

From: info@waipadc.govt.nz
To: [Policy Shared](#)
Subject: External Sender: Waipā District Plan - Plan Change Submission Form 5 - Hongfa Xu
Date: Friday, 24 April 2026 6:29:35 pm

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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

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):

My submission relates to the C5 Growth Cell (Rider Park Private Plan Change) as a whole, but specifically focuses on Appendix 7: Integrated Transportation Assessment (ITA) and the proposed transport infrastructure, staging rules, and multi-modal integration.

My submission is

I oppose the plan change in its current form unless specific amendments and further robust assessments are provided.

The Integrated Transportation Assessment (ITA) contains a couple critical limitations that underestimate the potential adverse traffic effects on the Leamington and Cambridge community: Outdated/Skewed Baseline Data : The baseline traffic counts (e.g., at Shakespeare/Wordsworth Street) were collected in November 2022 (ITA Footnotes 10, 11, 13). This period was shortly after the COVID-19 pandemic restrictions, where traffic patterns (e.g., work-from-home rates) had not normalized. Using 2022 data likely underestimates the true "normal" baseline traffic, meaning the forecasted Level of Service (LOS) and intersection capacities are overly optimistic.

Uncertainty of the River Crossing Bottleneck : The ITA acknowledges the river crossings as known constraints. However, the "Cambridge Connections" project (which included a potential third bridge) is currently "reset" (Section 3.6.2). Adding ~1,250 dwellings to Leamington without a confirmed solution for the river crossing will severely exacerbate existing traffic bottlenecks during peak hours

I seek the following decision/s from Council

I seek that the Council declines the Rider Park Private Plan Change UNLESS the following decisions/amendments are made:

- 1.Require an Updated Traffic Assessment: Mandate the applicant to conduct new baseline traffic counts using current 2025/2026 data to replace the 2022 pandemic-era data, and re-run the intersection Level of Service (LOS) models to reflect true current traffic volumes.
- 2.Link Development Staging to the 'Cambridge Connections' Project: Introduce strict staging rules that cap the maximum number of dwellings allowed in the C5 Growth Cell until the Waipa District Council formally confirms and funds the solution for the Cambridge river crossing (e.g., the third bridge).
- 3.Dynamic Network Monitoring: Instead of relying on static dwelling numbers for staging triggers, the Private Developer Agreement (PDA) must include mandatory "Real-world Traffic Audits". Further stages should only be released if actual intersection performance remains at LOS D or better.

Attachments