation

While infrastructure upgrades are proposed, these are triggered by development thresholds rather than delivered in advance. This approach manages long-term capacity but does not adequately address the interim effects experienced by existing residents during staging.

3. Lack of commercial and employment provision in Leamington

The proposal introduces a large volume of new housing but provides only limited neighbourhood-scale commercial activity. While neighbourhood centres are included, their scale and function are modest.

They are unlikely to significantly reduce the need for residents to travel elsewhere for:

- Employment
- Retail and services
- Daily needs

This reinforces an existing pattern in Cambridge, where residents travel across the river for work and services, placing ongoing pressure on key transport routes and bridge crossings.

The proposal includes only limited neighbourhood-scale commercial activity and does not demonstrate how a significant proportion of daily trips will be contained within Leamington. Without this, the development is likely to reinforce, rather than reduce, existing cross-river travel demand.

There is insufficient evidence that land use planning has been aligned with transport outcomes in a way that reduces demand, rather than simply accommodating it.

I seek the following decision/s from Council

1. Transport and local street protection

Require further assessment of traffic effects on local residential streets, including Chaucer Street
Require evidence addressing rat-running and traffic redistribution, not just arterial and collector road performance

Include measures to protect residential streets, such as traffic calming, filtering, or other design responses

Require a monitoring and response framework, with clear thresholds for intervention

2. Staging and infrastructure timing

Require that key upgrades, particularly at Wordsworth Street / Shakespeare Street, are delivered before significant development occurs

Review staging provisions to avoid extended periods where large numbers of dwellings rely on constrained infrastructure

3. Land use balance

Reassess the scale and function of commercial and mixed-use areas within the development

Provide for greater local employment and service provision within Leamington

Demonstrate how the proposal will reduce, rather than reinforce, cross-river travel demand

Summary

I support well-planned growth. However, in its current form, the proposal demonstrates that the network can accommodate additional traffic in technical terms, but does not demonstrate that the effects of that growth will be acceptable at a local or community level.

Thank you for considering this submission.

Attachments

