

From: info@waipadc.govt.nz
To: [Policy Shared](#)
Subject: External Sender: Waipā District Plan - Plan Change Submission Form 5 - James Nguyen & Leah Crawford
Date: Monday, 27 April 2026 10:14:19 pm

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Full name of submitter James Nguyen & Leah Crawford

Contact name (if different from above)

Email address

Address for service

Contact phone number

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

PC37 - Rider Park

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

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 PC37 - Plan Change (Rider Park Development Proposal) in its entirety.

My submission is

1. Decision sought

We oppose Private Plan Change PC37 and request that Council reject the plan change in full.

2. Reasons for opposing PC37

2.1 Unacceptable transport impacts and network resilience risks

This proposal will have a significant adverse effect on transport. The development's scale (~1,250 dwellings) and location will materially increase pressure on the existing road network, including the limited river connections between Cambridge and Leamington.

Council's own Cambridge Connections Project acknowledges many current transport issues such as congestion, safety risks, increasing emissions, reliance on private vehicles, limited key corridors, and high demand across an ageing and limited bridge infrastructure, further compounded by the fact that

heavy vehicles can only use the low bridge.

The C4 & C6 growth cells in Leamington will foreseeably add further strain to the existing network. A further development of the proposed scale will predictably worsen congestion, disrupt connectivity during emergencies and temporary closures, and compromise the safety, efficiency and reliability of the transport system. Approving this development prior to resolving these problems will further exacerbate the issues mentioned above and will undermine attempts to achieve a well-functioning and resilient transport network that benefits all stakeholders.

PC37 itself proposes staging trigger rules and transport upgrades, which acknowledges the surrounding network is capacity-sensitive. We do not accept that a new signalised intersection at Shakespeare Street/Wordsworth Street along with internal staging triggers will adequately address the wider network constraints, particularly cross-river movement and through-traffic issues.

2.2 Strain on existing amenities and services

The proposal will add a substantial new population and will increase demand on local amenities, recreational spaces, schools, community facilities and local services. Even if some new reserve land is created within the structure plan, this does not adequately mitigate the broader pressure placed on existing amenities used by Leamington residents.

We are particularly concerned that growth of this scale will occur ahead of confirmed, funded and delivered transport and service upgrades that would be necessary to maintain access and quality of life for existing residents.

2.3 Significant adverse environmental effects

PC37 acknowledges significant adverse effects on long-tailed bats (a threatened Nationally Critical species) due to permanent loss of foraging/commuting habitat. The proposal relies on compensation measures such as planting and predator control to mitigate the adverse effects, however these will be proportionately inadequate compared to the disruption from lighting and substantial loss of green space.

Where a development results in high residual ecological effects on a Nationally Critical species, we consider this weighs heavily against approval. Compensation does not remove the immediate loss of habitat and creates long time-lag risks, particularly over a long staging programme.

Beyond bats, the proposal will result in the loss of environmentally valuable rural land and green space at the Leamington edge, with consequential effects on biodiversity, ecological corridors and local landscape character.

2.4 Loss of green edge character and landscape/visual effects

The proposed development will spoil the green edge of Leamington which is a significant aspect of the landscape character and lifestyle appeal that attracts people to the area, both to live but also to enjoy its outdoor spaces. The landscape assessment summary anticipates high adverse effects during and immediately after construction, but due to the loss of a significant amount of green space and the ecological corridors that it supports, these effects will be everlasting and irreversible.

We consider that the permanent loss of the green space, together with construction impacts over a long period, will erode the local identity and atmosphere that makes Leamington a pleasant and desirable place to live.

2.5 Undermines planned sequencing and the Waipa 2050 District Growth Strategy

We acknowledge that growth is inevitable, but PC37 seeks to bring forward development on land identified for development beyond 2035 and expand beyond the defined growth cell into additional rural land. The Growth Strategy itself plans for approximately 732 dwellings in the C5 growth cell, but

the Rider Park development seeks to exceed this by 518 dwellings. We oppose the scale of this proposed development and this out-of-sequence approach. It undermines the integrity of the District Plan's staged growth framework and creates an undesirable precedent for other out-of-sequence proposals.

There is inadequate justification for approving a development of this scale and pushing it ahead of the planned timeframe when local schooling and transport constraints—particularly river crossing capacity and resilience—are already recognised by Council as unresolved problems.

2.6 Insufficient certainty: reliance on future agreements and later processes

The proposal relies on later-stage design, consents, and a Private Development Agreement (PDA) to resolve infrastructure, staging and funding matters. A PDA is outside the RMA planning framework and does not provide the same level of enforceable certainty as plan provisions.

Rezoning should not be granted on the basis that critical infrastructure and transport risks will be resolved later. The plan change should be rejected.

3. Personal impacts (household perspective)

Although we are not immediately adjacent to the proposed development, we will be significantly and adversely impacted by the cumulative area-wide effects of this development—particularly increased traffic congestion, greater pressure on schools and other amenities and services, and the irreversible loss of the green-edge character and atmosphere that is a key element of what makes Leamington a pleasant and desirable place to live. We are concerned that approving PC37 as it stands, would materially degrade the local environment, lifestyle, and wellbeing of existing residents, and doesn't provide clear, timely and equitable benefits to the wider community.

4. Conclusion

For the reasons set out above, we request that Council reject Private Plan Change PC37.

We wish to receive any updates on the Rider Park Development proposal and wish to be heard on any further discussion regarding the proposal.

References

- Boffa Miskell (2025) Rider Park Private Plan Change – Request for Plan Change and Assessment of Environmental Effects (PC37).
- Waipā District Council (2025) Cambridge Connections – “It’s official! Cambridge has transport problems” (problem statements).
- Waipa District Council - 2050 District Growth Strategy (2017)
- Beca (2018) Cambridge Town Centre Road Bridges Capacity and Demand Study (prepared for Waipā District Council).

I seek the following decision/s from Council

Oppose the proposed PC37 Plan Change

Attachments

[Submission on Private Plan Change PC37 - James Nguyen & Leah Crawford.pdf](#) (252 kb)

Submission on Private Plan Change PC37 – Rider Park (Oppose)

To: Waipā District Council

Re: Private Plan Change PC37 – Rider Park Private Plan Change

Submitters: Mr. James Nguyen & Mrs. Leah Crawford

Address for service: [REDACTED]

Email: [REDACTED]

Phone: [REDACTED]

We are Leamington residents submitting as a household (individuals, not on behalf of an organisation).

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