

From: info@waipadc.govt.nz
To: [Policy Shared](#)
Subject: External Sender: Waipā District Plan - Plan Change Submission Form 5 - Michaela Glaspey
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Attachments: [REF261213907.pdf](#)

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Full name of submitter Michaela Glaspey

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Email address

Address for service

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

Private Plan Change 36 - Ohaupo Large Lot Residential Extension

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 support in part

The specific provisions of the plan change my submission relates to are (give details):

I wish to submit on Private Plan Change 36 – Ōhaupō Large Lot Residential Extension. While I acknowledge the need for planned residential growth in Ōhaupō, I have significant concerns regarding transport safety, stormwater management, infrastructure capacity, and the potential adverse effects on existing residents, particularly properties along Ryburn Road.

My submission is

While not currently living in Ohaupo, I have owned a property on Ryburn Road since 2014 and continue to own property opposite this proposed development and will return to live there one day.

Key Concerns

1. Lack of Specific Consideration of Existing Properties on Ryburn Road

Existing landowners and residents who currently experience a relatively low-volume rural road environment may be disproportionately affected by increased traffic movements, road safety risks, noise, stormwater runoff, and construction impacts.

The proposal should include a more detailed assessment of:

- Existing driveway locations;
- Current sightline limitations;
- The cumulative effects on existing residents along Ryburn Road;
- Safety impacts associated with increased residential development traffic.

Council should require a detailed and site-specific assessment of effects on properties directly adjacent to or opposite proposed access points. There are significant concerns about the speed at which vehicles currently enter Ryburn Road from SH3. This is already a risk to those needing to slow and turn into driveways (an accident waiting to happen). This will only increase with more traffic. This road is often used for diversions in which increases the risk to all road users, particularly those walking where there is no footpaths (below Charles Edwards Street).

2. Road Safety Concerns – Proposed Entrance Opposite Existing Driveway

A particular concern is the apparent location of a proposed road entrance directly opposite or near an established driveway on Ryburn Road. This creates a significant and unnecessary road safety risk.

Potential issues include:

- Increased likelihood of head-on turning conflicts;
- Reduced safety visibility for vehicles exiting driveways;
- Increased risk for cyclists, pedestrians, and school transport (no footpaths);
- Confusion for drivers on a narrow rural road;
- Increased accident potential due to opposing turning movements.
- Vehicles enter Ryburn Road at speed without consideration for slowing existing traffic – this will increase and create a real risk of vehicle collisions.
- Application notes: farm access off Ryburn Road; since we have owned property at this address, trees have lined the road, and the entrance has never been obvious or used. Driveways have been established over the last few years, for the two new dwellings (which may have used any access from this roadway)

The current road environment was not designed for intensified residential traffic volumes or multiple closely aligned accessways.

I strongly request that Council require the applicant to:

- Relocate the proposed entrance away from existing driveways;
- Investigate alternative entrance locations that achieve safer vehicle movements, particularly the existing entrance from SH3 (While it is noted NZTA have required this entrance to be closed as a condition of the consent, consideration should be given to the safety of all road users, not just those using SH3 – it is possible to extend the reduced speed just past this entrance to improve safety);
- Undertake an independent road safety audit;
- Demonstrate safe intersection design standards can be achieved.

Alternative access configurations should be assessed before any approval is granted.

3. Ryburn Road Width and Infrastructure Capacity

Ryburn Road is currently narrow and has limited capacity to safely accommodate additional traffic generated by a large lot residential development.

The proposed intensification is likely to result in:

- Increased daily traffic movements;
- Greater heavy vehicle use during subdivision and construction stages;
- Reduced roadside safety margins;
- Difficulty for vehicles passing safely;
- Increased maintenance requirements.

The road should be widened and upgraded prior to or as part of any development occurring.

