

From: info@waipadc.govt.nz
To: [Policy Shared](#)
Subject: External Sender: Waipā District Plan - Plan Change Submission Form 5 - David Dugmore
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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)

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 not

If others make a similar submission, will you consider presenting a joint case with them at the hearing? No

Do you support the proposed change(s)? I oppose

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

I have not made a submission before and initially considered whether to select “I support in part” or “I oppose” for this plan change. I can understand the desire for growth and the positive benefits it can bring to Cambridge over time. However, I do have some concerns that this proposal may be relatively large and potentially early in the context of current infrastructure readiness.

In particular, I am concerned that this plan change brings forward a substantial development ahead of its originally anticipated timeframe, at a point where Cambridge is already experiencing multiple active growth fronts across several growth cells. In my view, we have not yet had the opportunity to properly absorb and “settle” the impacts of those developments in terms of infrastructure capacity and community outcomes. I do apologise if some of this was answered in all the readings supplied for this proposal, I did my best to get through what I could but wanted to make the deadline for the submission.

My comments below focus mainly on considerations of timing, infrastructure capacity, and cumulative growth pressure.

My submission is

I understand that as a Tier 1 growth area, Cambridge is identified for significant future development, and in my 8 years of living here I have seen this growth first-hand. The concern I have with this proposed change is that there are already a number of active developments underway across Cambridge, including C1, C2, C3, and Leamington C4 and C6. These developments are still in progress, and in my view we have not yet fully experienced the infrastructure and community impacts associated with the population that will ultimately result from them.

In addition, there are a number of intensification projects occurring across the town, where existing sites are being redeveloped from one or two dwellings into higher-density housing. For example, developments such as Queenwood / London Lane in Leamington is now eight houses, and there are several similar sites in close proximity around it, which are collectively contributing to incremental increases in housing and population within established neighbourhoods. Just in that example area alone I would suggest 30 possible houses, which could be 100 odd additional people (and their cars) and that is just one small area of the Leamington side.

Taken together, I consider that the cumulative effect of these developments is already creating additional pressure within the existing town boundary, even before further large-scale development is introduced.

In this context, I question whether it is appropriate to bring forward another major development site, which I believe is currently earmarked for development from around 2035, for approximately 735 homes (and now potentially up to 1,200 homes), without a clearer understanding of how the combined effects of growth across Cambridge will be managed.

I have the following considerations:

Transportation and connectivity

- We are currently undertaking the Cambridge Connections project to plan for future transport needs, yet Cambridge still relies on only two main bridge crossings and a limited road network. These routes already experience congestion at peak times and during events.
- Adding a further 3,000–3,500 residents will significantly intensify pressure on SH1 corridors, main and supporting streets (e.g. Victoria Street, Shakespeare) and key intersections.
- There is also a risk that this increased housing growth will continue to reinforce car dependency, particularly as public transport options remain limited and as you will see below I imagine a significant portion of the people that may live in this area will work or go to school outside of Cambridge.

Education capacity

- Cambridge effectively has one intermediate school that has expanded multiple times over recent years with new classrooms, and one public high school with St Peter's as a major private alternative.
- Primary school capacity is also tight across several zones.
- It is unclear where the additional student population from this development will be accommodated without further strain or the need for accelerated school expansion. I assume a lot will need to or want to go to Hamilton adding to commuting and congestion even if busses are used.
- This concern is shared with early learning centres too as well as places such as swimming schools, sport clubs etc. and raises concerns about whether education infrastructure is being delivered in step with housing growth. Healthcare access and delays

- The existing health infrastructure, including general practices and the planned Cambridge health hub/medical centre expansion, is already experiencing capacity pressure. - Residents have difficulty accessing timely GP appointments, with increasing wait times for enrolments and consultations.
- Any delay or phasing mismatch in the delivery of new healthcare centres would likely compound existing access issues as the population increases.

Retail supply and town centre pressure

- Cambridge town centre and major supermarkets (including Woolworths and New World) already experience peak-time congestion.
- There is frequent limited stock availability at certain times (particularly at Woolworths, which is the largest supermarket), during weekends and other high-demand periods.
- Increased residential growth without corresponding retail or supermarket expansion risks further strain on supply chains, parking, and overall customer experience.
- While there are smaller suppliers (Foursquare and Fresh Choice), these are generally higher priced, which raises concerns around food affordability if the largest supermarket is already under pressure.
- Weekend visitor congestion already places pressure on town centre infrastructure, and adding further residents and visitors will only increase this, to the point where it risks becoming an unpleasant experience for both residents and visitors.

Waste, recycling, and local services

- Waste and recycling services are already showing signs of strain, including occasional delayed collections.
- Rapid population increases tend to amplify operational pressure on council services before additional capacity is fully funded or delivered.
- There is also a broader concern about whether service delivery (waste, parks maintenance, stormwater response) can realistically scale at the same pace as population growth. This is particularly important for the likes of the Cambridge library which is far outgrown the current building and would struggle to accommodate the expected community.

Water supply, pressure, and resilience

- Water infrastructure is already under increasing demand from current growth cells.
- Following recent weather events and flooding impacts in the wider Waipā and King Country region (including areas such as Pirongia), there are ongoing questions about system resilience and stormwater capacity.
- Concerns remain around whether potable water pressure, wastewater capacity, and downstream treatment systems can support additional large-scale growth without upgrades being fully in place first.
- There is also uncertainty around current supply and servicing capacity for new connections on the southern and western edges of the district, with supply coming from Lake Karapiro. Is that a potential future for this side of the district if a civil emergency hits, with infrastructure stretched.

Character, green buffers, and land use change

- One of Cambridge's defining features is the interface between town and surrounding rural and equine land uses.
- These green buffers and horse paddocks contribute significantly to the town's identity, amenity value, and sense of space.
- The gradual erosion of these edges risks losing the very characteristics that make Cambridge distinct compared to other rapidly growing urban areas.
- I appreciate this plan retains some of the green belt and has some designs to keep it green etc. but

just wanted to note that we run the risk of being an overnight massive urban sprawl.

Employment patterns and commuting pressure

- It is reasonable to assume that a large proportion of future residents will continue to work outside of Cambridge, particularly in Hamilton and surrounding employment hubs.
- Combined with school travel patterns (including secondary education outside the immediate area for many students), this creates a significant commuting population.
- This reinforces peak-hour pressure on already constrained transport routes and bridges.

Overall, while I support well-planned and staged growth for Cambridge, I have reservations about bringing this development forward ahead of its original timeframe, particularly given the level of development already underway and the fact that many infrastructure impacts are still emerging.

In my view, the cumulative effect of multiple large-scale developments occurring simultaneously may place strain on infrastructure and community services, and gradually change the character of Cambridge in ways that are difficult to reverse.

A more staged and coordinated approach to growth, with clear alignment between development timing and infrastructure delivery, would in my view better support the long-term liveability and resilience of Cambridge.

I seek the following decision/s from Council

I would like Council to consider the following points in relation to this plan change:

- That careful consideration is given to whether advancing the proposed plan change ahead of its original staging timeframe is appropriate at this time
- That further assessment is undertaken of the cumulative effects of existing and already consented developments across Cambridge before additional large-scale rezoning is progressed
- That infrastructure capacity (including transport, water, wastewater, healthcare, education, and community services) continues to be closely considered alongside growth, to help ensure it remains aligned over time
- That a staged and coordinated approach to growth continues to be maintained where possible, in order to support the ongoing liveability, character, and service levels of Cambridge

Attachments