

Submission on Ruakura Variation to the Proposed Hamilton District Plan

Clause 5 of Schedule 1, Resource Management Act 1991

Meggie Wang - Submission

To: Hamilton City Council

1. SUBMITTER DETAILS

Name of Submitter: **Meggie Wang**

This is a submission on the Ruakura Variation to the Proposed Hamilton District Plan.

The submitter could not gain an advantage in trade competition through this submission. In any event, the submitter is directly affected by effects of the subject matter of the submission that:

- a) Adversely affect the environment; and
- b) Do not relate to trade competition or the effects of trade competition.

2. SCOPE OF SUBMISSION

Without limiting the generality of this submission, the specific aspects and provisions of the Ruakura Variation that this submission relates to are:

- a) Chapter 3 Structure Plans
- b) Chapter 4 Residential Zones
- c) Chapter 10 Ruakura Logistics Zone
- d) Chapter 11 Ruakura Industrial Park Zone
- e) Chapter 23 Subdivision

3. SUBMISSION AND RELIEF SOUGHT

ZONING AND LAND USE

- We request the zoning of our land as Large Lot Residential (LLR) zone with the same rights as other LLR zones to have a minimum lots size of 2500 square meters. We also seek to protect the amenity values of the Percival – Ryburn Road Large Lot Residential enclave.

- We oppose the identification of a future “Ruakura Logistics Zone” or “employment zone” for our land for the following reasons:
 - a) The section 32 report provides insufficient analysis of the viability of a future industrial zoning of our land to justify identifying this within the current District Plan. Any potential future rezoning of our land should be subject to full section 32 analysis at that time, and should not be pre-empted by the current District Plan without sufficient analysis.
 - b) In the future, the land may not be considered or assessed as being appropriate for non-residential use. It is not guaranteed that the rezoning of the land from residential to logistics will ever be justified by section 32 analysis, therefore shouldn't be included as part of the current District Plan.
 - c) Further, the ‘pre-empting’ of a potential zone change provides uncertainty and has significant implications on the ongoing use and enjoyment of our property, and compromises our ability to on-sell our property at the current market value. That is, the section 32 analysis does not sufficiently analyse the costs and benefits of indicating a future logistics zoning for our site at this time.

ACCESS

The current Indicative Collector Road location does not provide efficient access for local residents to access community facilities and services that are located within Hamilton City. We understand that the traffic thresholds for construction of the bridge on the southern spine road, over the East Coast Main Trunk Railway are unlikely to ever be triggered. The proposed road layout, and lack of certainty about when an alternative access to local facilities will be provided is unsettling and concerning. We request provision of a more direct link between our land and Ruakura Road to the south and the city prior to the closure of Ruakura Road. There had previously been some discussion with Tainui Group Holdings that this access may be provided adjacent to the railway line and though the current Ruakura Research Campus.

LANDSCAPING

We seek to protect the amenity values of the Percival – Ryburn Road Large Lot Residential enclave, by provision of adequate landscape buffers as per The Board of Inquiry decision on the Ruakura Plan Change. That a landscape buffer should apply adjacent to the Percival Road reserve; that the buffer be 20 metres wide, with a further 10 metre setback for buildings on the neighbouring site; and that the planting should incorporate the existing trees, understory planting and an evergreen hedge to 12 metres. Further, qualitative assessment of the proposed landscaping for these sub-areas should be

undertaken as part of the Land Development Plan process, as is required for the buffer area for the land south of Ryburn Road, extending the full length of both roads.

NOISE AND VIBRATION

In addition to visual amenity effects that can be managed through the provision of landscape buffers managing noise and vibration from inland port and industrial activities is also essential to protect the amenity values of this Ruakura residential area during both the construction and operation of the industrial area. This should be recognised in the policies supporting objectives relating to the protection of amenity values in the Percival and Ryburn Road area. Further, infringements to permitted noise and vibration levels should be subject to the normal tests for notification, so that the residents (through the proposed Community Liaison Committee) can be involved in the process should we be adversely affected by the infringement.

TRAFFIC CONTROL

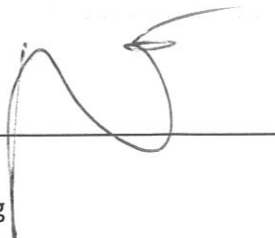
We seek to protect the amenity values of the Percival – Ryburn Road Large Lot Residential enclave, by limiting traffic movement on these roads. Specifically to have no heavy vehicle access to logistic sites from Percival or Ryburn Rds and to have all vehicle movements excluded from any buffer zones or interface areas.

COMMUNITY LIAISON COMMITTEE

We support the inclusion of provisions in the Ruakura Variation relating to establishment of a Community Liaison Committee, consistent with the Board of Inquiry decision of the Ruakura Plan Change to provide an efficient and effective mechanism for the proactive management of the effects of inland port operations on the neighbouring residential land for both Percival and Ryburn Road residents.

4. HEARING

I wish to be heard in support of this submission.



Meggie Wang

Date: 18 December 2015

5. ADDRESS FOR SERVICE

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