

Ruakura Variation Submission on Publicly Notified District Plan

Clause 6 of Schedule 1, Resource Management Act 1991

To: Hamilton City Council

Date: 17/12/2015

Ruakura Variation Submission method: on-line

Submitter Details:

Individual

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I wish to be heard in support of my submission.

I **could not** gain an advantage in trade competition through this submission.

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This is a Ruakura Variation Submission on the Hamilton City Council Proposed District Plan (the Proposal):

The specific provision that my submission relates to is:	Support, Oppose or Support in part	My Ruakura Variation Submission is:	I seek the following decision from the local authority:
3.7 Ruakura	Oppose	My reading of the Structure Plan suggests that although the area contained within Percival and Ryburn Roads is zoned Residential ,there is still an underlining zoning of Logistic which is totally opposing to anyone wanting to further develop this area in a residential character. Who would invest in a residential development knowing that long term Cou7ncil plans to rezone the area as Logistic.	The underlying zoning for the Percival -Ryburn Road area be changed to Residential.
Figure 2-14 Ruakura	Oppose	I address Structure Plan section 3.7.2.4d	The Structure Plan should be amended to set this zoning as

The specific provision that my submission relates to is:	Support, Oppose or Support in part	My Ruakura Variation Submission is:	I seek the following decision from the local authority:
Structure Plan – Land Use		<p>not sure how you would get that in the left hand panel.</p> <p>This section sets an underlying zoning of Logistic for the Percival-Ryburn Road area where the planning maps set the zoning as Large Lot Residential.</p> <p>Surely this is contrary to responsible planning. Who in their right mind would subdivide for residential purposes and build a quality residential home knowing that at some time in the future at the whim of Council and the success or otherwise of an associated private commercial development the land might be rezoned as Logistic a move that would kill any equity in the residential improvements carried out on the land.</p> <p>Most of the residential development on this land was built when the land was under the jurisdiction of the Waikato District Council and the land carried a Rural Residential zoning. If Council is set on rezoning this land as Logistic they should pay compensation to the land owners who in good faith developed there land in terms of the current then zoning and projected residential development, not anticipating that a local authority boundary change would result in this totally unexpected zoning activity to be approved without any consideration for existing land owners.</p>	<p>Residential not Logistic.</p> <p>If Council is set on retaining the Logistic Zoning, Council should pay compensation to the land owners who equity is affected by the long term negative aspect on the improvements carried out to date on their properties by the influence an underlying Logistic zoning will have on their valuations.</p>
Features Map	Oppose	<p>The Planning Maps do not show adequately the future roading layout for when the Inland Port is developed and Ruakura Road is closed.</p> <p>At the information day at Marist Park some maps were on display and they showed a very lengthy route to exit Ryburn /Percival Road and did not respect the Direction I believe set by the Board of Enquiry that a road outlet was to be provided as a condition of</p>	<p>I seek more clarification on the planning maps as to how access is to be provided to the Ryburn/Percival Road area when and if Ruakura Road is closed and adequate provision made for cyclist wishing to cycle to the city so that their journey is not increased distance wise when new roading layouts are planned.</p> <p>If it is argued that the planning maps don't address the Inland Port I would counter this argument with the statement that the only</p>

The specific provision that my submission relates to is:	Support, Oppose or Support in part	My Ruakura Variation Submission is:	I seek the following decision from the local authority:
		<p>closing Ruakura Road that would exit around the University Silverdale round-a-bout location. The route on display would greatly increase the distance one would have to travel to get to the city and if travelling by cycle as some residents do to get to work (and as encouraged by the climate change proponents) the time to complete the journey would also increase.</p> <p>The city should look at developing a walkway/cycleway along the alignment of the rail corridor adjacent to or as part of the Kiwi Rail reserve if the rail company would approve. This access could also be used by Kiwi Rail as access to their track as they sometimes do have access along their rail corridor.</p>	<p>reason an industrial and logistic zoning is being planned for this area is to accommodate the Inland Port and this round of documents should totally address that intent.</p>