At a minimum, Council should require:

- Road widening along affected sections of Ryburn Road;
- Safe passing opportunities;
- Improved road edge stability;
- Stormwater drainage upgrades associated with road widening;
- Consideration of pedestrian and cycling safety (currently, the footpath does not extend far down Ryburn Road, many people use the existing verge as a walkway – the reduction of the verge will endanger pedestrians);
- Appropriate lighting and signage where required.

The costs of road upgrades should not fall unfairly on existing ratepayers.

4. Stormwater and Runoff Management

Stormwater management is a major concern.

The conversion of rural land into residential development, along with the creation of new roads, driveways, roofs, and hard surfaces, will increase stormwater runoff volumes and alter natural drainage patterns.

There is concern that runoff from roads and developed areas may discharge toward Ryburn Road and neighbouring properties, potentially worsening:

- Cumulative effects;
- Surface ponding;
- Flooding risk;
- Erosion;
- Sediment movement;
- Damage to private property;
- Pressure on existing drainage systems (which there are none at the top of Ryburn Road);

Council should require a comprehensive stormwater assessment demonstrating:

- Treatment of runoff from all roadways;
- Where soakage swales end and how this is managed;
- No increase in peak stormwater discharge onto neighbouring properties;
- Provision of on-site stormwater attenuation and treatment;
- Long-term maintenance responsibilities for stormwater infrastructure;
- Climate-resilient design standards accounting for future rainfall intensity;
- Protection of downstream receiving environments.

No approval should be granted until the applicant can clearly demonstrate that existing residents will not experience increased runoff or flooding effects. Previously, the Council signed off on a subdivision which negatively impacted our address by re-routing overland flowpaths and directing them to one location finishing on our land. While this may not be the case here, overland flow paths that are taken from across the land areas and directed to one spot can have a significant impact on the location - I don't want to see this again here and have concerns that stormwater is directed to the bottom of the section by the railway - then where?

5. Construction Effects

Construction-related effects should also be considered, including:

- Dust generation;
- Noise and vibration;
- Mud and debris on roads;
- Construction traffic impacts;

- Temporary reduction in road safety.

A Construction Management Plan should be mandatory before any earthworks or subdivision activity begins.

6. Infrastructure and Servicing

Council should ensure that wider infrastructure capacity issues are fully addressed before rezoning proceeds, including:

- Water supply;
- Emergency service access;
- Long-term maintenance obligations.

Growth should not outpace infrastructure capacity. Ratepayers should not be responsible for covering the cost of additional water supply (the current water supply is a limited trickle feed, and extending it will impact existing users). Subdivision conditions and consent notices should set out the requirements for water supply takes as set out in the application.

I seek the following decision/s from Council

Relief Sought

I request that Council:

1. Decline the plan change in its current form until the identified issues are resolved;
 - Move site entrance so not opposite existing driveways or relocate to SH3 (amend road speed on SH3 where entrance is moved)
 - Widen Ryburn Road or relocate site entrance to SH3 (amend road speed on SH3 where entrance is moved)
 - Provide a footpath from proposed site entrance
 - Ensure water supply is provided by on-site water collection (subdivision consent and consent notices on each lot)
 - Ensure no stormwater runoff (swale) will run along Ryburn Road that may affect existing properties.
 - Address how the stormwater runoff will be addressed once the swale ends by the railway or alternatively;
2. Require substantial amendments and additional conditions addressing:
 - Safer road access design;
 - Relocation of subdivision entrance points;
 - Consideration of alternative access locations;
 - Road widening and infrastructure upgrades;
 - Comprehensive stormwater mitigation;
 - Protection of neighbouring properties from adverse effects;
 - Independent traffic and safety assessments;
 - Provide for footpaths.

Conclusion

While residential growth may be appropriate in principle, the current proposal does not appear to adequately address the practical impacts on existing residents and infrastructure along Ryburn Road. Greater consideration must be given to transport safety, stormwater management, infrastructure upgrades, and protection of neighbouring properties before the proposal can be considered appropriate.

Thank you for considering this submission.

Attachments